



# MEETING SUMMARY

## Public Meeting #2

### Westbound I-70 Concept Development Process/NEPA Scoping

July 26<sup>th</sup>, 2017 | 5 PM - 7PM

United Center, Idaho Springs

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#### Table of Contents

Document	Pages
Public Meeting Summary	1-7
Exhibit A—WB PPSL Handout	8-11
Exhibit B—Floyd Hill Handout	12-15
Exhibit C—Public Meeting #1 Public Comment Handout	16-20
Exhibit D—Public Meeting #2 PowerPoint	21-57
Exhibit E—Public Meeting #2 Public Comments Received	58-60
Exhibit F—Petition Regarding Greenway	61-71
Exhibit G—Jim White’s Email Correspondence	72

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#### **Background of Public Meeting #2**

Public Meeting #2 (“Meeting #2”) was the second of two public meetings for the Concept Development Process (CDP) (the first was held on March 14, 2017 at the Clear Creek Rec Center). The WB I-70 Mountain Corridor Project Leadership Team advanced these public meetings in order to involve constituents and projects stakeholders throughout the process. Approximately 70 members of the general public attended this Meeting #2.

#### **Purpose**

The purpose of Meeting #2 was:

- 1) To discuss comments heard at the March 14<sup>th</sup> Public Meeting and provide responses;
- 2) To provide a forum to present and request public feedback on recommendations from the CDP and discuss next steps; and
- 3) To request scoping input for two National Environmental Policy Act (NEPA) projects. The goal of this initial NEPA scoping was to receive input and advice around the community issues and concerns for design solutions for the two upcoming NEPA projects, Floyd Hill and Westbound Peak Period Shoulder Lane (PPSL).

### **A Chronology and Brief Summary of Meeting #2:**

#### **4:30 PM – 5:30 PM – Arrival, Check in and Review of Project Information**

- Members of the public (“Attendees”) arrive.
- Representatives from CDOT, CDR Associates, HDR, Inc., and THK Associates greet members at the door and ask people to sign in.
- As Attendees enter, they are encouraged to ask questions and speak to Project Management Team, Project Leadership Team and Technical Team members who are wearing name tags.
- Several handouts were distributed to attendees as they entered the meeting. These included:
  - Westbound PPSL Handout (Exhibit A)
  - I-70 Floyd Hill Handout (Exhibit B)
  - I-70 Public Meeting #1 Comment/ Response Matrix (Exhibit C)
- Attendees were asked to write on blank maps any issues, comments, and opportunities they have relating to the two upcoming NEPA projects - Floyd Hill and Westbound PPSL. These maps were left out for public comment and viewing for the duration of the meeting.
- Attendees were also asked to record their comments on comment sheets set out for their use.

## **5:30 PM -6:00 PM Project Presentation**

- Jonathan Bartsch, CDR Associates, provided opening remarks.
- Tim Mauk, Clear Creek County Commissioner, welcomed Attendees and gave an overview of the purpose of the meeting and the importance of community input.
- Jonathan Bartsch, presented Eastbound data (Exhibit D)
- Steve Harelson, CDOT, presented an award from FHWA to Clear Creek County and Idaho Springs for the Context Sensitive Solutions Process used on the Eastbound PPSL project.
- Matt Hogan from Kraemer Construction presented an award to Idaho Springs and Clear Creek County for the Twin Tunnels project. The award was from the American Society of Civil Engineers (ASCE) for Best Highway/Bridge Project - Mountain States 2016
- Jonathan Bartsch presented information on the 6 – Step Decision Making Process (as part of the Concept Sensitive Solutions Process) (Exhibit D):
  - Establish Context Statement
  - Define Core Values and Critical Issues
  - Develop Concepts
  - Evaluate, select, refine options
  - Determine which option(s) to advance to NEPA
  - Finalize documents and evaluate process
- Jonathan Bartsch further presented (Exhibit D) the Core Values of the CDP. These were used to develop and evaluate concepts:
  - Safety
  - Mobility and Accessibility
  - Implementability
  - Community
  - Environment
  - Sustainability
  - Engineering Criteria and Aesthetic Guidelines
  - Historic Context
  - Decision Making

- Gina McAfee, HDR Inc., presented comments received during Public Meeting #1 and explained how those comments helped to develop Concepts that were presented during Meeting #2.
  - Public input, needs and concerns that were identified during the CDP were to be taken into the two NEPA processes, Floyd Hill and Westbound PPSL.
- Gina McAfee, explained the Evaluation Matrices that were used in the CDP. These matrices were used to:
  - Evaluate alignment and interchange concepts using the public input, needs and concerns for Segment 1
  - Determine cross section concepts for Segments 2 and 3
  - Gina McAfee also discussed what information from the CDP is being carried into the NEPA processes:
    - 1. Issues of concern to the general public, the Project Leadership Team, the Technical Team and the Issue Task Force
    - 2. Issues of concern to state and federal resource agencies
    - 3. Environmental resources
    - 4. Concepts that should be brought forward into the NEPA processes (These are indicated on the evaluation matrices at the back of the room)
    - 5. Concepts that should not be advanced into the NEPA process.
- Steve Long, HDR Inc., presented the concepts proposed for Segment 1 and Segments 2/3
  - Segment 1 concepts explored how to get down, around, or through Floyd Hill with several families of concepts including:
    - North Alignment Concepts
    - Off Alignment Concepts
    - South Alignment Concepts
    - Interchange Concepts (there are four of those)
  - Segment 2 concepts explored the options for a Westbound PPSL and also looked at how to begin east of Idaho Springs and how to end in the Empire Junction interchange area.

**6:00 PM – 6:45 PM Public Comment Period**

Following the presentation, the floor is open for a public “Question and Answer” session. All questions from the public were written on large easel paper in the room. Below are questions that were brought up by several of the attendees. Further questions and comments can be found in **Exhibit E**.

**Question:** Are we considering the induced demand that improvements will cause? **Answer:** Yes, During NEPA there will be a traffic design model that will project what conditions will be like with and without the project 20 years from now.

**Question:** Are we looking at the fiscal implications of these concepts? **Answer:** Throughout the NEPA process, costs will be refined. However, as of right now there are just guesses as to the fiscal implications of each. In regards to the fiscal impacts of rock cuts vs. median changes, the design will go foot by foot along the corridor and determine which method to widen. No cost estimates were prepared during the CDP.

**Question:** Throughout the country there are examples of aesthetically pleasing overpasses, the overpass at exit 240 is not aesthetically pleasing, are we going to consider aesthetics in concepts? **Answer:** There are aesthetic guidelines to consider during design, the idea is to highlight the natural beauty of the corridor.

**Question:** Should the project area be extended east towards El Rancho, where the traffic issues stretch towards? **Answer:** We have looked at extending the study area. The decision on the limits will be made during the NEPA process for Floyd Hill.

**Question:** Are these improvements still being considered an interim project based upon the Record of Decision (ROD)? This doesn't include the Advanced Guideway System (AGS) or other long-term, permanent solutions? **Answer:** Yes, these are considered interim improvements. In 2011, FHWA and CDOT agreed to the Programmatic Environmental Impact Statement (PEIS) ROD. At the time of the PEIS ROD, there was a question of feasibility in technical terms and in fiscal terms. In 2014, CDOT undertook the AGS feasibility study which found that AGS is technically feasible. Financially, the farebox revenue is expected to cover operational

costs but not the capital costs. One thing to our advantage, technology is advancing. In 2011, this technology (assumed to be magnetic levitation) was in its infancy, but now more installations are being made around the world.

**Question:** Should the Frontage Road at the bottom of Floyd Hill near Idaho Springs be finished before rock scaling or other improvements? That way it could be used as a construction detour during Floyd Hill construction. **Answer:** In the ROD, the commitment was to build the Frontage Road and connect from US 6 west to Idaho Springs. The ROD commits to connectivity through the canyon.

**Question:** Has there been consideration of a pedestrian bridge over I-70 in Idaho Springs? **Answer:** The Project Leadership Team has looked at a pedestrian bridge at the new parking garage/transit center that is being considered by Idaho Springs.

**Question:** How are we going to ensure that the next construction projects look like the Twin Tunnels model of success? **Answer:** CDOT is well aware of the issues with the Eastbound PPSL contractor. We will look at ways to make future contractors more responsive to community and business community issues.

**Comment:** 1,100 people depend on Homestead Road at Exit 247 as their only way in and out leaving us with a safety issue. Don't make the area on the south side by Exit 247 any worse. Keep as much traffic as possible away from that area. As you look at your matrix, you may want to separate things like safety and mobility and consider the local impacts differently from the through traffic issues. One option you're not carrying forward, I would suggest not carrying all of that traffic up the hill; something closer to the bottom of the hill is safer for the community. There are opportunities to use the same facility in the summer time to access open space and serve as a staging area in the winter.

**Comment:** One of the big problems we have (Dumont/Lawson area) is noise. We need a Jake Brake law. Sound barriers on both sides of the highway to funnel traffic up would be helpful. The rumble strip on the

expanded side of the road should be pushed to the edge of the road since that also causes more noise.

**Comment:** Want to make sure that truck access to the quarry to and from US 6 is ensured.

### **6:45 PM – 7:00 PM Open House**

- Attendees continued to look at Segment Maps and Project Boards. Attendees provided comments in the comment box and had the opportunity to speak to Project Management Team, Project Leadership Team or Technical Team members one-on-one to provide additional comments and ask questions.

### **7:00 PM – Close**

## WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

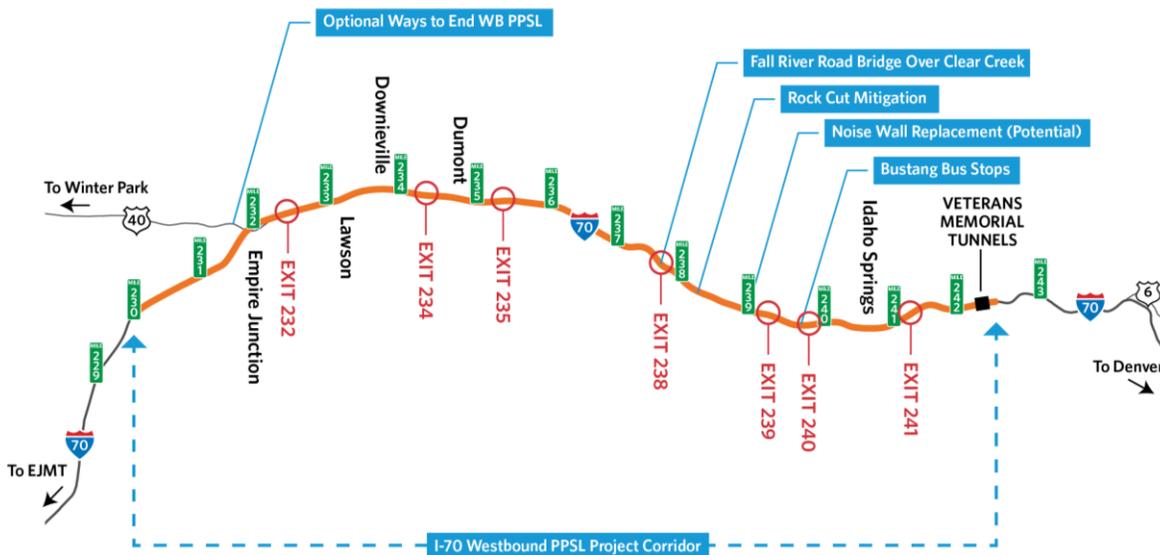
### *Westbound Peak Period Shoulder Lane (WB PPSL) Project— Veterans Memorial Tunnels to Empire Junction*

#### AGENDA

- **5:00-5:30 p.m.:** Please sign-in and feel free to walk around to the different stations.
- **5:30-6:00 p.m.:** We invite you to join us for a presentation about the Westbound I-70 Mountain Corridor Concept Development Process and our transition into the National Environmental Policy Act.
- **6:00-6:30 p.m.:** Question and answer session following the presentation.
- **6:30-7:00 p.m.:** Please feel free to walk around and view the various stations. If you have any questions or comments, walk up to any of the agency officials with a name tag and they'll be happy to speak with you.
- Comment sheets are available if you wish to write to us.

#### PROJECT LIMITS

The Westbound I-70 Mountain Corridor Floyd Hill project limits are anticipated to be located between the Veterans Memorial Tunnels and Empire Junction.



## WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

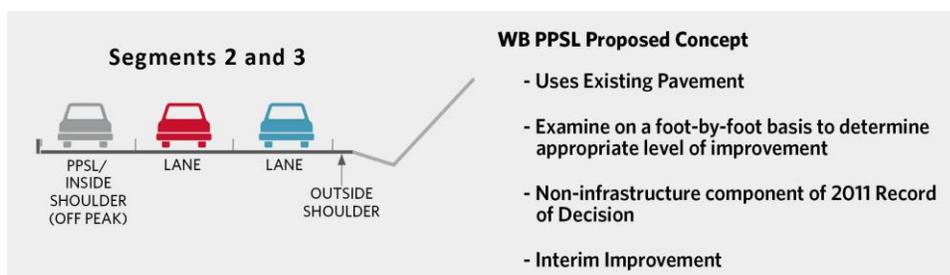
### *Westbound Peak Period Shoulder Lane (WB PPSL) Project— Veterans Memorial Tunnels to Empire Junction*

### PROJECT PURPOSE

Information collected during the Concept Development Process helps to identify the purpose for highway improvements in the WB PPSL section. There is traffic congestion during peak hours, there is a lack of reliable travel, and there is a need for improved emergency response. This information will be confirmed and additional information collected during the upcoming NEPA process.

### SUMMARY OF CONCEPT DEVELOPMENT FINDINGS

- Individuals from local jurisdictions, communities, state and federal agencies and special interest groups were a part of an 18-member Project Leadership Team and a 48-member Technical Team that guided the concept development process.
- There is agreement that a similar approach regarding the peak period shoulder lane can be pursued in the westbound direction as was recently constructed in the eastbound direction.
- The 2011 Record of Decision did not identify this section of I-70 for any additional highway capacity (for the Minimum Program of Improvements).
- Many suggestions and concerns were identified during the eight month Concept Development Process. These will be forwarded to the National Environmental Policy Act (NEPA) WB PPSL team for their consideration during the upcoming NEPA process.
- One basic roadway concept was identified and is shown below. Options for beginning the WB PPSL at the east end and ending it at the west end were identified and will be further considered during the upcoming NEPA process.
- Neighborhood and business concerns (from Idaho Springs, Downieville, Dumont and Lawson neighborhoods, from businesses throughout the corridor and others) will be forwarded to the NEPA team for further consideration during the NEPA process.



## WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

### *Westbound Peak Period Shoulder Lane (WB PPSL) Project— Veterans Memorial Tunnels to Empire Junction*

#### UPCOMING NEPA PROCESS

The NEPA process for the WB PPSL project began in June 2017. A Project Leadership Team (comprised of the Federal Highway Administration, the Colorado DOT, Clear Creek County, Jefferson County and others) has been formed to begin the Context Sensitive Solutions process in late July. The basic steps of the NEPA process include:

1. Scoping to identify items to be considered in the upcoming NEPA process. The July 26, 2017 public meeting is a part of this process. Additional input will be sought through the I-70 Mountain Corridor Context Sensitive Solutions process.
2. Data collection (traffic, safety, environmental, engineering)
3. Refine Proposed Concept from the Concept Development Process. This will be done together with the CSS participants (the Project Leadership Team, and other groups such as a Technical Team and Issue Task Forces as needed.)
4. Analyze Refined Proposed Concept to determine its environmental impacts.
5. Prepare NEPA documentation (this is anticipated to be a Categorical Exclusion similar to the Eastbound Peak Period Shoulder Lane project).
6. Public and agency involvement will be conducted throughout this process

#### CONTEXT SENSITIVE SOLUTIONS PROCESS

The I-70 Mountain Corridor Context Sensitive Solutions process was developed five years ago and is a required part of every project on the I-70 Mountain Corridor. This process is being followed throughout the WB PPSL process. This includes establishment of a Project Leadership Team, a Technical Team and Issue Task Forces as needed. It also includes following the six step decision-making process of:

1. Defining desired outcomes and actions
2. Endorsing the process
3. Establishing core values, issues and evaluation criteria
4. Developing alternatives with project CSS teams and public
5. Evaluating, selecting, and refining alternatives
6. Finalizing documentation and evaluating the process

## WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

### *Westbound Peak Period Shoulder Lane (WB PPSL) Project— Veterans Memorial Tunnels to Empire Junction*

For more information, please see: <https://www.codot.gov/projects/contextsensitivesolutions>.

### WHAT'S NEXT?

WB PPSL NEPA project Timeline

- **Summer/Fall 2017:** Begin data collection and project concept refinement
- **Winter 2017/2018—Spring 2018:** NEPA documentation
- **Fall/Winter 2018:** Final Design
- **Winter 2018:** Construction

### TELL US YOUR IDEAS

Want to learn more or have questions? Send your additional comment and questions to [Neil.Ogden@state.co.us](mailto:Neil.Ogden@state.co.us) or go online to [codot.gov/projects/i-70mountaincorridor](http://codot.gov/projects/i-70mountaincorridor).

Materials from the July 26, 2017, meeting are available at:

<https://www.codot.gov/projects/i-70mountaincorridor/concept-development-process>.





## WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS *Floyd Hill Project—Top of Floyd Hill to the Veterans Memorial Tunnel*

### AGENDA

- 5:00-5:30 p.m.: Please sign-in and feel free to walk around to the different stations.
- 5:30-6:00 p.m.: We invite you to join us for a presentation about the Westbound I-70 Mountain Corridor Concept Development Process and our transition into the National Environmental Policy Act.
- 6:00-6:30 p.m.: Question and answer session following the presentation.
- 6:30-7:00 p.m.: Please feel free to walk around and view the various stations. If you have any questions or comments, walk up to any of the agency officials with a name tag and they'll be happy to speak with you.
- Comment sheets are available if you wish to write to us.

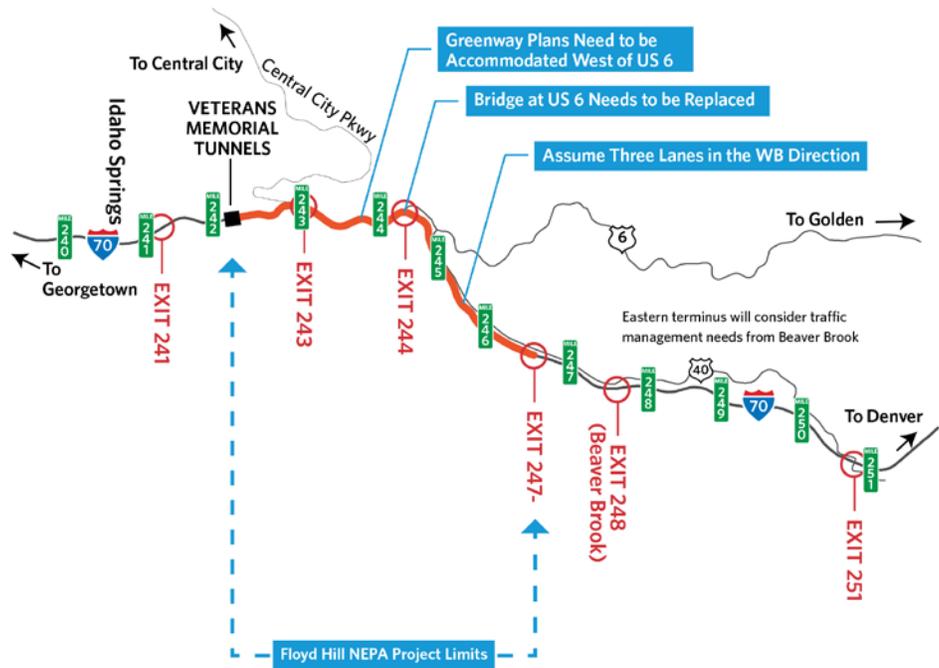
### PROJECT LIMITS

The Westbound I-70 Mountain Corridor Floyd Hill project limits are anticipated to be located between the top of Floyd Hill and the Veterans Memorial Tunnels.

### PROJECT PURPOSE

Information collected during the Concept Development Process helps to identify the purpose for highway improvements in the Floyd Hill section. With a total of 5.5 million residents in Colorado (and counting), congestion along westbound I-70 has gotten increasingly worse each

Floyd Hill NEPA Project Limits



## WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

### *Floyd Hill Project—Top of Floyd Hill to the Veterans Memorial Tunnel*

year. Congestion also contributes to hazards along the corridor and leaves locals stranded. In addition, the tight curves in the Floyd Hill project contribute to crashes. This information will be confirmed and additional information collected during the upcoming NEPA process.

### SUMMARY OF CONCEPT DEVELOPMENT FINDINGS

Individuals from local jurisdictions, communities, state and federal agencies and special interest groups were a part of an 18-member Project Leadership Team and a 48-member Technical Team that guided the concept development process. Below is a summary of their findings:

There is a need for capacity improvements to overcome safety and congestion problems.

The 2011 Tier 1 Record of Decision identified this section of I-70, from the top of Floyd Hill to the Veterans Memorial Tunnel, as an area that could allow for six lane capacity improvements.

Many suggestions and concerns that were identified during the eight month Concept Development Process will be forwarded to the National Environmental Policy Act (NEPA) Floyd Hill team for their consideration during the upcoming Floyd Hill NEPA process.

Concepts were identified for three alignments (North, South and Off-Alignment) and four interchanges (improving the US 6 interchange at its current location, moving the interchange to Hidden Valley, moving it just east of US 6 or moving it to the top of Floyd Hill.) All of these will be considered during the upcoming NEPA process.

Additional concepts for westbound I-70 (interchanges, bike and pedestrian considerations, transit, advanced technology, emergency response) are likely to be developed and considered during the upcoming NEPA process.

Neighborhood and business concerns (from Floyd Hill neighborhoods, businesses at the bottom of Floyd Hill and others) will be forwarded to the NEPA team for further consideration during the NEPA process.

### UPCOMING NEPA PROCESS

The NEPA process for the Floyd Hill project will begin in August 2017 to help promote the enhancement of the environment. A Project Leadership Team (comprised of the Federal Highway

## WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

### *Floyd Hill Project—Top of Floyd Hill to the Veterans Memorial Tunnel*

Administration, the Colorado DOT, Clear Creek County, Jefferson County and others) will be formed to begin the Context Sensitive Solutions process. The basic steps of the NEPA process include:

1. Scoping to identify items to be considered in the upcoming NEPA process. The July 26, 2017 public meeting is a part of this process. Additional input will be sought through the I-70 Mountain Corridor Context Sensitive Solutions process.
2. Data collection (traffic, safety, environmental, engineering)
3. Develop alternatives. This will be done together with the CSS participants (the Project Leadership Team, and other groups such as a Technical Team and Issue Task Forces as needed.)
4. Analyze alternatives to determine a reasonable range of alternatives to advance into the NEPA process
5. Evaluate impacts of reasonable alternatives
6. Prepare a draft environmental report (could be an Environmental Assessment or a Draft Environmental Impact Statement)
7. Solicit public input
8. Prepare a decision document
9. Public and agency involvement will be conducted throughout this process

### CONTEXT SENSITIVE SOLUTIONS PROCESS

The I-70 Mountain Corridor Context Sensitive Solutions process is being followed throughout the Floyd Hill NEPA process. This includes establishment of a Project Leadership Team, a Technical Team, and Issue Task Forces as needed. It also includes following the six-step decision-making process of:

1. Defining desired outcomes and actions
2. Endorsing the process
3. Establishing core values, issues and evaluation criteria
4. Developing alternatives with project CSS teams and public
5. Evaluating, selecting, and refining alternatives
6. Finalizing documentation and evaluating the process

For more information, please see <https://www.codot.gov/projects/contextsensitivesolutions>.



**COLORADO**

Department of  
Transportation

Exhibit B

## WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

*Floyd Hill Project—Top of Floyd Hill to the Veterans Memorial Tunnel*

### WHAT'S NEXT?

Floyd Hill NEPA project Timeline:

- **Summer/Fall 2017:** Begin data collection and alternatives development
- **Winter 2017/2018 through Spring 2020:** NEPA/Design
- **Spring/Summer 2020:** Final design followed by Construction

### TELL US YOUR IDEAS

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Comment #	Comment	Response
1	Consider the Cross Section width of WB. Make sure the MOU is followed.	CDOT has been working with Clear Creek County and has developed an approach to be consistent with the Record of Decision (ROD) and also address safety issues as needed. The National Environmental Policy Act (NEPA) process will determine the cross-section to be used in each location.
2	Need AGS or some other rail transit	CDOT completed an Advanced Guideway System (AGS) Feasibility Study in August 2014. An AGS was determined to be technically feasible but no funding was identified. The NEPA process for highway improvements does not preclude a future AGS.
3	Eastbound should have included a full shoulder	This was considered but was not implemented because it would have cost too much and had more environmental impacts than other options. CDOT and FHWA will be working through a CSS process to determine what the appropriate shoulder width is for the WB project.
4	Consider three lanes and a shoulder lane	From the top of Floyd Hill to the Veterans Memorial Tunnels, a three lane section with a full shoulder is planned.
5	WB doesn't need to be three lanes the entire corridor, consider passing lanes	Passing lanes would not meet the travel demand (for peak periods) and fix the bottleneck issues at Floyd Hill.
6	Empire Junction is dangerous - Exit 232W signs get knocked down, replace signs promptly	Safety of the existing infrastructure is a critical part of purpose and need development in the NEPA process to be initiated right after this Concept Development Process. CDOT Maintenance quickly takes care of knocked down signs as they are notified of those problems.
7	EB express lane is dangerous due to trucks, speed, stopping, and foliage blocking vision	The accident history of the EB express lane is being examined and this information will be used during the upcoming NEPA process for the westbound improvements. Preliminary information is that accidents have decreased compared to the situation before the Mountain Express Lane was constructed.
8	Traffic Management - need to consider Evergreen, acceleration lanes, focus on weekends	The focus of this improvements is primarily on peak period traffic. Acceleration lanes from Evergreen could be considered during the subsequent NEPA process.
9	Bike Paths – tunnel under landslide at US 6; take out horseshoe	Improvements to the bike infrastructure from US 6 to Hidden Valley Interchange is included in the 2011 Record of Decision. The Clear Creek Greenway Plan also addresses improved bicycle facilities.
10	Improvements for rafting companies @ US 6 interchange	This will be considered in the subsequent NEPA process.
11	Economic Impacts –don't want Clear Creek County to become a pass through. Would like to see data on economic impacts of EB PPSL	Some businesses in Idaho Springs businesses have reported that business conditions have improved after the EB PPSL was constructed. Data on economics will be collected for the subsequent NEPA study.
12	Need data on: economics, environmental (air emissions), noise	Data on economics, air quality and noise for the existing condition and for the future 2040 condition will be developed and considered in the subsequent NEPA process.
13	Make sure to pay attention to the areas of special attention identified in the I-70 CSS documents.	The Areas of Special Attention will be incorporated into the upcoming NEPA processes.
14	Need frontage roads and passing lanes – Central City Pkwy to bottom of Floyd Hill	The ROD commits to a frontage road between the bottom of Floyd Hill and Idaho Springs. The peak period traffic volumes are too high for passing lanes to address the problem.
15	Use real estate for highest and best use. Look at all opportunities for land use.	Land use will be a consideration in future NEPA studies.
16	Expand evaluation criteria specific to localities—include water, exit 247, emergency access	These evaluation criteria are included in the Concept Development work currently being done. They will also be included in future NEPA processes.
17	Interchange with US 6 near Mile Marker 244 is a problem	The problems with existing interchanges and possible ways to address those will be considered during the NEPA process.
18	Clear signage and instructional signage is needed	Signage will be added as needed, including speed limit signage.
19	Impact at top of Floyd hill due to closing US 6 – do not close US 6.	There are no plans to close US 6. Various changes to interchanges including the one at US 6 will be considering during the subsequent NEPA process.
20	Emergency access from neighborhoods – consider ingress/egress at the top of Floyd Hill	The NEPA process will analyze reasonable alternatives for addressing the purpose and need for WB I-70 improvements, including improvements to the interchange at the top of Floyd Hill. In the meantime, CDOT has graded in a second emergency access/egress point west of the Floyd Hill interchange.
21	Need access to I-70 for gamers/Casinos – this impacts Floyd Hill because traffic from the gaming areas affects residential traffic	Existing and future traffic from all destinations (such as gaming, recreational, residential) will be considered in the NEPA process.
22	Need assurance that concepts will comply with previous agreements – MOU/ROD	CDOT has been working with Clear Creek County to develop an approach consistent with the Record of Decision (ROD) and also address safety issues as needed. The NEPA process, corridor context and the CSS process will determine the cross-section to be used in each location.
23	Need noise mitigation east of Idaho Springs historic district	If it is determined to be needed, noise mitigation will be studied east of the historic district.
24	Geotechnical analysis needed early on, e.g. landslide	Geotechnical experts are involved in the Concept Development Process which is currently underway. They will also continue to be involved in the subsequent NEPA process.
25	Consider detours during construction and the effects of detours on truck traffic and gravel mine operations and traffic	Detours during construction will be considered during the NEPA process.
26	Need improved road closure information and residential traffic management	CDOT is continuing to develop improvements in traffic management and intelligent systems.
27	Wildlife Crossings need to be considered at Kermits and Two Bears	Wildlife crossings will be considered during the subsequent NEPA process.
28	Only one access/egress point from the four subdivisions that get access off MP 247. This is a problem.	CDOT has graded in a second emergency access/egress point for residents of the subdivisions that get access off MP 247.
29	Sight distance on frontage roads is a problem. Foliage needs to be managed.	Frontage roads are under the jurisdiction of Clear Creek County.
30	Need neighboring county support (Summit County).	Summit County is a member of the Project Leadership Team and the Technical Team.
31	The residents of Silver Lake in Lawson do not want this. Please build a beautiful greenway bike trail on the Northside of I70 from Dumont through Lawson. The bicycles use this already and have for many years.	We assume this comment is referring to the Greenway trail. The Clear Creek Greenway Authority finalized their plans in 2016 for the location of the Greenway trail. If you have comments, please contact Randall Navarro at 202-815-3461.
32	My concern is that you will spend a lot of money and the band aid fit will not be enough for the long-term growth of our state.	The Programmatic EIS looked out to the year 2050 for transportation improvements needed to respond to the growth of our state. The Programmatic EIS built in a process to include additional improvements over time as needed.
33	As a resident of Floyd Hill, I appreciate the effort CDOT is going through to improve I-70.	Comment noted.

Comment #	Comment	Response
34	There is a great deal of support for your initiative to relieve the congestion on westbound 1-70. Residents in the area can't go out or get back home on many weekends because of the traffic jams.	This information will be reflected in the purpose and need statement prepared for the NEPA processes.
35	Need AGS	CDOT in August of 2014 completed the AGS Feasibility Study. It determined that AGS was technically feasible but there was no funding for its construction cost or operating costs. The highway improvements are being done in a manner that will not preclude future AGS.
36	During summer month of June/July 2016, our neighborhood was routinely gridlocked. For example, 30-60 minutes to high school from Hwy 40.	One of the main reasons these projects are being considered is to address the problems with traffic congestion.
37	For Floyd Hill residents—Concerns regarding fire: There are 1100 people who live in the area to the south of 1-70. The only way that any of these people can get out is via Homestead Road. That is the road that crosses the bridge over 1-70, at Exit 247. It has one lane outbound, as the Northbound lane would be needed for emergency vehicle access to the community. Evergreen Fire Rescue (EFR) has designated the Floyd Hill area at Exit 247 as one of the 4 Most Dangerous places in their protection area, due to characteristics such as: steepness of terrain, vegetation, density of population.	The NEPA process for the Floyd Hill project will consider the need for a second emergency access point as a part of its purpose and need. In addition, recently, CDOT has graded in a second emergency access/egress point for residents of the subdivisions that get access off MP 247.
38	For Floyd Hill residents—Need to improve emergency egress to protect community from fire.	The NEPA process for the Floyd Hill project will consider the need for a second emergency access point as a part of its purpose and need. In addition, recently, CDOT has graded in a second emergency access/egress point for residents of the subdivisions that get access off MP 247.
39	For Floyd Hill residents—Improve the safety for Floyd Hill residents wherever you can. This includes doing things like an emergency egress at Sawdust Court.	The NEPA process for the Floyd Hill project will consider the need for a second emergency access point as a part of its purpose and need. In addition, recently, CDOT has graded in a second emergency access/egress point for residents of the subdivisions that get access off MP 247.
40	Issue to Consider—Too much traffic from gaming area on US 6 and US 40	Existing and projected traffic from all sources will be considered as alternatives are developed during the NEPA process.
41	Issue to Consider—Improvements on CO Blvd and on I-70 will help property values in Idaho Springs	Comment noted.
42	Issue to Consider—What will be the impact to mobile homes in Idaho Springs?	This will be considered as a part of the NEPA process that occurs after this Concept Development process. The NEPA process requires a full analysis of right-of-way, noise, and visual impacts which will include any impacts to mobile homes in Idaho Springs
43	Issue to Consider—Quality of life should be a priority	Effects to quality of life will be considered during the NEPA process
44	Issue to Consider—Locals should not have to pay a toll	CDOT is not considering tolling all lanes on I-70. There will be free lanes just like there are now for the EB direction.
45	Issue to Consider—My family owns the restaurant at Exit 244. I hope you take into consideration, the restaurant, rafting, and wildlife that are in the area.	Existing businesses, rafting and wildlife will all be taken into consideration as concepts are developed during the subsequent NEPA process.
46	Issue to Consider—Will improving access to this area increase the congestion?	Adding access (a new interchange) typically degrades mobility on the interstate. Improving access (making changes to an existing interchange) typically improves mobility.
47	Issue to Consider—Major concern for Floyd Hill residents: Safety, egress and evacuation.	The NEPA process for the Floyd Hill project will consider the need for a second emergency access point as a part of its purpose and need. In addition, recently, CDOT has graded in a second emergency access/egress point for residents of the subdivisions that get access off MP 247.
48	Issue to Consider—Avoid moving US 6 ramp traffic to Floyd Hill. Increasing traffic would pose traffic and safety issues for our community.	Increased traffic and safety issues will be considered during the NEPA process.
49	Issue to Consider—Traffic Noise Reduction and Visual Enhancements needed.	The NEPA process will consider impacts to noise levels and visual character.
50	Issue to Consider—Concerns relative to the specific locale around Exit #247. Decision Criteria seems to take into account greater regional needs, but does not indicate an understanding of specific concerns.	The local factors we are considering at this location are emergency access, land use, public safety, future recreational access, conflicts with trucks and residential traffic.
51	Issue to Consider—Criteria need to be added to decision matrix, specific to the needs of people who live at Exit 247. Additional criterion about public safety in the area, in case of the need for an emergency evacuation	The local factors we are considering at this location are emergency access, land use, public safety, future recreational access, conflicts with trucks and residential traffic.
52	Issue to Consider—Reevaluate several of the other criteria, particularly #2 and #7, as they impact the local considerations on Floyd Hill	The local factors we are considering at this location are emergency access, land use, public safety, future recreational access, conflicts with trucks and residential traffic.
53	Issue to Consider—The return on investment does not justify this project. There are more long-term investments worthy of taxpayer money.	The findings relative to the benefit provided for the cost of improvements for the recently completed Mountain Express Lane is that it was very cost-effective (I-70 Eastbound Peak Period Shoulder Lane TIGER Application, CDOT April 2014.)
54	Issue to Consider—The money used on this project should have been invested in a train instead.	CDOT studied the AGS system and found that it is technically feasible but there is no funding to build or operate it at this time.
55	Issue to Consider—Need speed limit enforcement in the WB PPSL. There is currently no enforcement on EB. People drive way too fast. Currently the PPSL width does not support law enforcement vehicles to enforce speed limit.	Speed limit enforcement is the purview of the State Patrol. CDOT will discuss more frequent speed enforcement with the State Patrol.
56	Issue to Consider—Need signage to deter speeding in the WBPPSL. People using these "express" lanes are jeopardizing local motorist safety.	Signage will be added as needed, including speed limit signage.

Comment #	Comment	Response
57	Issue to Consider—As a commercial shuttle operator, we could use better information on communications and safety closures. We had 15 vehicles in Silverthorne with passengers and no idea when the road might re-open. We could not make any decisions on what to do and when we did the road opened without warning.	CDOT has upgraded their intelligent highway systems along I-70 to help better respond to these needs. These upgraded systems will better inform users of road conditions in the future.
58	Issue to Consider—Concerns about water supplies – is there enough water to support the urban sprawl that will come with adding capacity?	This question is a land use question which is better answered by the local agency, which in this case is Clear Creek County. CDOT has no authority over local land use decisions.
59	Issue to Consider—Big horn sheep and river conservation.	Big horn sheep and river conservation will both be considered in the subsequent NEPA process.
60	Issue to Consider—May need to discuss a wildlife passage in Segment 1 depending on alignment.	The need for wildlife passages will be considered during the NEPA process for Segment 1.
61	Issue to Consider—Restore Clear Creek	The project team will look for opportunities to restore Clear Creek, however it is unlikely WB improvements will impact Clear Creek.
62	Design Solution to Consider—Connection to Jefferson County 65 will increase traffic.	Traffic impacts of all changes in transportation infrastructure will be considered during the NEPA process.
63	Design Solution to Consider—Add "on-ramp" on South side of bridge at Exit 247 off existing alignment will provide best finished highway and the least amount of congestion during construction.	This will be considered during the NEPA process.
64	Design Solution to Consider—Straightening curves will reduce accidents.	There is a correlation between tight curves and accidents. The subsequent NEPA process will include looking at opportunities to straighten curves.
65	Design Solution to Consider—Lessen the grade of hill from Exit 247 to Exit 244.	Alternatives will be considered in the NEPA process to lessen the grade of the road.
66	Design Solution to Consider—Limit big trucks to non-peak hours.	The motor carrier's groups are involved in these projects and will continue to work with CDOT to limit their traffic impacts.
67	Design Solution to Consider—Cantilever a highway to double tier it to add 2 additional lanes.	Cantilevering the highway similar to what was done in Glenwood Canyon is one of the design solutions that will be considered in the subsequent NEPA process.
68	Design Solution to Consider—Make mass-transit system -- Monorail.	CDOT studied the AGS mass transit system. It is technically feasible but there is no funding to build or operate it.
69	Design Solution to Consider—Offer more buses like Front Range Ski Bus.	The CDOT Bustang service has been recently increased and it is likely to be further increased as needs grow and if funding is available.
70	Design Solution to Consider—Need more passing lanes.	During peak periods, the traffic volumes indicate the need for a new lane. Passing lanes would not address the need.
71	Design Solution to Consider—Have peak lane open more often.	Because the Eastbound Mountain Express Lane is an interim project, the Federal Highway Administration and CDOT have agreed on maximum times the peak period shoulder lane can be open.
72	Design Solution to Consider—Design lanes wide enough to allow smooth traffic flow rather than what you did for Eastbound. Don't just repaint the line and say you added a lane. Give enough room for safe on and off exit-ramps.	The 2011 ROD set limits on what could be considered prior to 2020 in this section of the I-70 corridor. CDOT is working through the CSS process to develop recommendations that are safe but also remain an interim fix to address peak congestion needs until additional capacity can be added.
73	Design Solution to Consider—The roundabout on the north side of Exit 247 is a good idea; there is no need for an off-ramp at Exit 247	Modifications to interchanges will be considered during the subsequent NEPA process.
74	Design Solution to Consider—There is some land between this proposed roundabout and the building just to the west, signed as Marte. This land was intended to be parcels 2 and 3 of an overall PUD project, of which the Marte building was the first. There are several acres included in these parcels. However, there was an agreement not to develop parcels 2 & 3 until there was a supply of public water available; that supply now looks extremely unlikely, so these parcels cannot currently be developed. If they could be acquired, they could be used for a parking/staging area for trucks during emergency winter closures. This parking/staging area could be tied into either US-40 and/or the roundabout. Furthermore, this area could be used in the summer as parking and a trail-head for the land just above it that was just acquired jointly by the Jefferson County and Clear Creek County Open Space Commissions. This might help with a number of issues: improving traffic flow in general; managing the trucks, particularly in the winter; keeping the trucks and other traffic from congesting emergency egress routes on the south side; and providing value to the community for use of its open space.	Potential partnerships such as this can be considered and further explored during the subsequent NEPA process.
75	Design Solution to Consider—At exit 247, follow the principle that has evolved over years of study: keep as much of the congestion (development, trucks and other traffic, etc.) as possible on the NORTH side of I-70.	CDOT has no authority over local land use decisions. The improvements for WB I-70 will be focused on I-70 (rather than north or south of I-70) except as needed to address tight curves.
76	Design Solution to Consider—Do not ignore the county memorandum that stated NOT to have a full diamond interchange at this exit.	The NEPA process will address county planning documents.
77	Design Solution to Consider—Do not mix trucks and school buses.	There is no policy available to control mixed traffic use on an interstate.
78	Design Solution to Consider—Do not put a roundabout on the south side of I-70, or anything else that would impede the emergency egress of residents.	Interchange and intersection improvements will be considered more fully during the subsequent NEPA process.
79	Segment 1 Design (Top of Floyd Hill to VMT)—There will be more traffic noise if I-70 is elevated	Effects of traffic noise will be considered in the upcoming NEPA process.
80	Segment 1 Design (Top of Floyd Hill to VMT)—Object to two diamond interchanges at Exit 247 and 248	Interchange and intersection improvements will be considered more fully during the subsequent NEPA process.
81	Segment 1 Design (Top of Floyd Hill to VMT)—Should tunnel under the landslide. It straightens curves and eliminates the bridge issues at US 6	This was considered during the Programmatic EIS and the recently completed design speed study. This idea offers no mobility benefits when compared to a cheaper design, is less desirable from a safety perspective because of the speed differentials and would be more expensive and impactful to construct and maintain.

Comment #	Comment	Response
82	Moving US 6 interchange to Floyd Hill area—Inappropriate to the traveling public - It would take them far out of the direction in which they are traveling. Travelers going westbound from US-6 would have to go 3 or 4 miles out of their way, and then backtrack the same amount. They would also have to climb 800 feet of altitude, just to descend the hill to where they started.	This will be further considered during the NEPA process.
83	Moving US 6 interchange to Floyd Hill area—It is an anathema to the residents of Floyd Hill - It would draw traffic congestion just where they do not want it. It would further endanger people in case of an emergency evacuation.	This will be further considered during the NEPA process.
84	Moving US 6 interchange to Floyd Hill area—Find a way to create a full movement interchange from US-6 onto both eastbound and westbound I-70 at or near the current location of Exit 244. Do not move any part of this interchange to exit 243 or 247, as that would be inconsistent with many things, including: the specific guidance from the county, the safety of people on Floyd Hill, the consideration of highway travelers, who would be taken far out of their direction of travel.	Development of interchange modifications will be more fully considered during the NEPA process.
85	Moving US 6 interchange to Floyd Hill area—Add criteria in your decision matrix specifically relevant to the needs and safety concerns for people who live at the specific exits where you are considering modifications.	Safety is one of the evaluation criteria for this process and will continue to be for the upcoming NEPA process. Neighborhood issues will be also be considered during the NEPA process.
86	Segment 2 Design (Idaho Springs)—PPSL must have wider shoulders and better sight distance than EB does	The width of shoulders will be determined during the NEPA process through a CSS design.
87	Segment 2 Design (Idaho Springs)—Build bridges off line	This is being considered, particularly in Segment 1.
88	Segment 2 Design (Idaho Springs)—CC Parkway to US 6 should be considered a frontage road	A frontage road between Central City Parkway and US 6 is an improvement that is committed to in the ROD.
89	Segment 2 Design (Idaho Springs)—Need more parking in Idaho Springs	If parking is impacted due to the project, it will be mitigated. The City is working with CDOT on a plan to put in the parking garage.
90	Segment 2 Design (Idaho Springs)—Acceleration ramp from SH 103 to EB is too short	CDOT is aware of this issue and looking into ways to address it.
91	Segment 2 Design (Idaho Springs)—On the 1900 block of Miner St – we’ve been asking CDOT for a noise wall for 35 years. At exit 239 – the RR tie wall – how will it be impacted?	Noise abatement (if determined to be needed) will be a part of the subsequent NEPA process. If the RR tie wall is impacted, it or another wall will be added in the same location.
92	Segment 2 Design (Idaho Springs)—On the 2000 block of Miner St – the concern is the footprint behind the houses and what kind of impact or treatment will be provided	Effects to area behind the houses in Idaho Springs will be considered during the NEPA process.
93	Segment 2 Design (Idaho Springs)—Are the EB lanes required width by state law – they seem too narrow. So will WB be the legal width?	The improvements will be designed in a context sensitive manner. FHWA determines if any variances to normal interstate standards are acceptable
94	Segment 2 Design (Idaho Springs)—On the 400 block of Idaho there was a previous agreement with the property owner to not impact any additional property. How will this be dealt with?	One of the key factors in the NEPA process in the vicinity of Idaho Springs will be to minimize any new right-of-way needs.
95	Segment 2 Design (Idaho Springs)—The design of the SH 103 bridge is an accident waiting to happen. Visibility for off ramp drivers is terrible. Need to almost get into oncoming traffic to see adequately.	CDOT is aware of this issue and looking into ways to address it.
96	Segment 2 Design (Idaho Springs)—Would eventually like to see metering of traffic as it is with E-470 and/or west of the EJMT tunnel – when only a certain number of cars may pass. That way with continued new residents of Colorado the I-70 E/W can continue to carry traffic	CDOT conducted some experiments with speed harmonization and the benefits were not clear. This could be considered in the future
97	Segment 3 Design (Empire Junction to west of Idaho Springs)—Greenway should be on the north side of I-70 where bicyclists have been riding for years	The location of the Greenway has been finalized by the Greenway Authority. If you have further questions, please contact 202-815-3461.
98	Segment 3 Design (Empire Junction to west of Idaho Springs)—The Greenway could come up Stanley Road, cross I-70 at the overpass at Dumont then continue west along the north side of I-70 past Lawson.	The location of the Greenway has been finalized by the Greenway Authority. If you have further questions, please contact Randall Navarro at 202-815-3461.
99	Segment 3 Design (Empire Junction to west of Idaho Springs)—Need new bridge over to the frontage road from Fall River Road	This will be considered during the NEPA process.
100	Segment 3 Design (Empire Junction to west of Idaho Springs)—Need new access to Fall River Road	This will be considered during the NEPA process.
101	Segment 3 Design (Empire Junction to west of Idaho Springs)—Need to control speed to be more consistent – recommend speed signs to harmonize	Signage over all lanes was considered for the eastbound lanes but was not put in because it was too visually obtrusive. It could be considered in the future.
102	Segment 3 Design (Empire Junction to west of Idaho Springs)—The cross section of Eastbound is dangerous at MP 234	Safety data from the EB PPSL is being evaluated to be used on the upcoming NEPA processes.
103	Construction Feedback—Residents in Idaho Springs were experiencing deteriorating air quality during Eastbound construction with 10 – 12 black top trucks present.	Ways to address potential air quality impacts during construction will be considered during the NEPA process.
104	Construction Feedback—Use recycled pavement in road base.	Contractors frequently choose to use recycled pavement during construction. CDOT has specifications that encourage this.
105	Construction Feedback—Construction went on for too long.	Trying to minimize the disruption to travelers and communities during construction is one of the main aims of these projects.
106	Construction Feedback—A third party contractor installing fiber optic line was allowed to construct all night and noise was a real issue.	Minimizing noise during construction and especially at night will be considered during the NEPA process.

Comment #	Comment	Response
107	Construction Feedback—Noise from rumble strips Eastbound during construction and currently on MP 234 on Segment 3 is bad.	Minimizing noise during construction will be considered during the NEPA process.
108	Construction Feedback—What is the plan to keep I-70 open during construction?	Traffic management plans to minimize impacts during construction will be developed during the NEPA and final design processes.

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

WELCOME



COLORADO  
Department of Transportation



# Meeting Agenda

5:00 p.m. - Doors open and Open House

5:30 p.m. - Project Presentation

6:00 p.m. - Public Comment Period

6:45 p.m. - Open House

7:00 p.m. - Closing

# PURPOSE FOR MEETING

## CONCEPT DEVELOPMENT

- Present and discuss the recommendations out of the Concept Development Process.
- Solicit public feedback on the concepts presented.
- Discuss public input from March Public Meeting # 1.

## NATIONAL ENVIRONMENTAL POLICY ACT: TWO PROJECTS

- Solicit public comment on two upcoming NEPA Projects
  - Floyd Hill
  - WB PPSL
- Receive input and advice around the community issues and concerns for design solutions for these two projects.

# EASTBOUND DATA

WINTER 2016-2017  
VOLUMES  
(HIGHER THAN  
PREVIOUS YEAR)

1.12 million vehicles

2015-2016 winter volumes: 1.03 million vehicles



Eastbound PPSL:  
89,800 vehicles

2015-2016: 42,600 vehicles

## CORRIDOR SAFETY IMPROVED



Corridor incidents were down 22 percent in the winter season.

Incident response times were 4 minutes quicker than last year.

## TRAVEL TIMES IMPROVED

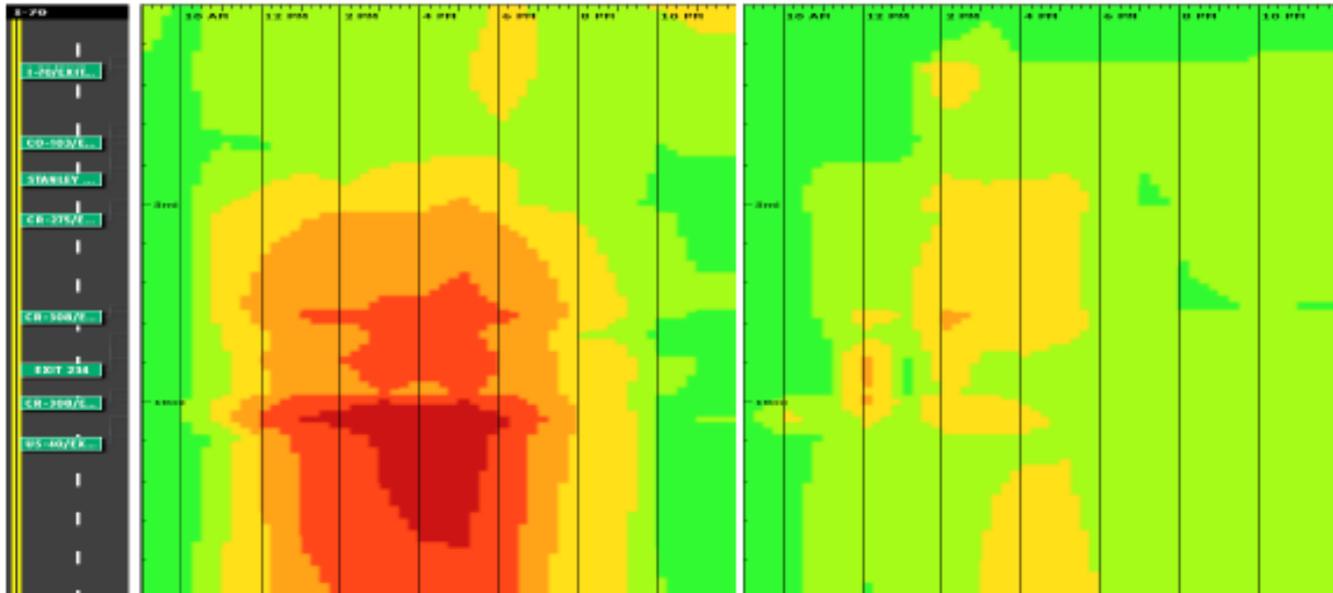


In a worst-day comparison between 2015 and 2016, eastbound travel times between Georgetown and US 40 improved by 21 minutes with Mountain Express Lanes.

# EASTBOUND TRAVEL SPEEDS

Pre-EB Mountain Express Lane

Post-EB Mountain Express Lane



Travel Times Reduced 26% to 52%

These figures depict average speed by location and by time-of-day. Areas of dark green reflect normal highway speeds, while areas of dark red show times and locations of very slow congested speeds.

# EASTBOUND IMPACT

## POSITIVE EFFECT OF RECENT CONSTRUCTION



Travel times for all lanes has improved 22 to 52 percent



Time to clear corridor back-ups has substantially improved



Express Lane has been well received by public and the media



Time to clear incidents has improved



Frontage Road congestion has been alleviated

*Data is from the I-70 Mountain Express Lane January 1 through April 10, 2016 and May 30 through September 5, 2016 Summary of Findings Report*



# CONCEPT DEVELOPMENT PROCESS AND CORE VALUES

## CONCEPT SENSITIVE SOLUTIONS PROCESS



## CORE VALUES

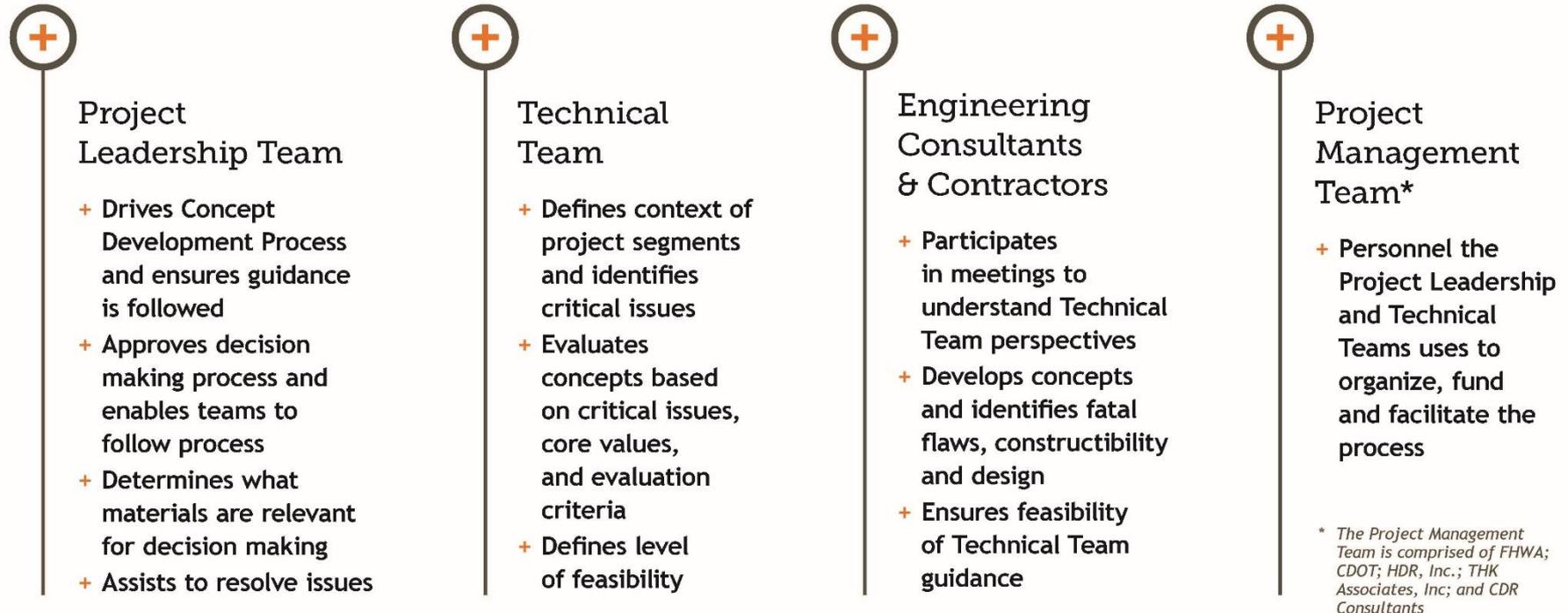


# PROJECT CORRIDOR



# WHO'S DOING THE WORK?

## CONTEXT SENSITIVE SOLUTIONS



# TEAM PARTNERSHIPS

## PROJECT LEADERSHIP TEAM



- + CDOT
- + Central City
- + City of Idaho Springs
- + Clear Creek County
- + Eagle County
- + Federal Highway Administration
- + Georgetown
- + I-70 Coalition
- + Silver Plume
- + Summit County
- + Town of Empire
- + U.S. Forest Service

## TECHNICAL TEAM\*



\* *Technical Team is made up of agencies that have been invited to participate*

- + CDOT
- + Central City
- + City of Black Hawk
- + City of Idaho Springs
- + Clear Creek Bikeway Users Group
- + Clear Creek County
- + Clear Creek County Archivist
- + Clear Creek County Emergency Services
- + Clear Creek County Sheriff
- + Clear Creek Economic Development Corp.
- + Clear Creek Fire Authority
- + Clear Creek Greenway Authority
- + Clear Creek Open Space
- + Clear Creek Rafting
- + Clear Creek School District
- + Clear Creek Tourism Bureau
- + Clear Creek Watershed Foundation
- + Colorado Motor Carriers Association
- + Colorado Parks and Wildlife
- + Denver Regional Council of Governments
- + Downieville, Lawson, and Dumont Neighborhood
- + Empire Junction
- + Federal Highway Administration
- + Floyd Hill Property Owners Association
- + Georgetown Loop Railroad
- + Gilpin County
- + Jefferson County
- + Loveland Ski Resort
- + Mile Hi Rafting
- + Summit County
- + Trout Unlimited
- + U.S. Forest Service
- + Vail Ski Resorts
- + Winter Park Ski Resort

# COMMENTS HEARD AT MARCH 14TH PUBLIC MEETING

## COMMENTS ON NEED

- Improvements are needed
- Make sure safety issues are addressed
- Existing interchanges have problems
- Emergency access needs to be considered
- At the bottom of Floyd Hill, consider improving conditions for the Greenway, existing businesses and rafting industry
- Account for traffic from the Gaming Areas in addition to traffic on I-70 and traffic generated from local developments and subdivisions

## COMMENTS ON CONCERNS

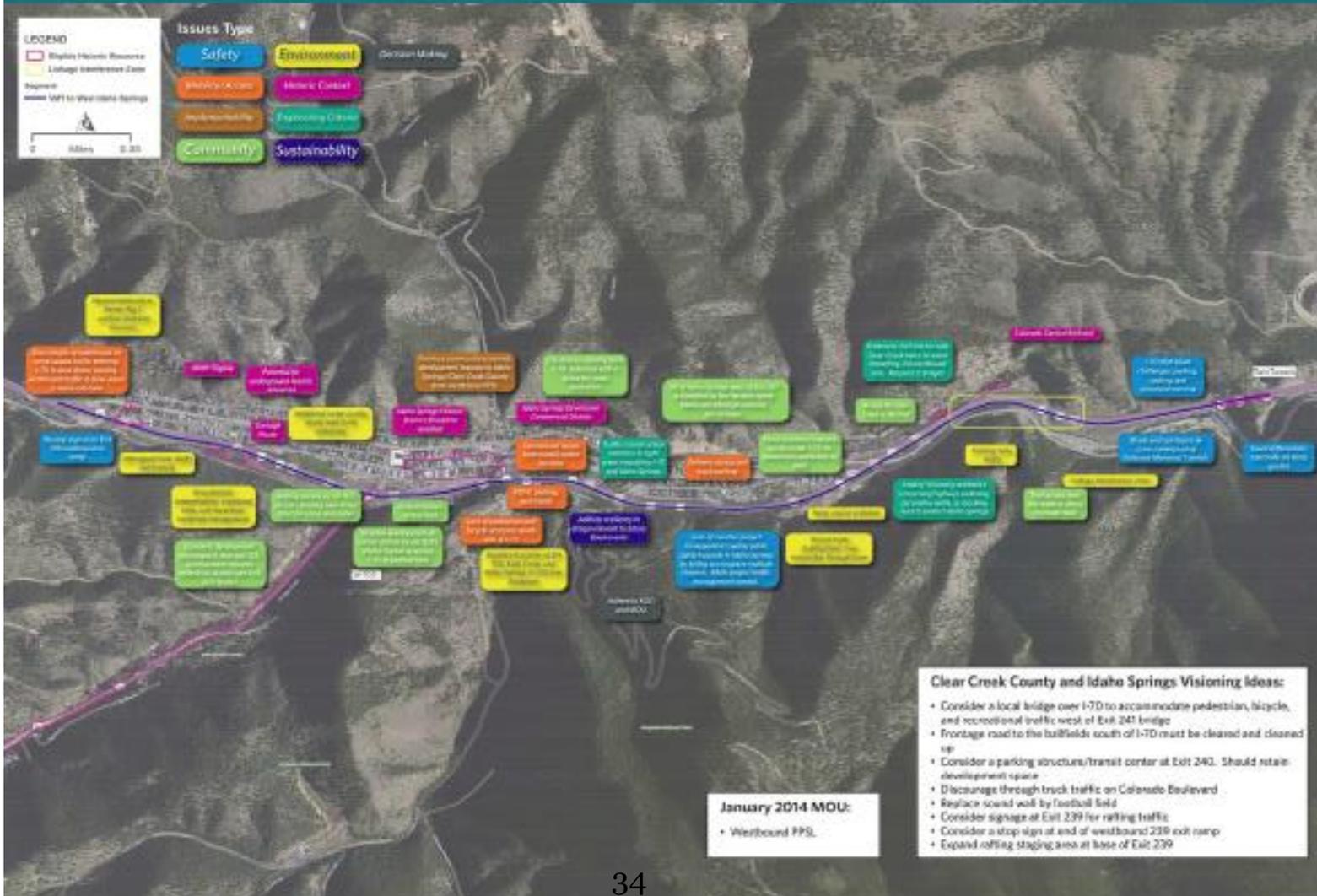
- Neighborhood concerns must be incorporated
- Noise, air quality, historic building and economic development are important in Idaho Springs

(Please see handout for response to all comments received)

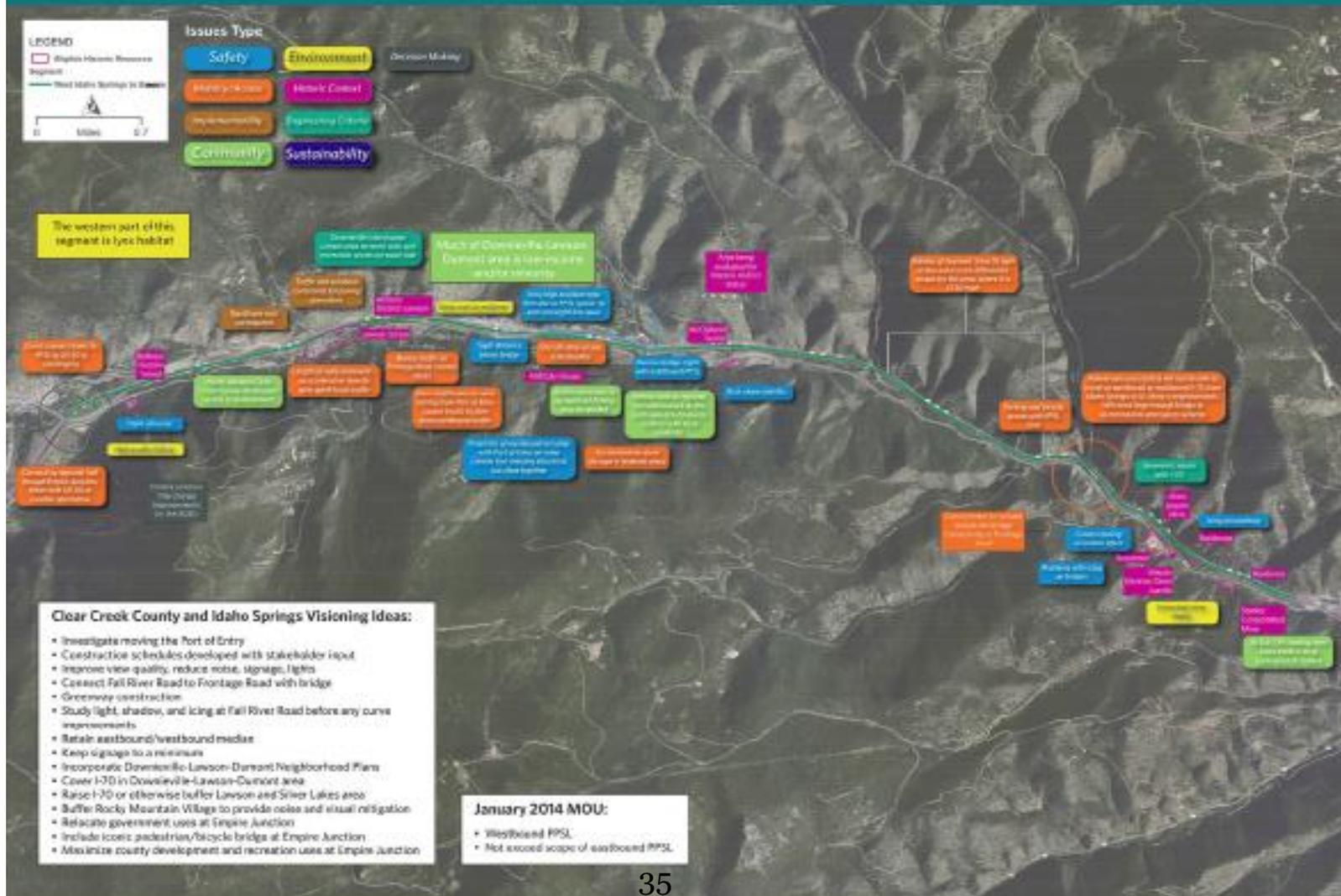




# CRITICAL ISSUES: SEGMENT 2



# CRITICAL ISSUES: SEGMENT 3



# EVALUATION MATRICES

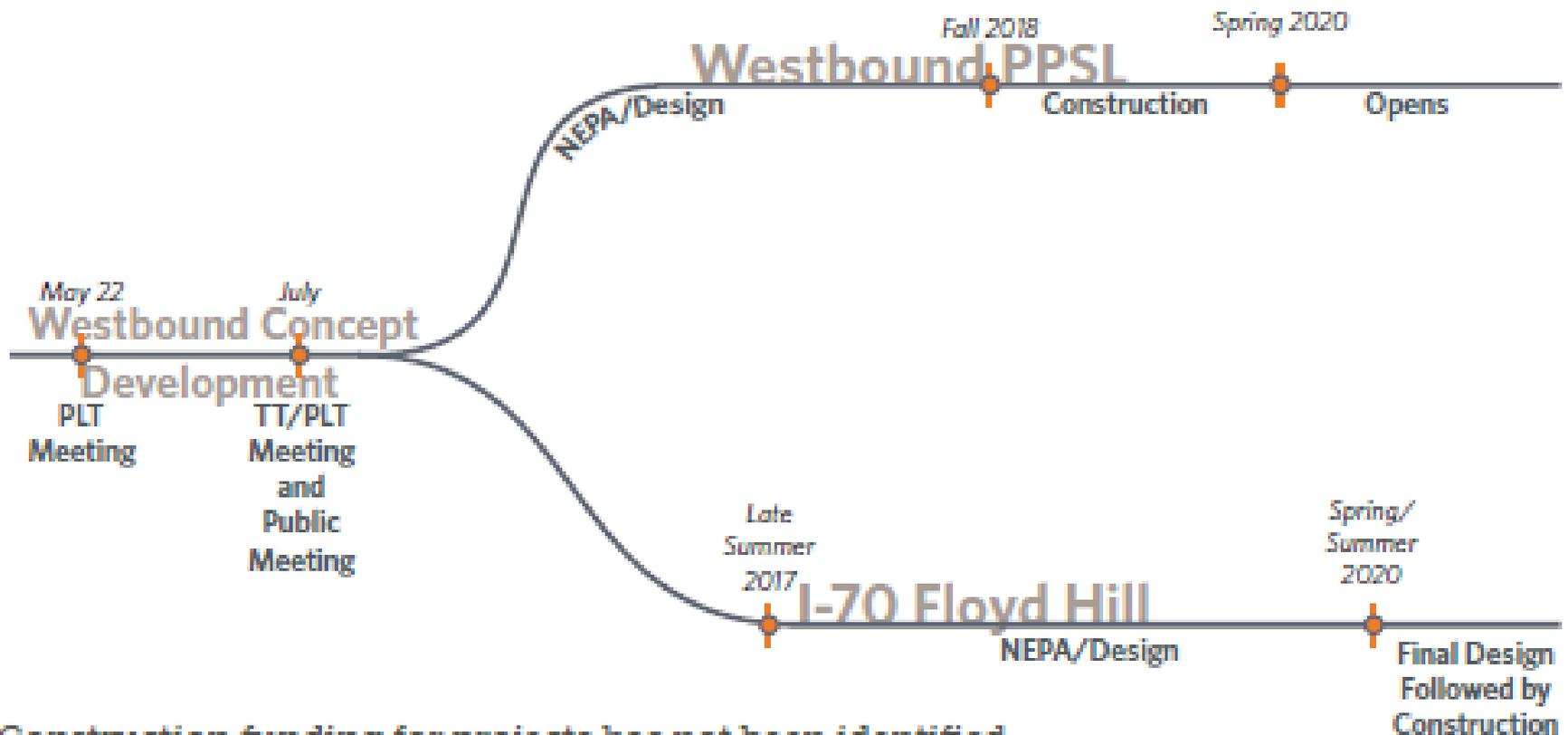
- Used to determine **alignment** and **interchange** concepts for Segment 1
- Used to determine **cross section concepts** for Segments 2 and 3
- Will be **brought to NEPA** for more detailed review and discussion
- Evaluation Criteria **developed by PLT and TT**
- Concepts **compared to each other** and then used to **develop recommendations.**

# EVALUATION MATRICES

ID	Criteria	Segment 1: I-70 and US 6 Interchange				
		Options Ranking				
		Reconfigure - Full Movement at Current Location	Shift - Interchange slightly to the East (full closure option)	Close US 6 Interchange and move to the West (Hidden Valley)	Close US 6 Interchange and move to the East (Top of Floyd Hill)	
				Fair	Better	Best
<b>RECOMMENDATIONS</b>						
Summary of findings	Recommended to be advanced into the NEPA process. This concept has several benefits (provides additional access points, improves mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative features (unresolved safety issues of steep grades, challenging geometry, extensive construction effects to the traveling public, reduced recreation access, most impacts to wildlife and Clear Creek, high impact to landslide, multiple structures in the canyon) but none that mean the concept should not be studied further in the NEPA process.	Recommended to be advanced into the NEPA process. This concept has many benefits (opens the canyon for AGS and Greenway alignments, enhances recreational potential, least impact to wildlife, no effects to known historic properties, consistent with Clear Creek County desires for the US 6 interchange, responsive to Clear Creek County 2017 Master Plan, provides direct access to the interstate) and some features that are not clearly benefits (impact to commercial vehicles, lessor impact to the landslide, reduced number of structures in the canyon) but none that mean the concept should not be further studied in the NEPA process.	Recommended to be advanced into the NEPA process. This concept has fewer benefits (it eliminates a confusing interchange) and more negative features (it requires out of direction travel, reduces travel options, results in extensive impacts to the traveling public during construction, affects an archaeological site, reduces tourism potential) but none that mean the concept should not be further studied in the NEPA process.	Recommended to be advanced into the NEPA process. This concept has some benefits (no impact to Clear Creek, no impact to the landslide, no impact to known archaeological or historic resources, opens the US 6 canyon for recreational potential, minimal impact to the traveling public during construction) but also some negative features (inconsistent with 2017 Clear Creek County master plan, out of direction travel up a steep hill, limits emergency access points, residents are not supportive of economic development potential on top of Floyd Hill) but none that mean the concept should not be further studied in the NEPA process.		
<b>EVALUATION CRITERIA</b>						
1.	Accommodates emergency access and response?	Provides additional access points.	Provides additional access points.	Limits emergency access points.	Limits emergency access points. A concentration of truck traffic conflicting with residential traffic could hinder operations	
2.	Addresses safety of the traveling public and the community?	Unresolved safety issues - steep grade and sharp curves. If a roundabout is part of the design, it will need to be designed for commercial vehicles.	Improves safety issues - steep grades possible <b>37</b>	Eliminates conflicting and confusing interchange	Eliminates conflicting and confusing interchange at US6, however traffic will have to move up the steep hill in both directions. If a roundabout it part of the design, it will need to be designed to accommodate commerical vehicles.	

# CONCEPT DEVELOPMENT TRANSITION TO TWO NEPA PROJECTS

NEPA = National Environmental Policy Act, a federal environmental law that applies to federally funded projects



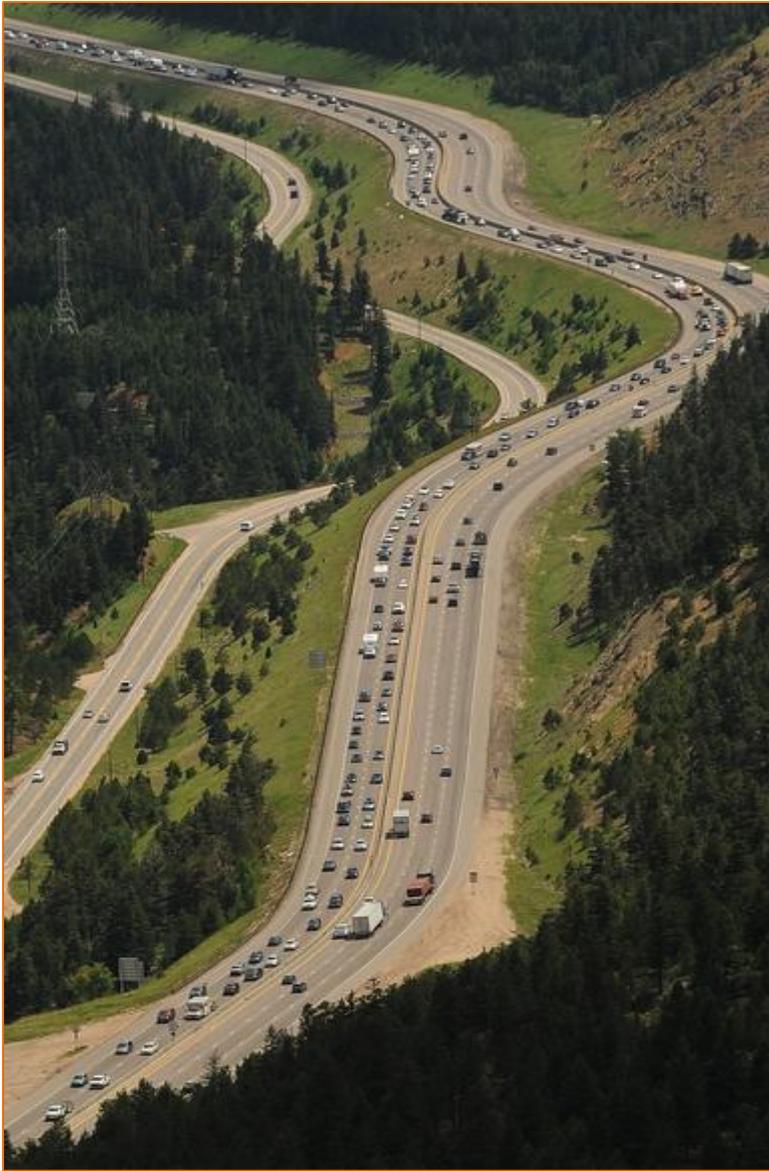
\* Construction funding for projects has not been identified

# INFORMATION FROM THE CONCEPT DEVELOPMENT PROCESS TO BE INCORPORATED INTO TWO NEPA PROJECTS

- Issues of concern to the general public, the Project Leadership Team, the Technical Team and the Issue Task Force
- Issues of concern to state and federal resource agencies
- Environmental resources
- Alternatives that should be brought forward into the NEPA process
- Alternatives that should not be advanced into the NEPA process



# SEGMENT 1 – FLOYD HILL PROJECT

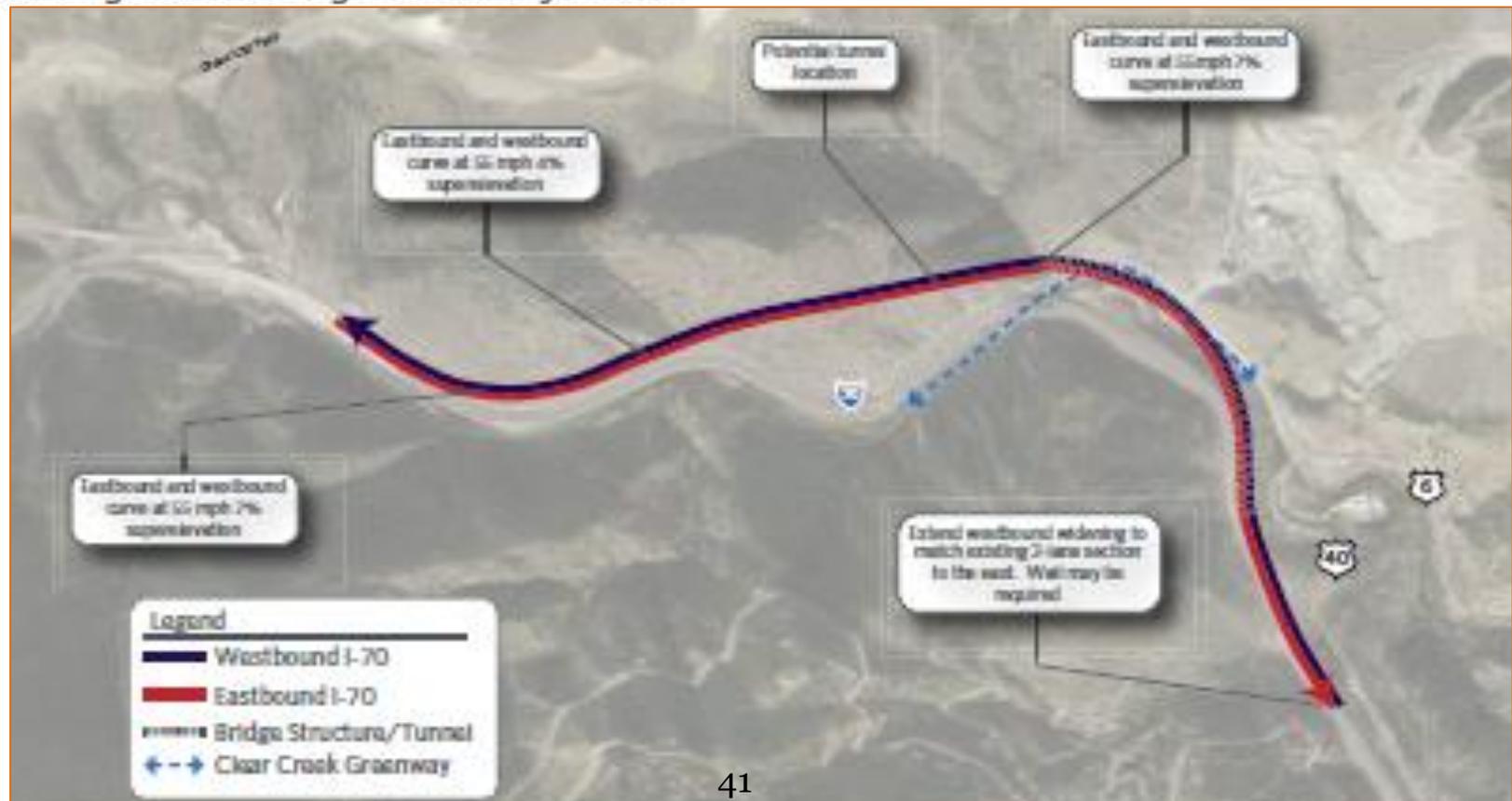


# ALIGNMENT CONCEPTS

## SEGMENT 1 (FLOYD HILL)

### NORTH ALIGNMENT CONCEPT

Consider an option of realigning I-70 slightly to the north of its current alignment, including a new bridge from Floyd Hill.

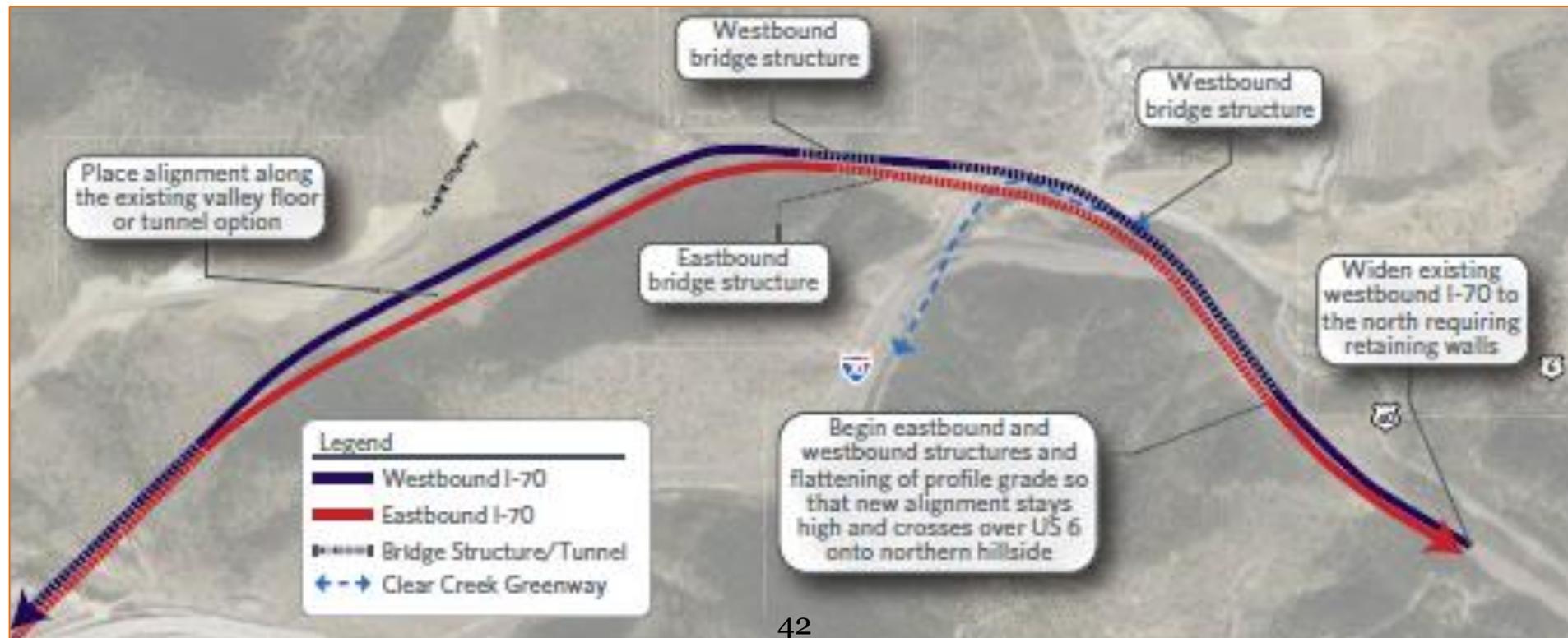


# ALIGNMENT CONCEPTS

## SEGMENT 1 (FLOYD HILL)

### OFF ALIGNMENT CONCEPT

Consider an option of realigning I-70 to the north off of its current alignment, including new bridges from Floyd Hill and a tunnel on the west.

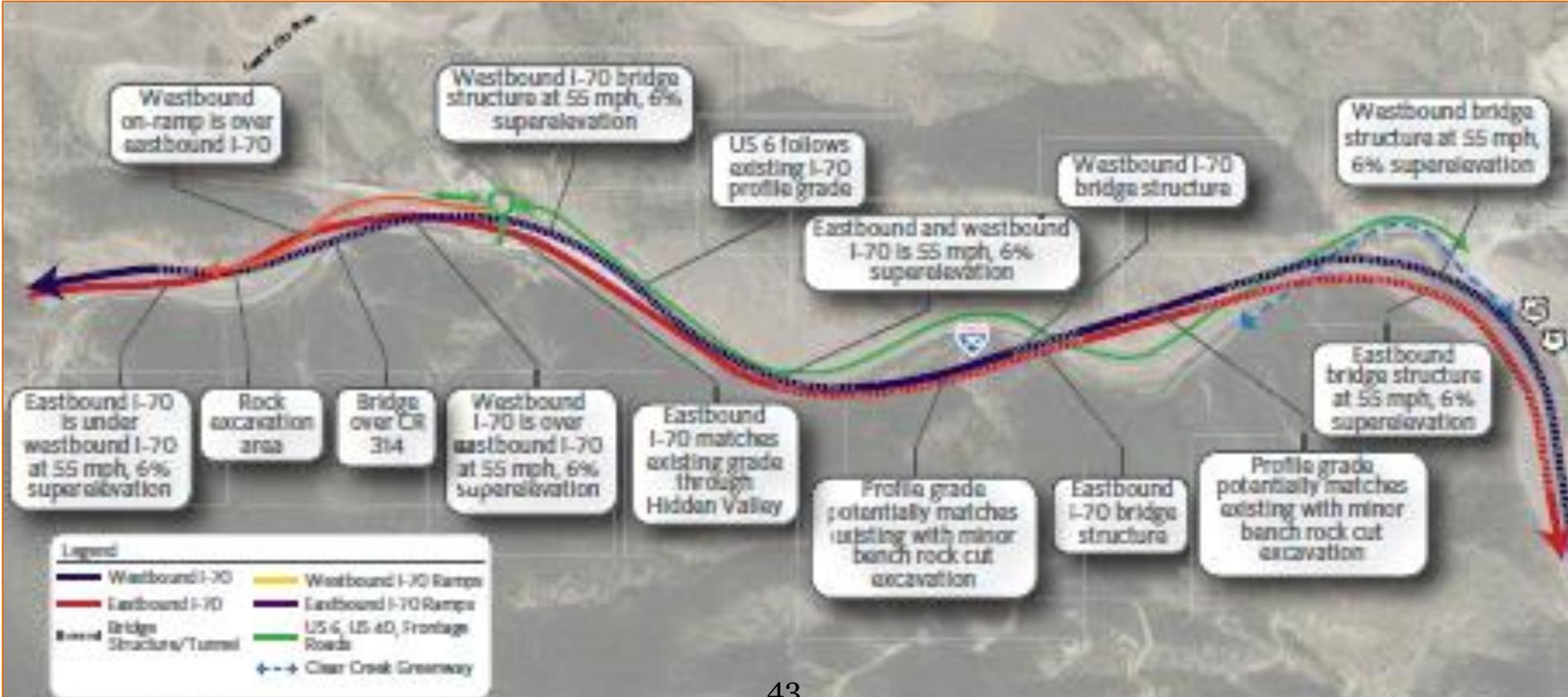


# ALIGNMENT CONCEPTS

## SEGMENT 1 (FLOYD HILL)

### SOUTH ALIGNMENT CONCEPT

Consider straightening curves generally along the existing I-70 alignment, including new bridges from Floyd Hill and south of the existing alignment.

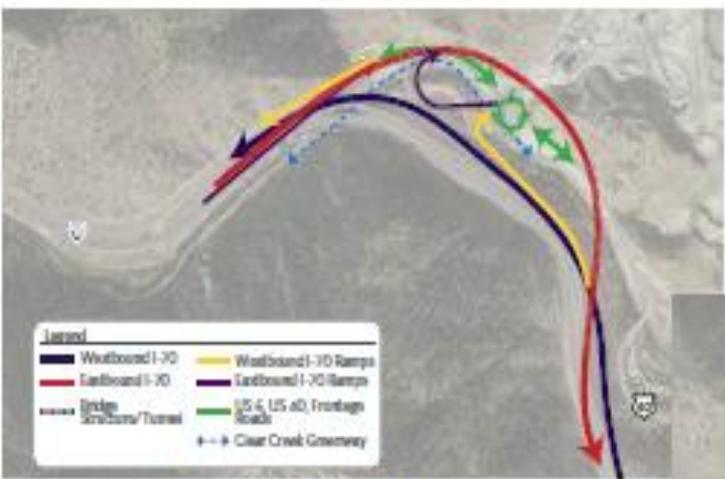


# INTERCHANGE CONCEPTS

## SEGMENT 1 (FLOYD HILL)

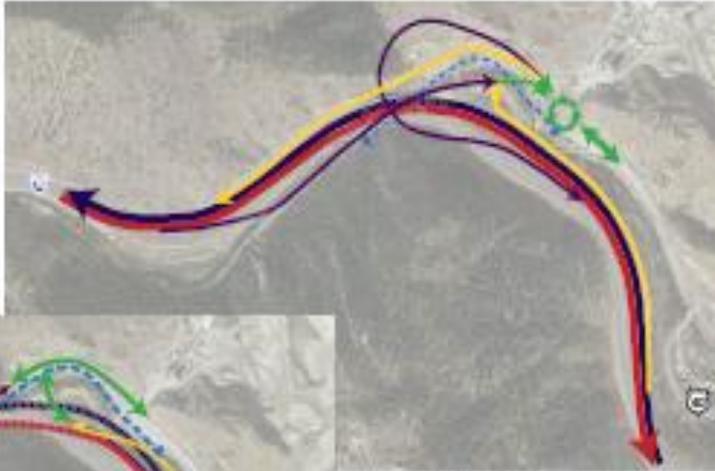
### FULL MOVEMENTS AT CURRENT LOCATION

Consider reconfiguring the US-6 interchange at its current location. Options include consideration of roundabouts and flyover ramp structures, along with associated realignments of I-70.

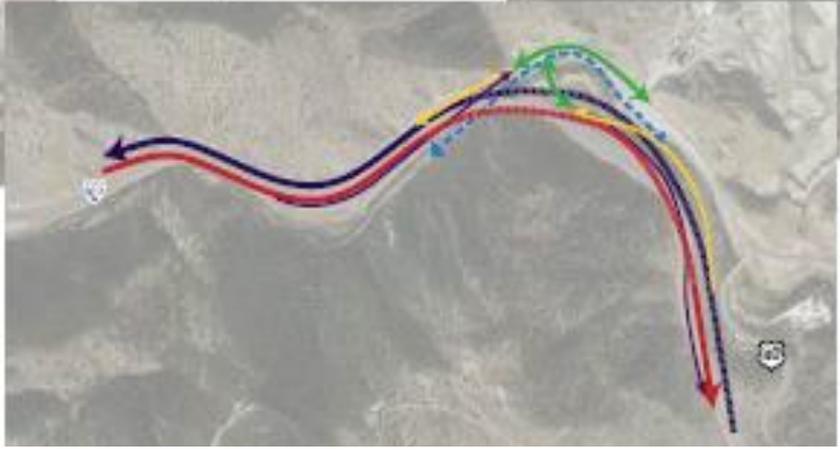


Option 1

Option 2



Option 3



# INTERCHANGE CONCEPTS

## SEGMENT 1 (FLOYD HILL)

### CLOSE INTERCHANGE AT US 6, MOVE TO WEST (HIDDEN VALLEY)

Consider closing the US-6 interchange access at its current location, and moving US-6 access to the Hidden Valley interchange. Some Hidden Valley interchange improvements would be included.



# INTERCHANGE CONCEPTS

## SEGMENT 1 (FLOYD HILL)

### SHIFT OTHER MOVEMENTS TO THE EAST

Consider moving some US-6 interchange movements up Floyd Hill to the east. Options include consideration of roundabouts and flyover or tunnel ramp structures.



Option 1



Option 2



Option 3

# INTERCHANGE CONCEPTS

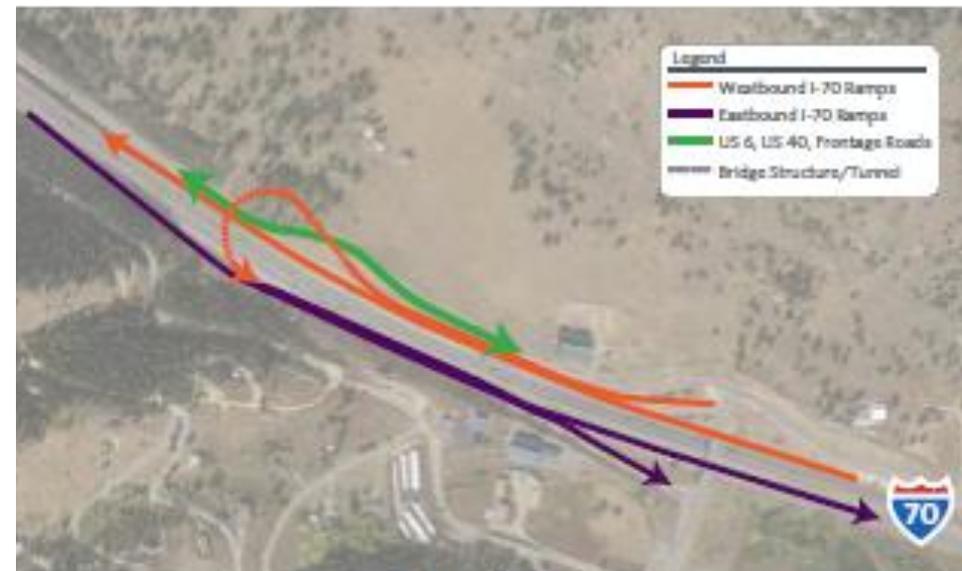
## SEGMENT 1 (FLOYD HILL)

### MOVE INTERCHANGE EAST (TOP OF FLOYD HILL)

Consider closing the US-6 interchange access at its current location, and moving US-6 access to the top of Floyd Hill. Options include consideration of roundabouts and ramp flyover or tunnel structures.



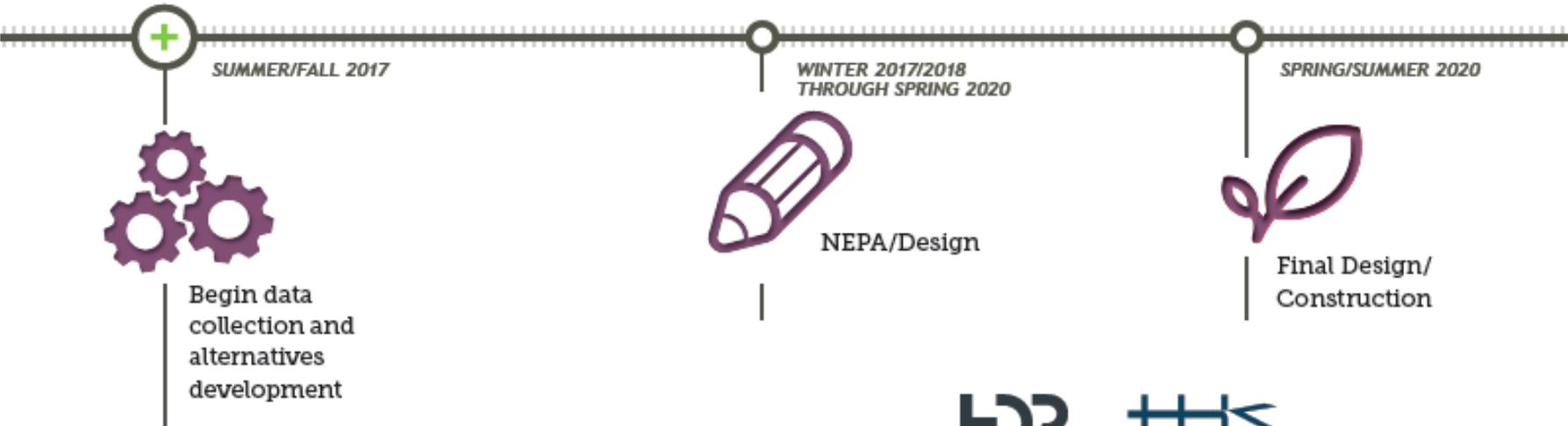
Option 1



Option 2

# FLOYD HILL NEPA PROJECT

## FLOYD HILL SCHEDULE AND PROJECT TEAM



**ATKINS**  
PRIME

**HR**      **tk** associates, inc.  
**CDR ASSOCIATES**      **Yeh and Associates, Inc.**  
Consulting Engineers & Scientists  
**amec foster wheeler**      **Pinyon**      **SHANNON & WILSON, INC.**  
MEMBER OF THE CH2M HILL GROUP

SUBS

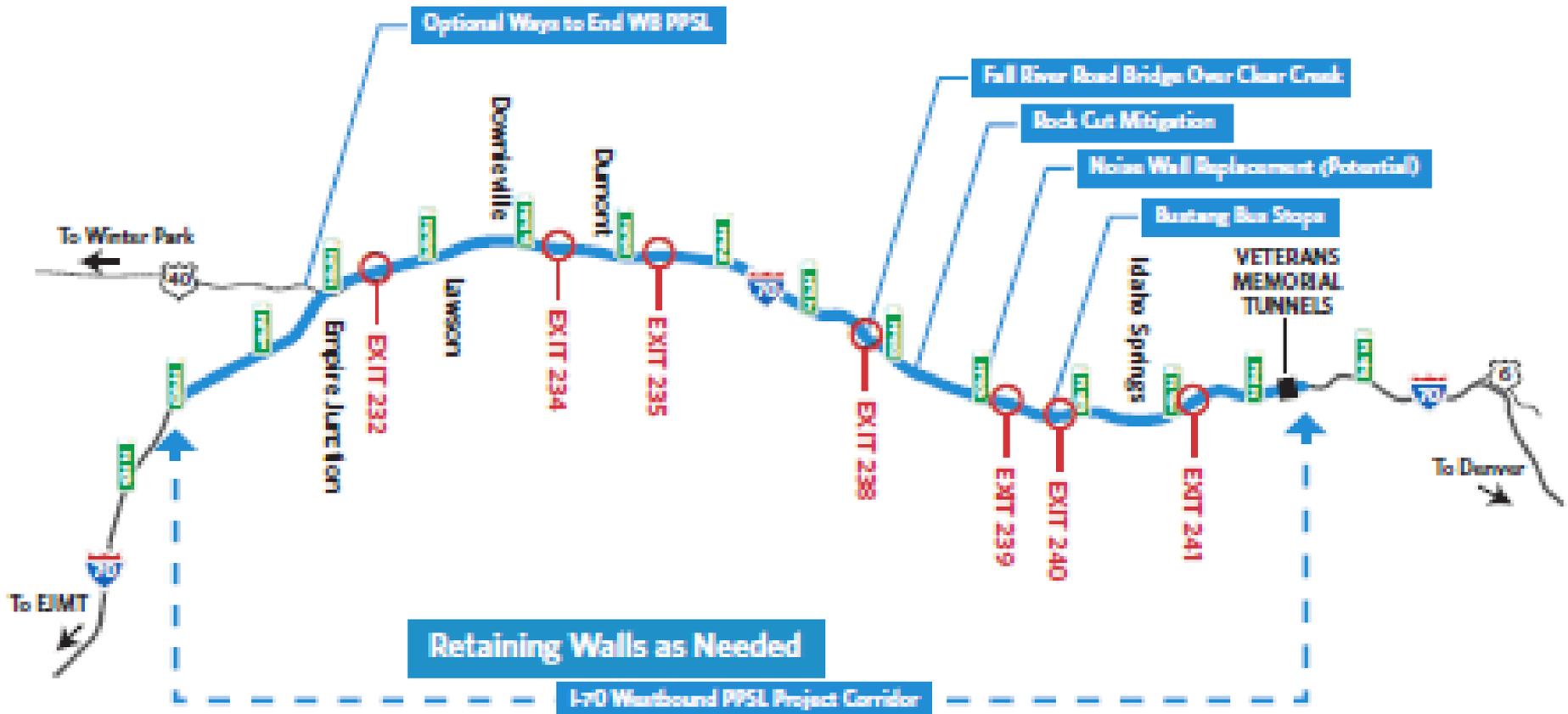
# SEGMENTS 2/3 – Westbound Peak

Exhibit D

## Period Shoulder Lane Project

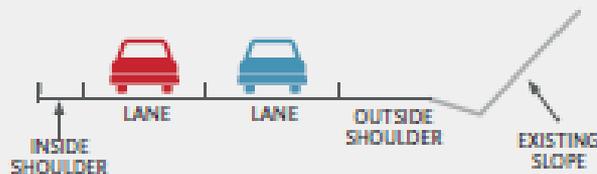


# WESTBOUND PEAK PERIOD SHOULDER LANE PROJECT ELEMENTS



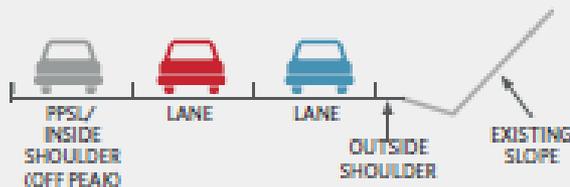
# WESTBOUND PEAK PERIOD SHOULDER LANE PROPOSED CONCEPT

## SEGMENTS 2 & 3



Existing Roadway Width

### WB PPSL Proposed Concept



- Uses existing pavement to create PPSL
- Examine on a foot-by-foot basis to determine appropriate level of improvement
- Conforms to 2011 Record of Decision
- Interim Improvement

- The Project Leadership Team and Technical Teams agree on the proposed concept for a westbound peak period shoulder lane.
- It provides safety and mobility benefits while minimizing impacts to communities and natural resources.
- It is consistent with the 2011 Record of Decision and mirrors the improvements made in the eastbound direction.

# INTERCHANGE CONCEPTS

## SEGMENT 3

### EMPIRE JUNCTION INTERCHANGE

Consider where peak period shoulder lane (PPSL) will end heading westbound. For PPSL traffic headed to US-40, cutting across the general purpose lanes is an option, with variations on where to end the PPSL lanes for westbound I-70 traffic.

Option 1: PPSL Traffic Weaves Across Other Lanes.  
PPSL Lane Ends At US 40



Option 2: PPSL Traffic Weaves Across Other Lanes, But  
PPSL Lane Continues Past US 40 Ramp



# INTERCHANGE CONCEPTS

## SEGMENT 3

### EMPIRE JUNCTION INTERCHANGE

Consider where peak period shoulder lane (PPSL) will end heading westbound. For PPSL traffic headed to/from US-40, a direct connect flyover bridge across I-70 and Clear Creek ending at a T-intersection is an option.

Flyover Bridge with T at US 40 Ramp



# INTERCHANGE CONCEPTS

## SEGMENT 3

### EMPIRE JUNCTION INTERCHANGE

Consider where peak period shoulder lane (PPSL) will end heading westbound. For PPSL traffic headed to US-40, a direct connect flyover bridge across I-70 and Clear Creek ending at a roundabout is an option.

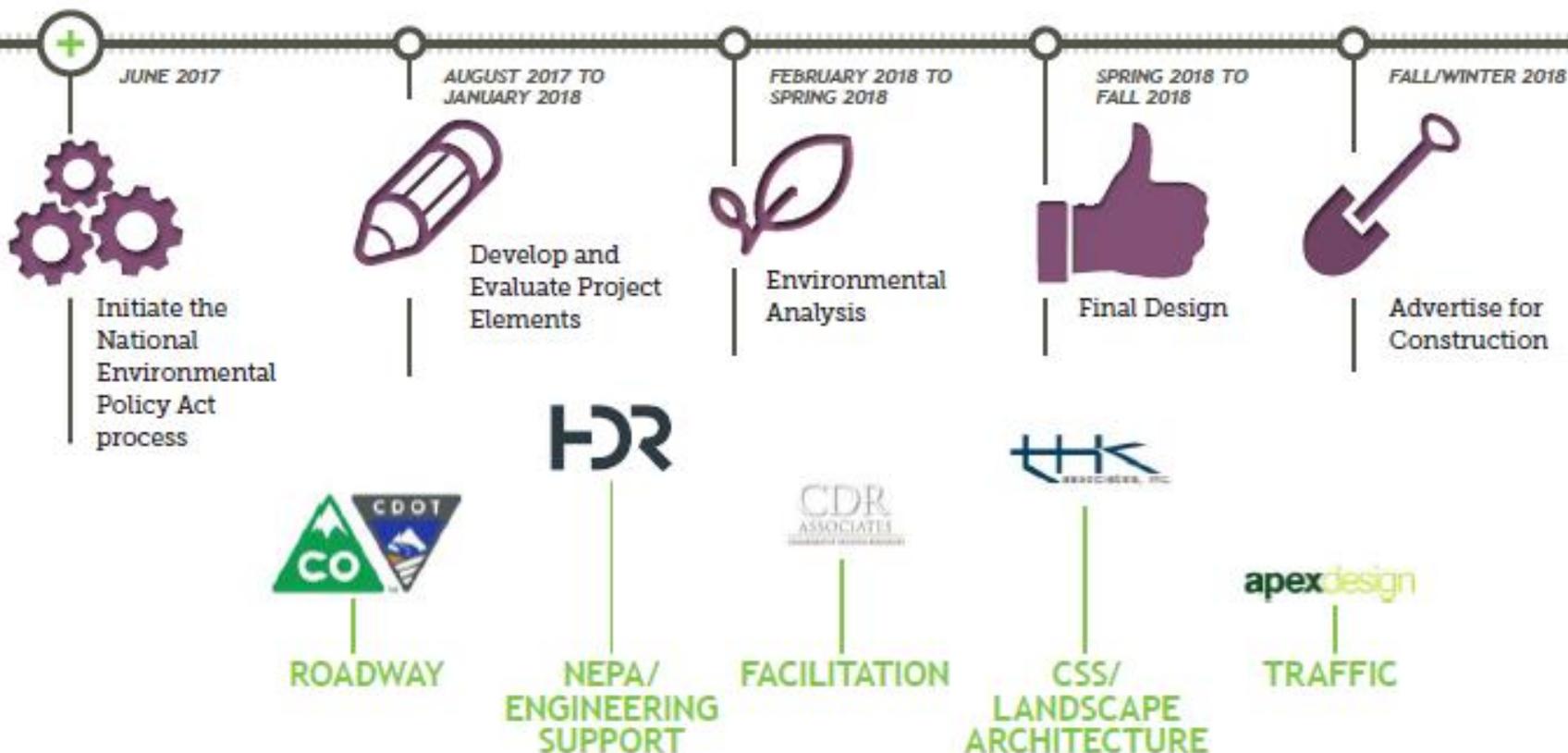
#### Flyover Bridge with Roundabout



# WB PEAK PERIOD SHOULDER LANE (PPSL) NEPA PROJECT

Exhibit D

## WB PPSL SCHEDULE AND PROJECT TEAM





*A Path Forward*

*WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT*

# THANK YOU FOR JOINING US



**COLORADO**  
Department of Transportation

<b>WB I-70 Concept Development Process Exhibit E</b>	
<b>Public Meeting 2 Comments from Comment Sheets or on Aerial Photos</b>	
<b>July 26, 2017</b>	
<b>Comment #</b>	<b>Comment</b>
1	Extend the frontage road from US 6 to Idaho Springs [Segment 1]
2	Need exit and entrance for Two Bears [Segment 1]
3	Do not close exit/entrance 244 from US 6 [Segment 1]
4	Closure of Ext 247 overpass due to accident(s) completely isolates Floyd Hill – 1200 people who cannot get in or out [Segment 1]
5	Make all improvements to Floyd Hill interchange on the north side of I-70 [Segment 1]
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]
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]
8	Should extend study area for Floyd Hill to exit 248 which is essentially the other end of Exit 247 [Segment 1]
9	Should move US 6 interchange west to Hidden Valley. This improves access. [Floyd Hill]
10	Put US 6 on the south side of I-70 to Hidden Valley interchange. [Floyd Hill]
11	Traffic is a concern – getting everyone (from Floyd Hill) off the hill daily and in emergencies.[Floyd Hill]
12	Highway improvements at the top of Floyd Hill should be concentrated on the north side of I-70. [Floyd Hill]
13	The best way to keep us involved is through homeowner's associations and Next Door. [Floyd Hill]
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]
15	Contact Tom Ripley (Douglas Mtn Resident's Assn) – tripley1953@gmail.com [Floyd Hill]
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]
17	Contact person: Lynn Agar at lagare@wispertel.net [Floyd Hill]
18	Floyd Hill citizens are most concerned with maintaining our quality of life. [Floyd Hill]
19	Keep all but local traffic on the north side of I-70. [Floyd Hill]
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]
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]
22	Trucks can be routed north of I-70 and west of the interchange. [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]
24	Why do you trash the light rail or AGS plan? [Floyd Hill]
25	If you build more lanes, they will come and you will always have congestion. [Floyd Hill]
26	18 months of construction sounds like hell. Tourists involved in traffic jams on I-70 will never return. [Floyd Hill]
27	Floyd Hill property values will plummet during construction [Floyd Hill]
28	Make sure to consider needs of commuters from Denver who come to work in the Henderson Mine [Segment 2]
29	Consider sound barriers in the Dumont area [Segment 3]
30	Put the bike path on the north side [Segment 3]
31	Build a bridge from Stanley Road to Fall River Road [Segment 3]
32	Consider closing the Fall River Road interchange [Segment 3]
33	Consider Wildlife Passages (over or under)
34	Consider Air Quality (more cars - particulates)
35	Consider Water Quality
36	Consider Fens
37	Consider Wetlands
38	Things start near El Rancho and we should look further than 65 and start closer to the top of the hill (Floyd Hill)
39	Noise and a staging area on the top of Floyd Hill should be considered
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.
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)
42	Don't carry all of the traffic up Floyd Hill
43	Opportunities to use a winter staging area as a summer open space access area (top of Floyd Hill)
44	Completing Frontage Road from bottom of Floyd Hill should happen before scaling, to use the frontage road as a construction detour
45	Dumont Lawson area--noise, jake brake law, sound barriers on both sides of the highway.
46	Rumble strip on the expanded side of the road (in the Dumont Lawson area) should be pushed to the edge of the road
47	Want to ensure the service to Quarry trucks, make sure access continues (Floyd Hill)
48	Want any additional projects to consider aesthetics
49	Is there a way to limit truck traffic during certain hours/weather to ensure traffic flows?
50	Consideration of a pedestrian bridge over I-70 in Idaho Springs?
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.

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 ay 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.
53	Make Floyd Hill 3 lanes all the way [Segment 1]
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]
55	Lots of ideas for segment 1 [benefits about the CDP]
56	Wildlife crossings, noise, water, and air pollution [question 3]
57	Public meeting [best way to engage]
58	Can Greenway in DLD area be a part of the project? Put Greenway path on North Frontage Road

The signers of this petition are all in agreement that the Greenway Trail cannot pass through Dumont, Lawson and the Silver Lakes Subdivision and that another viable location needs to be found.

The Greenway Authority's proposal will take away residents' quality of life and add congestion for someone else's convenience. The Greenway Authority is sacrificing the tax paying residents' good quality of life for the convenience of others who are non-tax payers to Clear Creek County.

We, the citizens of Dumont, Lawson and the Silver Lakes Subdivision, petition the Clear Creek County Board of Commissioners and the Clear Creek Greenway Authority to look at options for the Greenway Trail other than Dumont, Lawson and Silver Lakes Drive which passes through the residential community of Lawson. The best option would be the existing route bicycles follow, crossing Clear Creek at the overpass east of Charlie's Place and then heading west on the north side of I-70.

Dumont, Lawson and Silver Lakes are residential areas, not recreational areas other than for the residents' use, fishermen, rafters and kayakers. The residents of Silver Lakes already utilize Silver Lakes Drive for hiking, rafting, kayaking, biking, jogging, horseback riding, fishing and dog walking and will not benefit from congestion caused by the addition of a bike trail. The addition of more people biking through Dumont, Lawson and Silver Lakes infringes on the residents' privacy. Children walk to and from the school buses. They ride their bikes. They play near the ponds. They are safe. The dogs living at Charlie's Place are walked there also from Charlie's Place to the beginning of the Silver Lakes Subdivision.

Various species of wildlife abound in these areas. Deer, fox, bear, elk, lynx, beaver, raccoons, mountain lions, migratory birds, spring chorus frogs and a boreal toad have been seen there.

There's no proof that the trail will raise property values, if anything, property values will decrease due to the influx of people in an already well-populated area and the loss of private land that will be required for the new trail. There are places that will be too narrow for the width required for the trail to be safe. Property values will decline due to the congestion and inconvenience. Residents do not want their taxes to increase.

If property values do increase, so will taxes to the home owners. The value increase will not be advantageous to homeowners unless our homes are sold. Many homeowners in Dumont, Lawson and Silver Lakes have lived here for many years and most homeowners plan to stay. Residents move here because of the privacy.

Existing trees provide a slight sound barrier for the constant highway noise I-70 generates. If trees are removed for the bike trail, the sound levels will increase. Noise has already increased due to the addition of a rumble strip on the I-70 toll lane. Some residents have trouble sleeping

A goal of the Master Plan is to link recreation and business attractions to provide future economic development opportunities. There are no business attractions in the Dumont area or the Silver Lakes Subdivision, only private homes. Mile High Rafting is a good viable business but is west of the Silver Lakes subdivision next to the White Water Park.

Quoting the Clear Creek Greenway Authority's Mission Statement:

"Balancing the preservation of the Clear Creek Greenway's unique environments and the opportunity to enjoy and explore the Greenway, as well as maximizing the economic opportunities the Greenway provides is a task that requires a unified strategy with one unified voice. The Clear Creek Greenway Authority will provide that voice and use it to develop the Clear Creek Greenway into a recreational, educational, and economic haven for both residents and visitors alike."

If the proposed trail goes through Dumont, Lawson and the Silver Lakes Subdivision, it will not create an economic haven for residents. It will not balance and preserve the unique environments and will decrease the residents' opportunities for enjoyment and exploration. It will not be one unified voice for the residents. The homeowners in Dumont, Lawson and the Silver Lakes Subdivision already enjoy the beauties of the environment and recreational opportunities and do not want this to change.

At the meeting held June 9, 2016 at the Dumont Schoolhouse of the approximately 60 people in the audience, not one person was in favor of the bike trail going through Silver Lakes. One resident asked, "What are you going to give us that we don't already have?"

The proposed route for the Greenway Trail along Silver Lakes Drive will cause congestion by placing the trail on the county road and the bridge at the entrance to the community. A 20' one lane bridge provides access into and out of this area. There is no other outlet. Two cars can fit on the bridge, however, this is not a comfortable area in which to meet another car. The Greenway proposes to add a 10' wide bike path superimposed on this bridge creating a safety problem. There's a 90 degree turn at the corner from the bridge eastbound onto Silver Lakes Drive. The road is approximately 20' wide. Adding a 10' wide bike trail means the trail and the road will occupy the same width of roadway. The Greenway proposal does not consider bicycles and cars occupying the same road.

Dumont is a small community and the residents there do not want the increased traffic the Greenway will bring. Since Charlie's Place opened, traffic has increased significantly.

During a bike race that passed through Silver Lakes, one resident was not allowed to leave his home to go to a hospital appointment. Another resident had his truck fender dented by a bicyclist at the bridge.

One family with four children moved from Idaho Springs and bought a home in Silver Lakes because they felt their children would be safer there

A paved bike trail along the frontage road on the north side of the river will not only be safer for bicycles but for pedestrians also. Many people walk the frontage road on their way to work or as customers to Taco Bell, the Conoco, Subway, Starbucks, the marijuana businesses and the Dumont Post office. On May 3, 2016 Deseree Culver, age 33 and an employee at Starbucks, was walking along the road on her break and was struck by a hit-and-run driver. She suffered severe injuries. She regained consciousness in the hospital.

The signers of this petition are all in agreement that the Greenway Trail cannot pass through Dumont, Lawson and the Silver Lakes Subdivision and that another viable location needs to be found.

We, the residents of the Silver Lakes Subdivision and signers of this petition are all in agreement that the Greenway Trail cannot pass through the Silver Lakes Subdivision and that another viable location needs to be found.

Name	Home Address	Signature	Years There
Judith Petrovic	123 Silver Lakes Dr	Judith A Petrovic	23
MARJAN Petrovic	1235 Silver Lakes Dr	Maryann Petrovic	36
Debra A. Ator	53 Silver Lakes Dr.	Debra A. Ator	32
Nick Goymerac	507 Silver Lakes Dr	[Signature]	2 1/2
Michelle Goymerac	507 Silver Lakes Dr	[Signature]	2 1/2
Linda C. Goymerac	488 Silver Lakes Dr.	Linda C. Goymerac	25
TIM GOYMERAC	488 SILVER LAKES DR	Tim Goymerac	25
ELZBIETA CRAJA	577 SILVER LAKES DR	[Signature]	2
Shawn McElroy	597 Silver Lakes Dr	Shawn McElroy	2
SHEILA AKIRIN	543 SILVER LAKE DR	[Signature]	3
MELISSA M. CLARK	543 SILVER LAKE DR	Melissa Clark	3
ETISE L DEAN	543 SILVER LAKE DR	Etise Dean	3
KATHERINE E BUCKHOUSE	390 SILVER LAKE DR	Katherine E. Buckhouse	18
Jenni Bunn	370 Silver Lakes	Jenni Bunn	11
Jimmie Bunn	370 Silver Lakes	Jimmie Bunn	11
Kathleen Berry	244 Silver Lakes	Kathleen Berry	54 yrs
William E. Berry	244 SILVER LAKES	William E. Berry	20
ESTILL W. ATOR	53 SILVER LAKES DR	Estill W. Ator	32
Robin Douglas	116 Silver Lakes Dr.	Robin Douglas	1 1/2
Kirk Douglas	116 Silver Lakes Dr.	[Signature]	1 1/2

- We, the residents of Dumont and Lawson and signers of this petition are all in agreement that the Greenway Trail cannot pass through Dumont, Lawson and the Silver Lakes Subdivision and that another viable location needs to be found.

Printed Name	Signature	Physical Address	Years There
Aaron Fischer		939 Silver Lakes Lawson	22
Brook Howard		939 Silverlakes Dr	5
Jim Lawrence		440 Silver Lakes Dr.	3.5
AMANDA LAWRENCE		440 Silverlakes Dr.	3.5
Travis Winters		390 Silver Lakes Dr.	18
Leslie Blum		300 Capitol Road	15
Sharon Blum		300 Capital Rd	18
Donna Jump		103 Capital Rd	20
Leonard Olivas		57 Capital Rd	20
Connie Olivas		57 Capital Rd	20
Becky Railback		350 Silver Lake Rd	14
Mary D. Spies		270 Silverlakes Dr.	25
Troy D. Spies		270 SILVER LAKES DR	25
Merri SKeen		106 Willow Rd.	<del>29</del>
Gleede SKeen		106 Willow Rd	9
Kathleen Spraul		525 Silverlakes Dr	20
Paul Boymer		<del>428</del> Silver Lakes Dr	25
ESOS ALVAREZ		622 silverlakes Dr	10
Angie mora		324 SILVER LAKES DR LAWSON	29
Willie MORA		324 SILVER LAKES DR	29

We, the residents of the Silver Lakes Subdivision and signers of this petition are all in agreement that the Greenway Trail cannot pass through the Silver Lakes Subdivision and that another viable location needs to be found.

Name	Home Address	Signature	Years There
RICHARD SPRUIEL	525 Silver Lakes Dr	<i>Richard Spruiel</i>	23
Lynnea Harsvick	74 Silver Lake Circle	<i>Lynnea Harsvick</i>	7
Nils Harsvick	74 Silver Lake Circle	<i>Nils Harsvick</i>	7
Sheila White	94 Silver Lake Circle	<i>Sheila White</i>	19
Robert E. White	94 Silver Lake Circle	<i>Robert E White</i>	19
Sally J Shaw	56 Silver Lake Circle	<i>Sally J Shaw</i>	15
Carmen Madrigal	622 Silver Lakes	<i>Carmen Madrigal</i>	10
Randall Smart	96 Capital Rd	<i>Randall Smart</i>	2
<del>Tom</del> Patrick Gill	123 Silver Lakes	<i>Tom Patrick Gill</i>	1
Tori Gill	123 Silver Lakes	<i>Tori Gill</i>	1
Pat Russell	137 Silver Lakes	<i>Pat Russell</i>	5
DEBRA WEBER	287 Capital Rd.	<i>Debra Weber</i>	7 1/2

*8*

We the citizens of Dumont and Lawson of Clear Creek County Colorado, petition the Clear Creek Greenway and Clear Creek County Commissioners to reconsider the current plans for the Greenway through our community.

- We are not in support of the current plans for the Greenway and would like the current plan to not include the Dumont and Lawson Community.
- There is great concern from our community including: impact of traffic, impact on wildlife, increased littering and noise in area, safety of citizens living in area, lack of staff to keep area clean, concerns that the current plan will attract even more transient people to the area and lack of County Sherriff dept. patrolling areas not visible from roads, concerns over attracting people to an area of the creek that at many times has swift flowing water and other concerns that will impact the communities current lifestyle.
- We are petitioning for members of the Clear Creek Greenway and County Commissioners to not plan on the Greenway through our Community of Dumont and Lawson and reconsider other options.

Name	Address	Phone #	Signature
Jim HACKMAN	1955 CHW 308		<i>Jim Hackman</i>
Richard Dougherty	1853 CR308 Lawson		<i>Richard Dougherty</i>
MARISAN Petrovic	123 Silver Lakes Dr	3035679562	<i>Maryann Petrovic</i>
Judith A. Petrovic	123 Silver Lakes Dr	3035679562	<i>Judith A. Petrovic</i>
Robin Douglas	116 Silver Lakes Dr.	770-853-6199	<i>Robin Douglas</i>
Kirk Douglas	116 Silver Lakes Dr	770-851-3747	<i>Kirk Douglas</i>
IAN PAOLA BALOTA	194 Silver Lakes Dr	3035674557	<i>Ian Paola Balota</i>
RITA CORDOUEZ	194 SILVER LAKES DR	3035674557	<i>Rita Cordouez</i>
Aaron Fischer	939 Silver Lakes Dr.	303.519.0385	<i>Aaron Fischer</i>
Cheri Finn	55 Silver Lode Cir	3035670723	<i>Cheri Finn</i>
John FINN	55 SILVERLODE CIR	720-956-5853	<i>John Finn</i>
JOE LOCHNIKAR	154 Silver Lakes DR.	303-567-4026	<i>Joe Lochnikar</i>
Viola Lochnikar	154 Silver Lakes Dr	303-567-4026	<i>Viola Lochnikar</i>

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Name	Address	Phone #	Signature
Becky Rickard	37 Fox fire trail Dumont	303 802 7309	Becky Rickard
David A. Hornack	319 CR 310 Dumont Co	303-567-2231	David Hornack
Steve Watts	498 CR 310 Dumont Co	303-567-2522	Steve Watts
Debra Watts	498 CR 310 Dumont Co	303-567-2522	Debra Watts
Cheyenne Zullka	37 Fox fire trail Dumont	865-308-2491	Cheyenne Zullka
Douglas W. Jurdandr	37 Fox fire trail Dumont	865-308-0766	Douglas W. Jurdandr
Christopher Cicchiccia	37 Fox fire trail Dumont	720 431 9951	Christopher Cicchiccia
Zachery Bull	363 CR 310 Dumont Co <small>(cut off at the rd)</small>	720 675 9511	Zachery Bull
Jodie S. Hartman Bull	363 CR 310 Dumont Co <small>8-13-12</small>	303-567-2985	Jodie S. Hartman Bull
Shirley A. Bull	363 CR 310 Dumont Co <small>12/16/12</small>	303-567-2983	Shirley A. Bull
Judith A. Farris	158 West Dumont Rd	303 567 2850	Judith A. Farris
KANE R FARRIS	158 WEST DUMONT ROAD	303-567-2850	Kane R Farris
Linda Jeske Anita Jeske	218 West Dumont Rd Dumont	303-567-4936	Anita Jeske
Narcie King	72 W. Dumont Rd, Dumont	303-567-2885	Narcie King



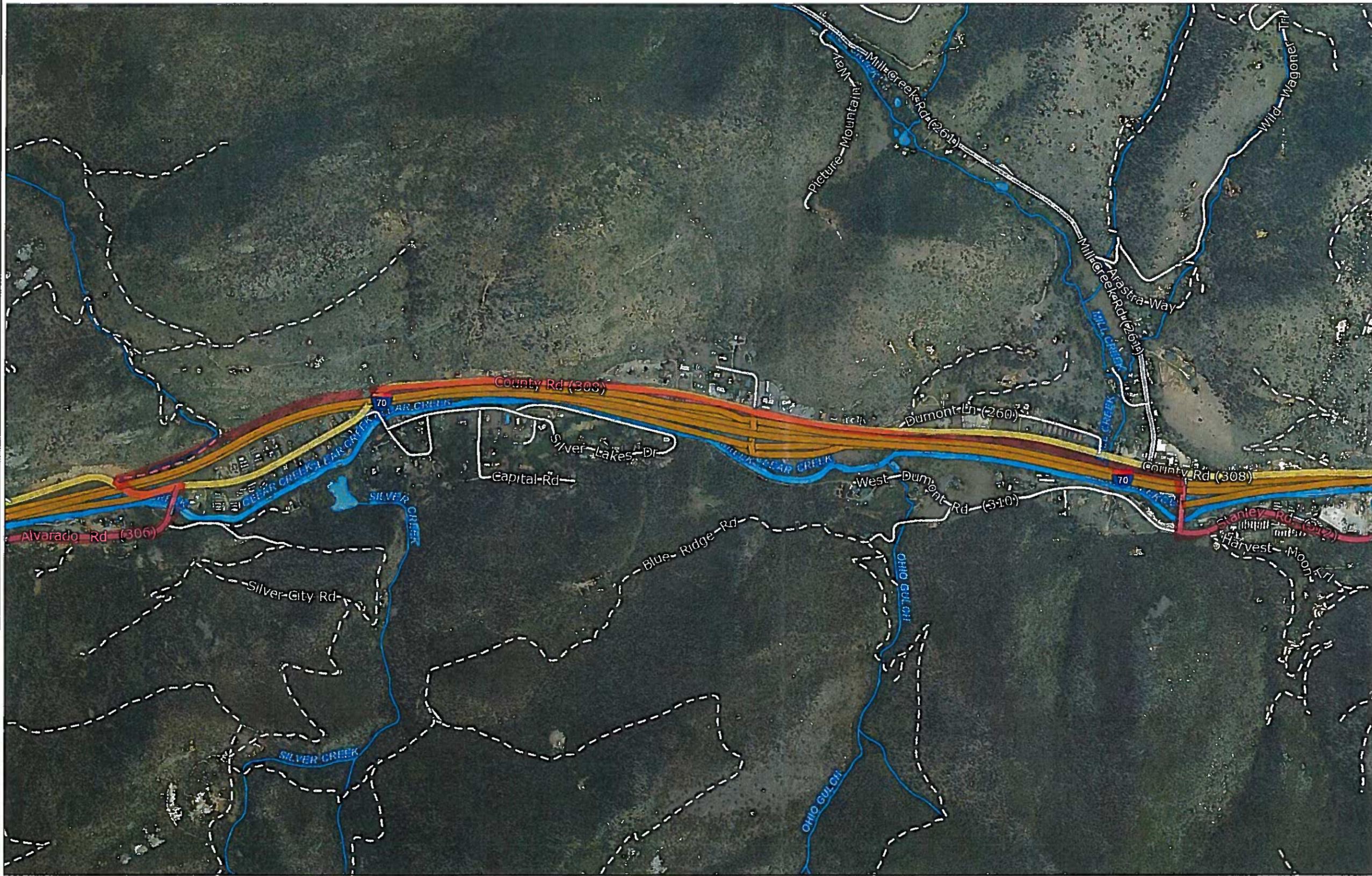
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- We are petitioning for members of the Clear Creek Greenway and County Commissioners to not plan on the Greenway through our Community of Dumont and Lawson and reconsider other options.

Name	Address	Phone #	Signature
Marilyn Broughton	1954 County Rd. 308 Idaho Springs, CO 80452	303-567-4760	Marilyn Broughton
JOHN BROUGHTON	1954 COUNTY RD 308 IDAHO SPRINGS CO 80452	303-567-4760	[Signature]
Joseph Ball	95 Capital Rd. Dumont CO 80436	720-384-8892	[Signature]
Charlene Ball	95 Capital Rd Dumont, CO 80436	303-241-0388	Charlene Ball

# Bike Trail Proposal

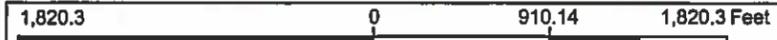
## Exhibit F



- Legend**
- Roads (1 inch = 800 feet)
- HIGHWAY
  - MAJOR ARTERIAL
  - COLLECTOR
  - LOCAL
  - SERVICE
  - 4WD
  - Streams
  - Lakes
  - Towns (zoomed in)



1:10,922



NAD\_1983\_2011\_StatePlane\_Colorado\_Central\_FIPS\_0502\_FL\_US  
Map Created: March 3, 2017



This map is a visual representation generated from an Internet Mapping site. Do not use for legal, construction, survey or real estate transaction purposes. This map is not survey accurate and may not comply with National Mapping Accuracy Standards. This map may or may not be accurate, current or otherwise reliable. The presence of a road feature on the map does not imply the existence of public access or ownership.

**Notes**

Jim White's Email Correspondence  
Received: Friday August 4<sup>th</sup>, 2017

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. (See the attached excerpt from the storyboards at the July 28 public meeting.)

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.

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.

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.

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.

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.

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.

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.

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.

What would it take to make sure that this alternative is NOT advanced to the NEPA process?

- Jim White