

# Meeting Notes



## I-70 Floyd Hill to Veterans Memorial Tunnels

**Date:** March 14, 2018

**Location:** CDOT – Golden

### **Technical Team – Meeting #10**

[Ctrl +Click HERE or paste link below into your browser for Shared Floyd Hill Project GDrive](#)

<https://drive.google.com/open?id=0B5g5iHKBVK6OR2tpb1J0OUNkNU0>

### **Introductions and Overview**

Taber Ward, CDR Associates, welcomed the group and reviewed the agenda. Self-introductions followed. No changes were made to the agenda and the meeting proceeded.

### **Project Updates**

**WB PPSL** – Conceptual Plans have been developed and a workshop with the PLT and TT is scheduled for April 10 to review the plans.

**Smart70** – The second PLT has been held. The initial project includes five roadside detectors and implementation is planned for later this year including testing of software/hardware on roadside connected vehicles.

**R3 Vail Pass** – The third TT meeting has been held; working on concept designs

**GeoHazard Mitigation** – Conducted CC canyon rock scaling; using a drape and mesh technique. Will achieve the May 1 deadline for Phase 1

**Bridge Repair Work** – Opening bids soon, likely a 6 week effort.

**Greenway** – Completing the RAMP projects; Georgetown section is advancing and Idaho Springs is ready to go to bid for their section (\$1 million from GOCO).

**Idaho Springs Transit Center** – working to identify the appropriate site.

**Colorado Blvd** – On schedule, with an August 2018 completion date.

### CSS Process

The CSS Process flow chart was updated after the last meeting. No changes were suggested.

### Technical Team Schedule

The TT briefly reviewed the schedule. It was noted again that the goal is to move the TT meetings to once a month this Spring to allow for technical work to occur between meetings. The target date for the major design component recommendations are by the end of April.

### Outcomes from TT #9

The Outcomes from TT meeting #9 were reviewed including:

1. Agreed to move forward Option D from US 6 Access Options Matrix
2. Provided updates and feedback to US 6 Access Options Matrix
3. Identified pros and cons for Roadway Design Options in West and Central Sections
4. Recommended ITF for Roadway Design Options Matrix

**ACTION:** Resend the Agreed upon US 6 Access Options Matrix to the TT

### Roadway Design Option ITF - Matrix Evaluation for Central Alignment Options

The TT reviewed the evaluation language developed during the Roadway Design ITF (March 8) for the Central Alignment. Minor language changes were suggested to the document and the group collectively ranked each of the options by applying color and recommended Option B for this segment. Central Alignment Option Matrix is located in the [Shared Project GDrive](#).

### Discussion Notes

It was clarified that all roadway design options include a frontage road, as specified in the ROD.

Emergency response vehicles may need to go the ‘wrong way’ to access accidents for each of the options. There is a need for emergency vehicles to be able to turn a different direction with any of the options.

The project team is not designing the roadway for ‘super loads’ or overload capacity. Additionally, the State Fire Marshal, CO Division of Fire Safety determines whether hazmat

vehicles can travel through tunnels. The impact of heavy vehicles must be taken into account for the frontage roads.

Evaluation Question “Create infrastructure investments that are reasonable to construct and provide the best value ....” - Consider reducing the number of variables for this question, the TT often gets stuck on this.

A concern was expressed regarding the visual and operational impacts on CC Parkway for Option C, if it would move forward.

A discussion regarding water quality and snow removal/de-icing occurred; a concern regarding the use of de-icing materials on riparian habitat was expressed.

**AGREEMENT:** The TT agreed to move forward with Option B: Low Viaduct with Tunnel for Central Alignment Options based on the discussion and evaluation.

### **Roadway Design and Interchange Next Steps**

The design team will integrate the East segment and Central Alignment segment (Option B low viaduct with tunnel) with the preferred US 6 interchange option (Option D). In addition they will analyze the Hidden Valley operations (incorporating traffic numbers), outline the frontage road route and consider intersection needs at the top of Floyd Hill - with and without Jefferson County Road 65 option. Additionally, an eastbound climbing lane will be evaluated to determine if it makes a significant operational difference. This information will be available in late April or in early May.

An ITF will be formed to develop the West Roadway Alignment option evaluation. There is a need to determine what information is needed for this exercise, in able to move forward.

### **Shared Corridor Vision Map Review**

The TT reviewed a Shared Corridor Vision map which outlined elements identified as important to TT members, regardless of the implementation responsibility. Shared Corridor Vision Map is located in [Shared Project Gdrive](#).

### **Discussion Notes**

#### Hidden Valley

Idaho Springs is promoting small trailhead parking areas (for 3-10 parking spaces each) to spread out parking along the Greenway. Would like the design team to look at areas where we can get that type of parking.

## US 6

From the top of FH to the bottom at US 6 there will be a major mountain bike area (north/south movement) that should be considered as part of this map.

## US 40

Q: Why are there no road bike options or improvements from top/bottom of FH. A: There are improvements anticipated by adding the EB on-ramp at the bottom of the hill; this will take cars/trucks off of US 40. It was noted that the current route is circuitous and out of direction.

Q: Will there be a new erosion control and sediment plan developed? A: This is a component of the 2005 Greenway Plan, the goal is to look at it holistically - boating, fishing, parking, bathrooms together.

**ACTION:** Amy Saxton will share the 2005 Greenway plan with the TT.

A discussion of private property access occurred, particularly properties between the bottom of Floyd Hill and Hidden Valley. Current access to these properties was discussed along with questions about the project's obligation to provide future access.

Q: Are we required, as part of this project, to provide physical access to these properties? We would rather not have Greenway be a roadway. A: the project cannot eliminate access without mitigation.

**ACTION:** Project Staff will gather more information about the existing private property sites and consider access options. Private property access will be added to the schedule.

**Suggestion:** Consider additional EB I-70 exit signage at the top of Floyd Hill, especially for trucks as they have gotten stuck in the school parking lot (damaging a fire hydrant).

Q: Why are trucks using Jeff Co. CR 65? A: Faster route for cement trucks.

## **Next Steps**

**Next TT meeting on April 11th.** No TT meeting on March 28th.

**Roadway Design:** an ITF will be scheduled for the West Alignment. West Alignment options were discussed including the need for additional data to be able to evaluate the options.

The TT suggested a check-in with the PLT after the project 'comes together' more. A May PLT meeting was suggested, depending on what the TT can accomplish in April.

SWEEP and ALIVE meetings have been scheduled.

### Action Items

**ACTION:** Resend the Agreed upon US 6 Access Option to the TT

**ACTION:** Amy Saxton will share the 2005 Greenway plan with the TT.

**ACTION:** Project Staff will gather more information about the existing private property sites and consider access options. Private property access will be added to the schedule.

**AGREEMENT:** The TT agreed to move forward with Option B: Low Viaduct with Tunnel for Central Alignment Options based on the discussion and evaluation.

### Attendees

JoAnn Sorenson, Cindy Neely (Clear Creek County); Bill Coffin and John Muscatell (Community Reps from Floyd Hill); Sam Hoover (Central City); Mike Raber (CC Bikeway User Group); Tracy Sakaguchi (CMCA); Gary Frey (Co Trout Unlimited); Wendy Koch (Empire); Stephen Stohminger, Daniel Horn (Gilpin County); Mike Hillman, Andrew Marsh, Jonathan Cain (Idaho Springs); Patrick Holinda (Bridge Enterprise) Amy Saxton (CCC Greenway); Wendy Koch (Town of Empire); Gary Frey (Trout Unlimited); Mitch Houston (CCSD); Kelly Galardi (FHWA); Neil Ogden, Kevin Brown, Vanessa Henderson, Steve Harelson, Bob Smith, Stacia Sellers, Christina Lacombe (CDOT); Anthony Pisano, Carrie Wallis, Tyler Larson (Atkins); Gina McAfee (HDR Inc.); Kevin Shanks, Julie Gamec (THK Associates); Jonathan Bartsch Taber Ward (CDR Associates)