



Floyd Hill Design Technical Team Meeting Summary

March 24, 2023, 9:00 AM to 12:00 PM

CDOT Golden Office – Lookout Mountain Conference Room and Virtual (Zoom)

1. Introductions, Meeting Purpose and Project Updates

Daniel Estes, CDR Associates, opened the meeting, prompted introductions, and reviewed the agenda.

The purpose of the meeting was to discuss:

- *Project Updates & Early Projects*
- *East Section Commitment Tracking*
- *Construction Access Road for Bridge A*
- *QUarry Model Data*
- *Upcoming TT Topics*
- *Next Steps*

TT members confirmed the meeting agenda with no changes.

2. Project Updates

- **Early Projects:** Kurt Kionka, CDOT, provided updates on the early projects. The Genesee Wildlife Crossing has diverted traffic and will begin excavation for the first phase of construction. The Roundabout projects are moving forward and are slated to begin excavation and construction in the next three weeks. The Pegasus parking lot at El Rancho is set to begin construction by late this year.
 - **TT Question:** How will you direct traffic through intersections during roundabout construction?
 - **Response:** We can discuss phasing plans further, however, typically roundabout construction will be phased one half at a time to allow for traffic to be directed around the half not in construction.
 - **TT Question:** What color is the wildlife crossing bridge?
 - **Response:** Federal Color 30372, consistent with corridor aesthetic guidelines.



- **Environmental Updates:** Air Quality Monitors have been installed and are collecting data. The Air Quality Dashboard is advancing and will be online for public access. A working group is being stood up to advance the effort. Details for how this group will be organized will need to be fleshed out.

ACTION: Determine scope and purpose of Air + Water Quality working group.

3. East Section Tracking Sheet

The Project Team reviewed the revised East Section Commitment Tracking Sheet, highlighting the key changes incorporated since the last TT meeting. They prompted the group to review the sheet for a few minutes in order to reach a finalized stage today. They acknowledged that there had been a question about the level of detail included in this document. The project team determined that this document should be streamlined for best usability, the details will be found in the plans themselves (i.e. Environmental). This document will serve as a prompt to discuss/review certain facets of the commitments in relation to those plans.

- **TT Comment:** one of the lines states that the project team will pass all modifications by the TT, however there will be many potential modifications/revisions that occur throughout the construction process. We just need to know about the ones that will have significant aesthetic impacts.

TT Agreement: Adjust the sheet to ask for the project team to discuss only significant aesthetic design modifications by the TT.

- **TT Question:** Can you remind us of the purpose this sheet will serve?
 - **Response:** This document is meant to guide monitoring of the East Section construction. It will be a living document for the construction PLT to reference in their regular meetings.
- **TT Comment:** within the Community Impact Section of the tracking sheet, there are two statements that seem a bit vague: limiting throwaway work and considering impacts to low income and minority communities. Are they relevant for this section of the project? And if so, how would they be monitored?
 - **Response:** good catch, those are carry overs from the WB PPSL project. Throwaway work was relevant in that case because it was a temporary project and is not as applicable for this, as it is a permanent project. Same thing with the low income/minority communities. This is not applicable in



the East Section, or through the project area as a whole because it does not intersect with identified low income/minority communities.

- **TT Question:** In relation to community impacts, have peak period times shifted? Through conversation with community members, it seems that Monday mornings and Thursdays have picked up in traffic. How will this impact construction scheduling?
 - **Response:** There is a specific model that takes into consideration time of year, direction of traffic, day of the week, and time of day. We've been working hard to identify those peak periods of traffic in the East Section in order to avoid traffic impacts. All of the teams have that information.

ACTION: CDR to edit CSS Tracking Sheet to specify lane closure strategy.

- **TT Question:** Can that peak period traffic information be published? Or can we have access to it in order to answer community questions?
 - **Response:** The construction team will publish lane closure advanced notice on a weekly basis. That is available to everyone through CDOT PI.
 - **Response:** We can be sure to highlight this in the upcoming June Telephone Town Hall as well as provide this information to Margaret Bowes, I-70 Coalition, to discuss within the PILT.

- **TT Question:** This tracking sheet specifies that salinity testing will occur throughout the course of the project – is it also a part of regular water quality testing along the corridor?
 - **Response:** Yes, salinity will be tested throughout the entire Floyd Hill Project as well as through the corridor long-term.

Hearing no further concerns, the Project Team confirmed TT support for the East Section commitment tracking sheet.

ACTION: CDR to send Jeff Hampton final revised Tracking Sheet for final approval.



Daniel acknowledged another question that had been raised since the last meeting in regards to the specificity of environmental tracking within this CSS Tracking Sheet. The project team provided details in regards to Environmental Tracking: there is a separate, required, CDOT Mitigation Tracking sheet used for all CDOT projects. This is project-specific from the FONSI which details specific progression of environmental mitigation plans. There will also be a separate CDOT staff member assigned to all things Environmental throughout the project to keep a close eye on these things.

- **TT Question:** Could we review all the environmental mitigations that relate specifically to the East Section? For our general knowledge, if community members ask, we would like to know the specifics of the environmental mitigations.
 - **Response:** The full sheet of mitigations was published as part of the EA. We have added a column indicating which section of the project certain mitigations are relevant to, so we can share that.

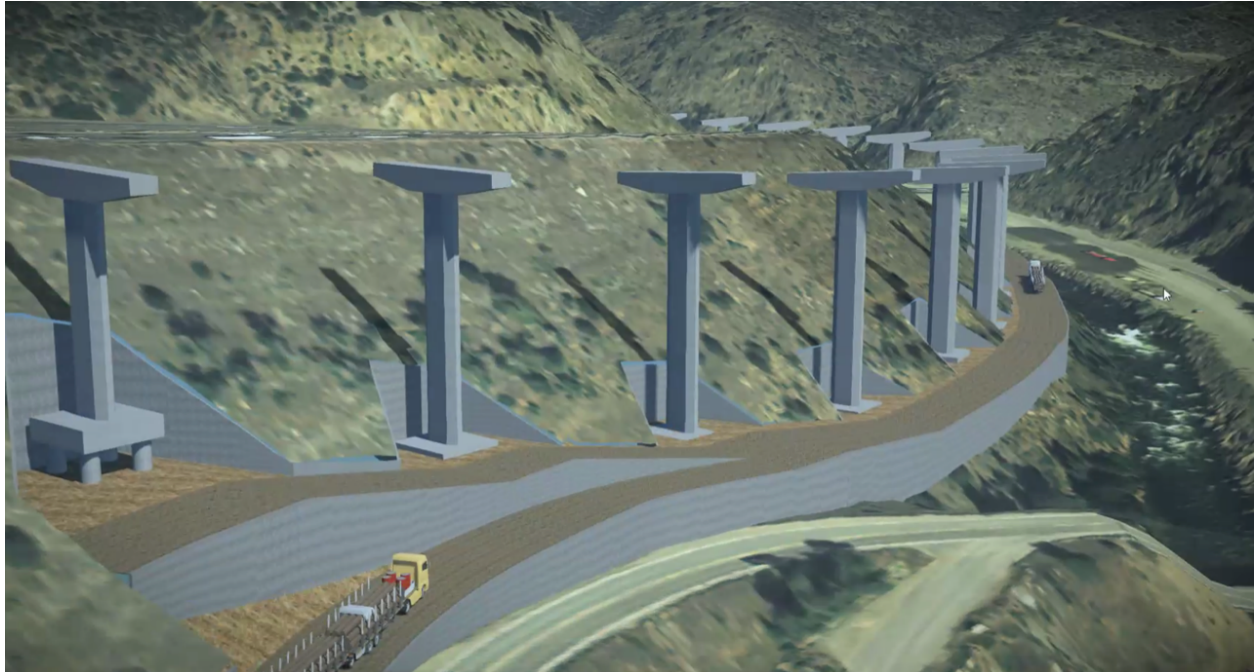
ACTION: Peak Consulting to send East Section Environmental Mitigations to TT.

- **TT Question:** Is there any aspect of ongoing monitoring (i.e. Air & Water Quality) included in this sheet?
 - **Response:** Air & Water Quality monitoring will be an ongoing part of the project.
 - The 1041 permit does not end when construction ends, but rather applies to the life of the improvements made. What happens when the project is completed? Does Clear Creek County have the resources to continue the monitoring?
 - That will be a shared responsibility with CDOT.

The TT moved to the next agenda item, discussing the Construction Access Road for Bridge A.

4. Construction Access Road for Bridge A

The construction team presented information to the TT regarding infrastructure needed to access pier locations for the construction of Bridge A. The Piers are 30x30ft, with a construction footprint of 30x80ft, requiring a 30 ft wide access road for large cranes, drill rigs, and concrete delivery. The construction team presented a rendering of this proposed access road and two support walls (pictured below).



The team presented an idea to the TT that this challenge could present an opportunity to extend the Greenway trail after pier construction is complete. Extending the Greenway through this section of the project area is not part of the scope, but exemplifies the benefits of the CM/GC process.

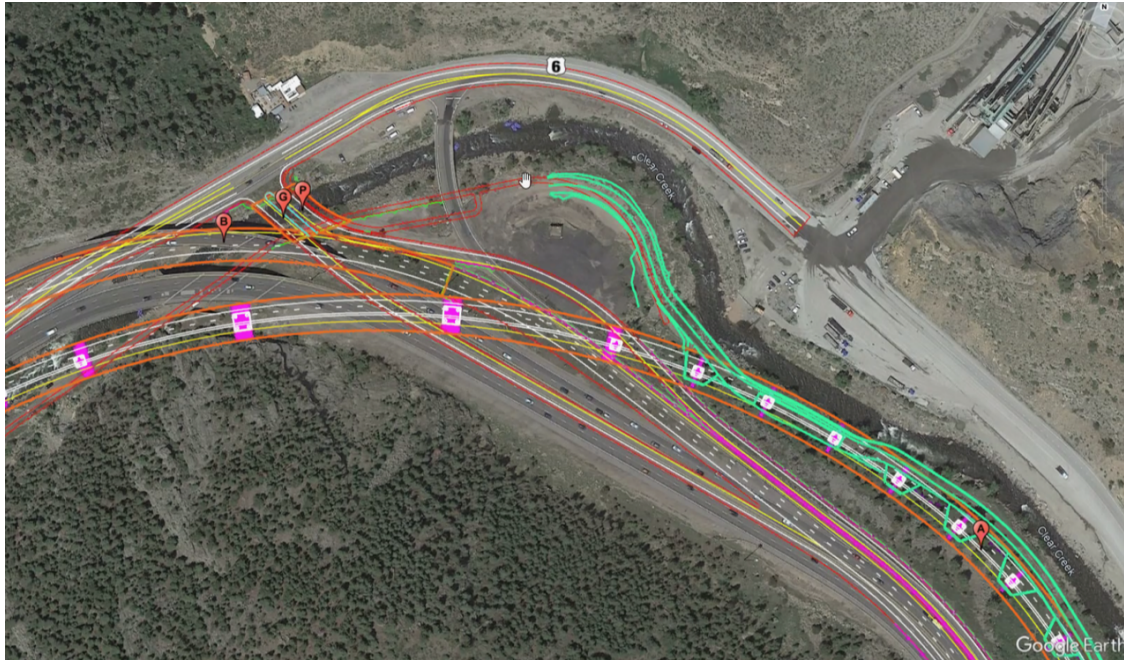
- **TT Question:** Will these walls be permanent?
 - **Response:** Potentially, depending on whether this group thinks the Greenway would present a reason to make this a permanent road. If permanent, there would be different considerations for construction.

The construction team described that this access road will reduce traffic impacts on I-70 during construction, however, the consideration for the TT is if they are supportive of this location for extending the Greenway alignment.

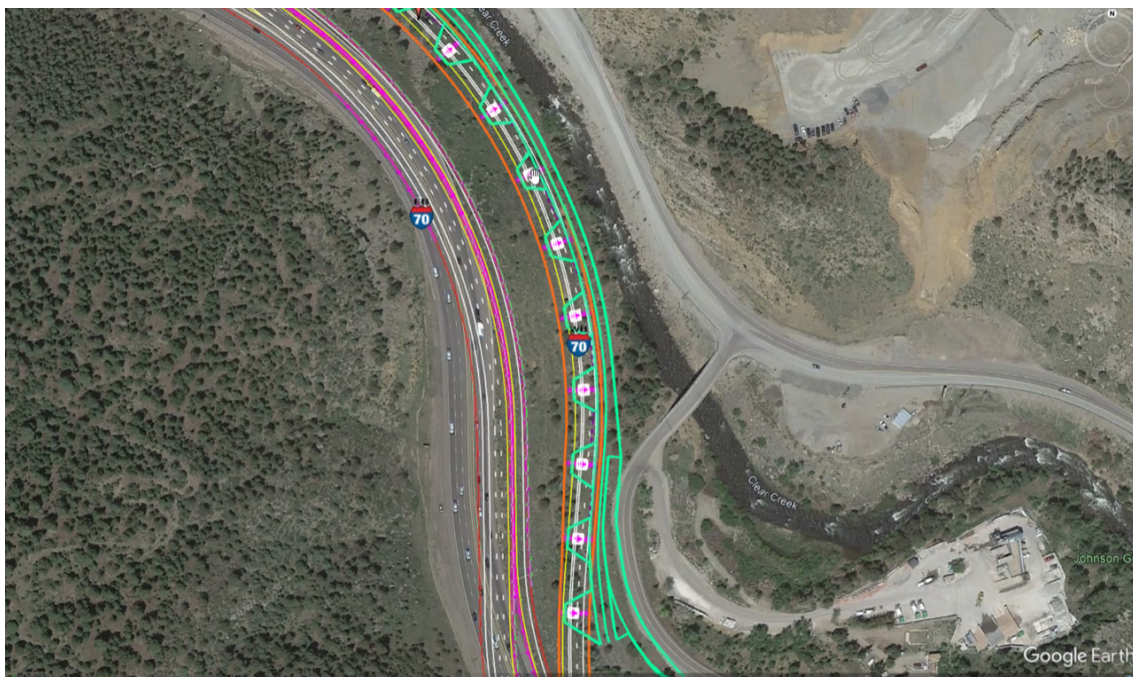
- **TT Comment:** Currently, there is bicycle traffic, walkers, and anglers along US 6, so this does offer potential for the Greenway trail in this area. A key consideration on this slope will be understanding the elevation difference between this road and the adjacent bank in order to explore the feasibility of a creek crossing.
 - **Response:** Yes, a bridge across the creek will need to be analyzed and explored for engineering possibilities.



- **TT Comment:** This is a promising location for the trail as well because the N side of the creek in this location intersects with traffic from US 6 and the Quarry entrance.



Aerial view of access road connecting and extending Greenway Trail. (Above = W end of road, Below = E end of road)





The project team appreciated these considerations. So far, the criteria used to develop this road has been for construction access, however the team can adapt to meet Greenway criteria as well.

AGREEMENT: Interest and general support from TT to align this access road with future Greenway trail. The project team must explore future solutions for creek crossing to ensure it's possible.

ACTION: The Project team will continue to clarify the details for this road and determine the exact area where the design will be permanent. The team will develop a few alternatives based on construction team needs and potential for the Greenway.

- **TT Comment:** This also provides a great opportunity for seeking matching grant funds, for example, GOCO Centennial funds. If this team can determine how to get across the creek, Clear Creek County can look for funding to build it to support the Peaks to Plains project.

The Project Team asked the TT if they felt it would be best to continue this discussion in an ITF? If so, does it align with the future Greenway ITF?

AGREEMENT: Continue discussion of this addition to the Greenway in an ITF.

- **TT Question:** Are there final budgets/costs for this section of the project?
 - **Response:** They will be finalized on April 10th.

5. Hidden Valley Interchange Model

The Project team presented new data on traffic at the Hidden Valley Interchange incorporating Quarry traffic impacts during construction. In summary, the model considers Quarry Traffic during the week and shows that there will not be a significant impact to interchange traffic.

- **TT Question:** Can you remind me why we decided not to pursue roundabouts at this intersection?
 - **Response:** The roundabout option was much more expensive and there was not technically enough space. That option would necessitate rock cut and negotiating around disputed ROW. The minimal benefits did not warrant the costs.



6. Upcoming TT Topics

As a look ahead, Daniel Estes led a review of upcoming topics for the TT as identified by the project team. This is not a complete list but a representative mix of construction access challenges, design modifications, and features:

- Greenway Typical Sections
- West Section Walls & Signage
- Central Section Greenway Construction Impacts- will be central to Greenway ITF coming up
- Utility Relocation
- Riparian Area Enhancements

ACTION: Project team to refine list of upcoming topics and send out to TT to field additional topics to discuss.

7. Next Steps & Wrap Up

Lastly, in wrapping up the meeting, the Project Team asked the TT if they felt a PLT meeting was warranted soon to discuss the public engagement process for the El Rancho parking lot, in an effort to learn from the experience when the parking lot was presented for the Homestead area.

- **Project Team Question:** Are there other topics to bring to the PLT to warrant a meeting?
 - **TT Response:** Considering there is not much else to discuss with the PLT, the project team could send an update and ask their thoughts on convening an ITF of neighborhood members to understand impacts.

The project team thanked all participants for joining and indicated forthcoming information including: finalization of the East Section Tracking Sheet, plans for a Greenway ITF, and more information on construction impacts.



Summary of Action Items, Agreements, & Decisions:

TT Agreement: Adjust the sheet to ask for the project team to discuss only significant aesthetic design modifications by the TT.

TT Agreement: Interest and general support from TT to align this access road with future Greenway trail. The project team must explore future solutions for creek crossing to ensure it's possible.

TT Agreement: Continue discussion of this addition to the Greenway in an ITF.

ACTION: The Project team will continue to clarify the details for this road and determine the exact area where the design will be permanent. The team will develop a few alternatives based on construction team needs and potential for the Greenway.

ACTION: Determine scope and purpose of Air + Water Quality working group.

ACTION: CDR to edit CSS Tracking Sheet to specify lane closure strategy.

ACTION: Daniel to send Jeff Hampton final revised Tracking Sheet for final approval.

ACTION: Mandy to send East Section Environmental Mitigations to TT.

ACTION: Project team to refine list of upcoming topics and send out to TT to field additional topics to discuss.

8. Attendees

Cindy Neely, Amy Saxton (Clear Creek County); Mike Raber (Clear Creek Bicycle User Group); Sam Hoover (Central City); Lisa Wolf (Floyd Hill POA); Elizabeth Kraemer, Brian Dabling (FHWA); JoAnn Sorenson (Upper Clear Creek Watershed Association (SWEEP)); Gary Frey (Trout Unlimited); James Proctor (Bridge Enterprise/AECOM); Tracy Sakaguchi (CMCA); Kurt Kionka, Tyler Brady, Francesca Tordonato, John Gregory (CDOT); Matt Aguirre, Alan Carter (Atkins); Matt Hogan, Koichiro Shimomura, Tim Maloney (Kraemer); Larry Quirk (Rocksol); Mandy Whorton (PEAK Facilitation); Kevin Shanks (THK Associates); Daniel Estes, Cara Potter (CDR Associates)