



# I-70 Floyd Hill

## Floyd Hill CMGC Technical Team

### Meeting Summary

June 16, 2023, 9:00 to 10:30 AM

Kraemer Floyd Hill Office: 35715 US-40 Building B, Ste 220, Evergreen, CO 90439

## 1. Introductions, Meeting Purpose and Project Updates

CDR Associates opened the meeting and reviewed the agenda.

### TT Agenda 6-30-23

- *Project Updates*
- *Utilities & Construction Sequencing*
- *Greenway Trail Closures*
- *Wrap Up & Next Steps*

TT members confirmed the meeting agenda with no changes.

## 2. Project Updates

### Early Projects

- *The Genesee Wildlife Crossing* is preparing for a new traffic switch to start the next phase of construction, which will focus on the I-70 EB structure.
- *The Empire Wildlife Crossing* is progressing, currently at FOR level, and going out to bid late summer 2023. Construction is slated for fall.
- *The Roundabout Projects* are continuing to advance. There is messaging being prepared to inform the public about the closure of US 40.

### Main Project Construction

- Kraemer received a Notice to Proceed (NTP) for the East Section and is waiting until after July 4th to begin.
- July 6th is when work will commence, which will start with the placement of advance warning signs. The rest of the month will be night work.
- Restriping will take place the 3rd or 4th week in July.
- Last week of the month will begin rock scaling (7/24).
- **Question:** Does the pre-construction filling of potholes include fixing those at the base of Floyd Hill?



# I-70 Floyd Hill

- **Response:** Those are outside of the package limits, but a separate contractor will be coming in to make repairs in that area later in the summer (August/Sept), which will be primarily night work.
- **Question:** What is the official NTP date?
  - **Response:** June 20th

## Air Quality Dashboard

- The team is currently working with CDOT Communications to determine if they are going to use the previous dashboard model or use a different consultant-based dashboard. Plan A will take a little more time than the anticipated July 6 launch date. ADA requirements are creating some challenges. Data is being gathered through the monitors, but the issue has to do with 508 compliance, accessibility, and making data available to the public.

## Central City Interchange

- Central City representatives and CDOT met to review the Central City interchange design and discuss concerns raised by Central City. Sam Hoover, Central City, noted the main concern is about Central City losing its identity with changes to the off ramp. The hope is the design will be conducive to people coming into Central City. The meeting with CDOT was helpful for Central City to understand the design status and development process. Next steps are for CDOT to send a package of design-related materials to Central City for further review.
  - **ACTION:** Project Team to send package with PDFs, KMZs, Traffic Memo, other items related to Central City interchange to Sam Hoover

## Idaho Springs Superfund Site

- At the previous TT, Jonathan Cain, Idaho Springs, raised the following question: The Record of Decision for the Clear Creek Gilpin County Superfund Site is being reinterpreted. While NEPA has been completed, will future construction packages and permitting be impacted by this decision?
  - **Response:** CDOT water quality will need to take this into account, but does not believe it will affect permitting. There may be stringent requirements for dewatering, but probably not more stringent than what is already typical for the area.



# I-70 Floyd Hill

## Other updates:

- Clear Creek County requested that “ROW Acquisitions” be added to the standing updates section on the agenda.

**ACTION:** Add ROW Acquisitions to standing update agenda items

## 3. Utilities and Construction Sequencing



Matt Hogan, Kraemer, presented the latest anticipated construction schedule (pictured above). He discussed each construction package followed by items that impact access to the Greenway.

### Package 1 (East Section)

- NTP received
- Construction starting after July 4, anticipated to continue through Summer 2026

### Package 2 (West Section)

- 60% designs are complete
- 90% designs are scheduled to be final on July 26
- FOR meeting scheduled for August 2
- NTP anticipated for December
- Prep work to begin in December
- Construction anticipated to last until the end of 2027

### Package 3 (Saddle Cut and Hill Access)

- Focus is on minimizing walls and maintaining access



# I-70 Floyd Hill

- April 2024 anticipated start date
- Currently doing geotech investigation in Hillside and Saddlecut area
- This package provides access for major construction to occur
- Team is interested in folding this package into the West Section 1041 permit

**ACTION:** CCC and Project Team to set up meeting to discuss timing and details of 1041 permit, include Cindy on all related communication

## Package 4 (Central Section):

- Begin Fall 2024, substantial complete Late 2028

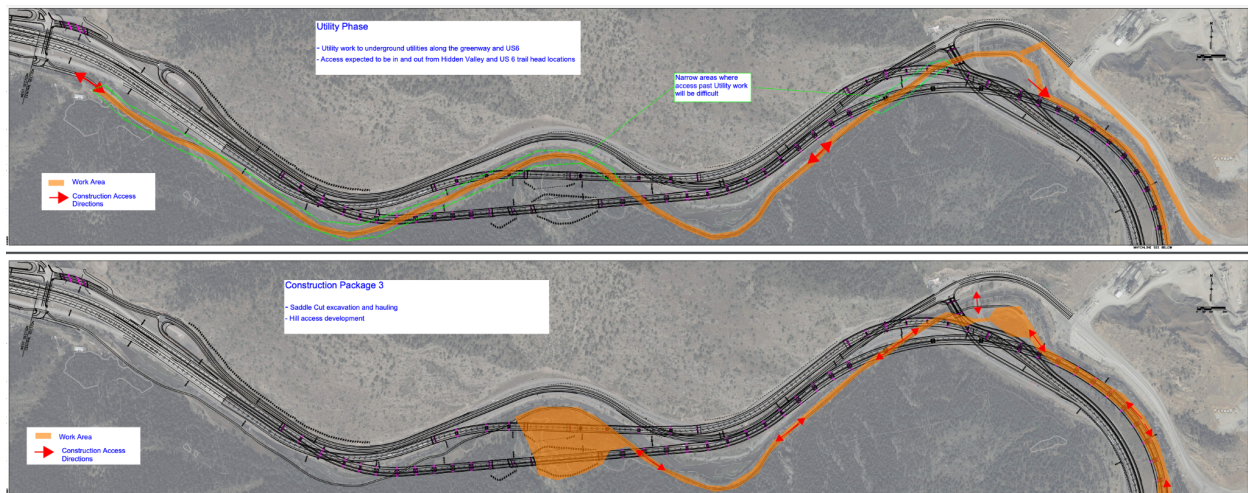
## 4. Greenway Trail Closures

Matt Hogan then transitioned from talking about the schedule overall to talking about construction impacts to the Greenway and anticipated construction operations for each package. He shared roll plots (pictured below) demonstrating the work areas and construction access directions for the construction items that affect the Greenway.

These include:

- Utility Relocations – Begin Late Summer/Fall 2023
- Construction Package 3 (Saddle Cut and Hill Access) – Begin Spring 2024
- Construction Package 4 – Begin Fall 2024 (WB Viaduct Completion Late 2026 – Limited access to current greenway alignment possible after this)

Matt shared the following details about each of the above construction items.





# I-70 Floyd Hill

## Utility Relocations – Begin Late Summer/Fall 2023

- Throughout the Greenway area, all utilities will be moved underground, generally following the alignment of the Greenway today. Comcast and Excel will be trenching. This is the work that is most ready to begin.
- Frei & Sons Quarry is also currently working to move utilities underground and coordination is taking place between the Quarry and the Floyd Hill Project.
- With overhead utilities removed, geotech investigation becomes more feasible. This work will begin soon.
- There will be several grade changes for ADA compliance. Coordination is occurring to see if CDOT and Kraemer can help expedite grading activities.
- CDOT has been coordinating with CCC for County-owned areas.
- There are certain areas where the trail is very narrow (10-12' wide). These are areas where existing features along the slope exist (e.g. rock walls). Recreation access during construction in these areas will be impossible.
- A final timeline for utilities relocation is being determined. The Project Team anticipates that in-and-out access may be possible for the Greenway during utilities relocation, but full closures are anticipated for other packages.
- Late summer early fall is the earliest work is anticipated along the Greenway.

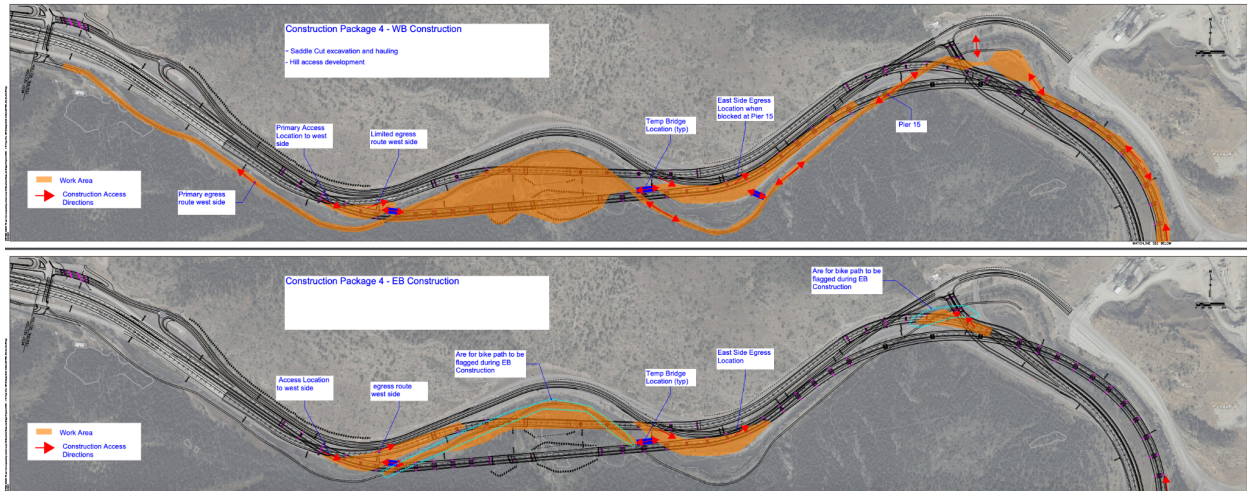
## Construction Package 3 (Saddle Cut and Hill Access) – Begin Spring 2024

- An ongoing geotech investigation is informing construction specifics and timeline for Package 3.
- Package 3 involves hauling material in and out (two-way access) to US 6.
- All heavy access will be to US 6 where the team already has a 40-50' wide road to transport material out.
- Once utilities are moved work will occur along the Hillside section to prepare for Package 4.
- The Saddlecut area is implicated in land use and ROW acquisitions, which will impact schedule.
- **Question:** Will narrower sections of the Greenway have soft shoulders to accommodate bigger trucks?
  - **Response:** The soft shoulders off the bench that exist currently will remain. Plans include a 10' wide concrete trail and 2' soft shoulders on either side in most areas.





# I-70 Floyd Hill



## Construction Package 4 – WB Construction

- Scope increases significantly for Construction Package 4. This includes both the EB and WB mainline.
- Kraemer is trying to keep both sides of the Saddle Cut functioning on their own for construction access.
- One-way access is intended for smaller trucks in this area. Smaller trucks are intended to exit through the Greenway (this allows the project to maintain an access road).
- **Question:** Will the Team be using [Smart Work Zone systems](#)?
  - **Response:** Yes, Smart Work Zone devices will be included in all packages. Locations are still being determined.
- **Question:** Five years from now, how is landscape restoration going to take place?
  - **Response:** This discussion is starting now. For some of the riparian vegetation, Atkins and THK are working to create significant floodplain benches (similar to Veterans Memorial Tunnels). This is more on the north side. For the south side, the Team is exploring water sources to supplement revegetation. These sources would allow irrigation.
  - Cindy Neely, Clear Creek County noted the Clear Creek County 1041 Permit for Central Section should be strong on restoration.

## Package 4 – EB Construction

- Some EB construction will occur during WB.
- EB Construction requires extended closures of the Greenway.



# I-70 Floyd Hill

- **Question:** What is the timing of the blasting as it relates to rafting season?
  - **Response:** Rafting season and scheduled blasting overlap, so we are going to need to do something similar to Twin Tunnels with flaggers up and downstream. We will coordinate with rafters and closures of I-70.
- **Question:** When does blasting start?
  - **Response:** Blasting in Saddleback will start in August 2023 (East section). Community members will receive phone calls following 4th of July to schedule inspections.
- **Question:** What can people expect on blasting days?
  - **Response:** There will be text alerts, then air horns ahead of blasts, people may hear the blast itself, and may feel air over pressure (feels like wind, team will monitor this).
  - There will be about 30 blasts in the East Section.
  - Blasts will occur 9:00 AM - 3:00 PM during the day.
  - Will occur 1-3 times per week in the East Section, then daily in other sections.

## 5. Alternate Greenway Routes

The Technical Team then shifted to discussing potential alternate routes for Greenway users during construction. The goal of the discussion was to brainstorm possible options, which can then be further explored. The initial list of potential routes included the following:

### Alternate Routes & Comments/Considerations

- Detour: Central City Parkway
  - If someone is going cross-country this route would probably add a day to their route.
- Detour: CO 103 to CO 74
  - Would likely add roughly 31 miles to a cross-country route.
- Reroute Greenway along I-70 using jersey barriers
  - Mike Raber, Clear Creek Bicycle Users: The most functional and practical option is to place jersey barriers from Hidden valley down to Floyd Hill on I-70 / US 6 I-70
  - Complication with jersey barriers is rock fall and keeping it clean and safe.
  - FHWA will need to check on if jersey barriers are feasible.



# I-70 Floyd Hill

- **ACTION:** Brian Dabling, FHWA, can look into feasibility on jersey barriers along I-70
- One conflict area with jersey barriers is the north rock cut to the east of the maintenance yard. When rock blasting happens through this area the highway will close for 20 minutes. This alternate route would be directly below where this blasting occurs.
- Could use variable message boards to communicate closures, blasting
  - **ACTION:** Mike Raber can ID locations for VMS signs, working with Kraemer
- 303 Cycling, Bicycle Colorado are two options for organizations to engage in communicating alternate routes
- Review options for allowing bikes on US 6 to US 40
  - Currently no bikes are allowed on US 6, policy unlikely to change but could be explored
- Potential for new trail developed over Saddleback
  - Need to consider environmental review. Currently the contract states that some access must be maintained, but alternative routes outside of the project area will take some time to get reviewed and approved.

## General Feedback / Questions:

- **Question:** Is there a way to understand the volume of greenway traffic? This would help evaluate alternatives.
  - **Response:** We could look at Strava. The CDOT Bike-Ped Program has counters that might be utilized. Clear Creek County might also be able to help with ascertaining user numbers.

**ACTION:** Team to ask CCC about trail counters, Cindy to share contact information for County Trails lead

- **Question:** (Tracy Sakaguchi, CMCA) If we pursue the option for an alternate route for Greenway users along I-70 using jersey barriers, will there still be pullouts and emergency access?
  - **Response:** Anywhere that a shoulder is utilized, we will review spacing for pullouts and areas for broken down vehicles. These issues will be included in any design we advance under this alternative.





# I-70 Floyd Hill

## 6. Wrap Up and Next Steps

The Team wrapped up the discussion by reviewing action items and noting that the next TT meeting is scheduled for July 14.

### ACTION ITEMS:

- **ACTION:** Project Team to send package with PDFs, KMZs, Traffic Memo, other items related to Central City interchange to Sam Hoover
- **ACTION:** Add ROW Acquisitions to standing update agenda items
- **ACTION:** CCC and Project Team to set up meeting to discuss timing and details of 1041 permit, include Cindy on all related communication
- **ACTION:** Team to ask CCC about trail counters, Cindy to share contact information for County Trails lead

## 5. Attendees

Cindy Neely (Clear Creek County); Jessica North (Clear Creek County School District); Mike Raber (Clear Creek Bicycle User Group); Bill Coffin, (Floyd Hill POA); Sam Hoover (Central City); Margaret Bowes (I-70 Coalition); John Curtis, JoAnn Sorenson (SWEEP); Brian Dabling, Julien Gonzalez (FHWA); Kelly Dunne (Jefferson County); James Proctor (Bridge Enterprise/AECOM); Tracy Sakaguchi (CMCA); Joy Wasendorf (CIG); Tyler Brady, Kevin Brown, Kurt Kionka, Jeff Hampton, Abbie Moddafri,(CDOT); Matt Aguierre, Alan Carter, Anthony Pisano, (Atkins); Matt Hogan, Tim Maloney, Brandon Simao (Kraemer); Madeline Head, Mandy Whorton, Vanessa Halladay (PEAK Consulting); Julie Gamec (THK Associates); Daniel Estes, Cara Potter (CDR Associates).