



MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process

Technical Team (TT) Meeting

Wednesday, January 18, 2017

9:00 am – 12: 00 pm

Agenda

Meeting Purpose: To confirm Corridor Critical Issues and brainstorm, draw and record Corridor Concepts on Segment One plot maps.

Time	Agenda Topic
9:00 am – 9:15 am	Welcome, Introductions and Agenda Review
9:15 am – 10:00 am	Review and Discussion: Review and Confirm Corridor Critical Issues Desired Outcome: To understand and agree on the Corridor critical issues identified on Corridor maps
10:00 am – 10:15 am	Break
10:15 am – 11:45 am	Discussion and Workshop: Identification of Corridor Concepts for Segment 1. Desired Outcome: To identify, brainstorm and draw Corridor Concepts on Segment 1 plot maps.
11:45 am – 12:00	Next Steps and Action Items Desired Outcome: Determine immediate next steps and confirm action items.

Meeting Summary

Welcome, Introductions and Agenda Review

Jonathan Bartsch, CDR Associates, welcomed the group. The meeting participants introduced themselves and stated their affiliation. Jonathan reviewed the agenda. TT members agreed to the agenda as presented and proceeded.

TT members also confirmed the Official Meeting Minutes from 1.4.17 Technical Team Meeting. The 1.4 notes are ready to be posted on the project website.

Review and Confirm Corridor Critical Issues

Vocabulary Check In: What do we mean when we say “issue” vs. “concept.”

The TT determined that an “issue” is a topic, a concern or a problem and a “concept” is a proposed solution to address that particular topic, concern or problem.

Group Exercise: Identification and confirmation of critical issues on corridor segment maps.

1. HDR mapped the Critical Issues identified by the TT on 1.4.17 TT Meeting.
2. TT members split into two groups and reviewed segment maps with critical issues.
3. TT members were asked to add additional Critical Issues if any issues were missed or misrepresented.
4. TT members reported out to the entire group.

Action Items:

1. **HDR** to add the critical issues submitted via email by John Muscatell, Adam Bianchi and Jo Ann Sorensen. These issues came in after the maps had been printed. **Gina McAfee** confirms that these issues will be added to the next set of updated Critical Issue Segment Maps.
2. **HDR** to update maps and add/edit any additional Critical Issues identified by the TT
3. **CDR/CDOT** to invite Evergreen Fire Protection District to TT

Summary of Critical Issues Report-Out:

Segment 1:

- Drainage
- Need information regarding impact to greenway trail

- Where do we need better access for rafters?
- Tourism traffic during construction
- Old wall that holds up auto route for Floyd hill (historic resource)
- Future location of CCC open space and parking
- Acceleration length for merging
- 55 posted speed limit – safety, speed, congestion
- Slide area – magnitude and secondary affects
- Water wells
- Fire response and making another connection from Evergreen firehouse
- 3 lanes that go to 2 and trucks moving to the left
- Bottom of hill, curvature – bad for trucks, can flip
- Sunlight glare coming up Floyd hill
- Incidence Management and Traffic Management Plan:
 - Stopped traffic at Beaver Brook, turning trucks around. People with business at the quarry and other businesses were losing access. People trying to get home to Floyd hill were stopped.
 - There is not enough man power to manage incident closure. There should be a way for business and residents to access homes and businesses during a road closure.
- Need adequate personnel from CDOT and CSP to increase capacity and run highway .
- Construction is going to be on the top of Floyd hill – this is where trucks get lost
- Lack of message boards and correspondence for tourists and residents
- There are gaps in information in the CDOT app

Segment 2:

- Greenway trail accommodation
- Maintain current pedestrian underpass by ballfields
- Operational issues from transit center location
- Safety during school events
- Additional economic development plan near exit 103
- Make sure that we carefully consider traffic and construction interface in Idaho Springs
- Parking problem and looking for opportunities to expand parking
- Access to south side of I-70
- Help get people off the road and into parking to increase walkability
- Pedestrian access to Water Wheel Park
- Toll lanes are closed even though a lot of traffic – will that open up?

- No. Federal rule allows these to be open for a maximum of 73 day. There needs to be a safety shoulder by law because it's an interstate highway. It can only be open 20% of the time.
- There is a problem because the community is confused. People want to pay and use the lane.
- Important to recognize this problem looking at WB
- Tradeoffs of capacity vs. safety

Segment 3:

- Clear Creek County just finished Master Plan and identified potential development locations, access to these developments (Empire junction interchange) and port of entry issues
- Redevelopment of CCC
- Downieville interchange (sometimes referred to incorrectly as the Dumont port of entry) is problematic
- Need access to creek

Corridor Wide:

- Not enough resources for emergency responders.
- Geographic and weather-based issues that are very specific. 226-216, disproportionate use issues.
- Need to change the way that funding and resources are allocated
- Need a better emergency response operational plan – ambulances can't get anywhere when road is congested so they send in helicopter
- Emergency operations – how do we get ambulances where they need to be and landing for helicopters?
- Trucks - – parking (sleep), chain up areas and chain down, where do they get off, hot brakes and runaway trucks?
- Freight operations update and plan needed
- Community and economic development – this is a BIG DEAL, the positive impact of the WB PPSL is huge for Idaho Springs. Need to be considered as we push through with these improvements
- Engineering criteria – minimum standards versus compromise standards.
- Geology and underground workings, don't want to find out about this while paving
- Can't segment everything and some of these issues are overarching. Need a corridor wide solution (trucking, emergency access)

- Interjurisdictional issues – making a plan to manage the region is too complicated. Emergency Services doesn't accurately represent the problem. Evergreen fire protection is its own governmental entity. Fails to recognize home rule and local control versus state jurisdiction
- Traffic management plan – no unifying authority that manages this. If we value home rule, how do we have an integrated plan? Enforcement, rulemaking, transition in leaderships
- Access to I-70
- Property availability

AGS Plan

HDR is working with the Aztec consulting group who developed and evaluated AGS for the corridor. Aztec will provide "hybrid" alignment drawings to HDR.

- "Hybrid:" The "hybrid" AGS option was chosen because it was a lower cost and lower speed than the "high-speed" AGS option. The hybrid is more suited for the curve radius and needs less tunneling than high-speed.

AGS non-preclusion plan: The plan is to work with Chris Primus from HDR (was also on Aztec team that developed and evaluated AGS concepts). As the WB I-70 concepts get developed, these concepts will be laid onto the same maps as the AGS maps. Chris will look at the Concepts that get developed to make sure that you can still fit in a future AGS. None of the concepts developed will move forward if they preclude a future AGS. This is part of the fatal flaw criteria.

Action Items: HDR to secure AGS engineering drawings/study from Aztec.

Identification of Corridor Concepts for Segment 1

- Emergency Access: We need 100x100 landing zones area, flat and protected that are not paved, lighted with something preventing vehicles and no power lines. Need helicopter access areas at the top of Floyd Hill.
- Kermitts on west end: How can we start adjusting profiles to help us stack or move lanes – the problem is we are up against cliffs.
- Glenwood canyon – many concepts should echo the work done in Glenwood Canyon.
- Evaluating interchange at Homestead Rd. - Introducing a possible roundabout as a way to get around up at the top of Floyd Hill
- Ways to flatten the curve down the hill
- Short viaducts
- Parking - WB and/or EB into tunnels or viaduct (or stacking) to provide river, truck parking, fishing
- Lose off-ramp and bridge at 6. Retaining crossing for recreational access to the other side and parking.

- Homestead Road – improve
- Develop an interchange complex and make interchange connections at top of Floyd Hill
- Take away some of the movements at top of Floyd Hill for – what is the benefit for the community – local politics?
 - Neighborhoods
 - Rafters
 - Truckers
 - E access
 - Fishers
- New Hidden Valley interchange, WB only
- Hidden Valley – preserve for greenway
- CDOT maintenance area – could this be relocated and repurposes? This area could be for creek access
- Keep commitment to finish frontage roads and greenways
- Extend the map to Soda Creek/Beaver Brook interchange – need interchange systems to work together
- US 6 interchange becomes a full interchange – to open up for truck, recreational
- Close US 40 (local access only, open to E vehicles and bikes). Parking for gaming at the bottom of the hill (they all come up 40 now)
- Top of Floyd hill – multi-use parking lot, highschool access, on-off ramp?
- Neighbors don't like on-ramp at top of Floyd Hill because gamers cut through
- Tunneling and re-routing (1000 per tunnel because of ventilation and federal rules)
- COTRIP could use multi-media, not just signs, for distributing information

Next Steps

1. February 6th meeting for engineering contractors and consultants from 9am-4pm. This meeting will help flesh out concepts to present back to TT/PLT.
2. TT/PLT will begin to evaluate these design concepts and ID fatal flaws, etc.
3. TT will send any additional comments to maps to CDR/HDR/THK

General Feedback – this process is going very fast. TT needs more time to digest information. Need to slow the pace of decision-making down.

Summary of Action Items:

1. **HDR** to add the critical issues submitted via email by John Muscatell, Adam Bianchi and Jo Ann Sorenson. These issues came in after the maps had been printed. **Gina McAfee** confirms that these issues will be added to the set of updated Critical Issue Segment Maps provided to the contractors and consultants on Feb 6.
2. **HDR** to update maps and add/edit any additional Critical Issues identified by the TT
3. **CDR/CDOT** to invite Evergreen Fire Protection District to TT

4. **HDR** to secure AGS engineering drawings/study from Aztec.
5. **TT Members** to send additional comments to CDR/HDR to be mapped or addressed

Attendees

Neil Ogden (CDOT), Randy Furst (TSH), Matt Christensen (Kiewit), Suzen Raymond (Mile Hi Rafting), Randall Navarro (Clear Creek Greenway Authority), Gina McAfee (HDR), Yelena Onnen (Jefferson County), Mitch Houston (CCSD), Christine Bradley (CCC), Lizzie Kemp (CDOT), Kevin Brown (CDOT), Kevin Shanks (THK), Steve Long (HDR), Michael Raber (CCC Bike Representative), Allan Brown (EST), Dale Drake (CC Rafting Co.), Jason Buechler (Flat Iron), Tracy Sakaguchi (CMCA), Tim Maloney (Kraemer), Matt Hogan (Kraemer), Steve Harelson (CDOT), John Muscatell (Floyd Hill), Andrew Marsh (City of Idaho Springs), Robert Jacobs (Summit County), George Tsiouvaras (TSH), Bob Smith (CDOT), Wes Goff (Atkins), Dennis Largent (Atkins), Mark Vessely (Shannon & Wilson), Joe Mahoney (CDOT), Lynnette Hailey (City of Black Hawk, SDMD), Nicolena Johnson (CC EMS), Kelly Larson (FHWA), Jo Ann Sorensen (CCC), Martha Tableman (CCC Open Space), Jeff Wilson (WSP), Ben Acimovic (CDOT), Cassandra Patton (CC Tourism Director)