



I-70 Floyd Hill

Floyd Hill CMGC Technical Team

Meeting Summary

August 25, 2023, 9:00 to 12:00 PM

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 8-25-23

- *Project Updates*
- *Traffic Diversion on Side Roads*
- *Greenway Cycling Detour Update and Discussion*
- *West Section Commitment Tracking Sheet*
- *Walls Supporting Infrastructure*
- *Upcoming PLT and ITF*
- *Next TT*

TT members confirmed the meeting agenda with no changes.

2. Project Updates

Recent Traffic Impacts

Kurt Kionka, CDOT, opened the meeting with an update on construction related traffic impacts. This was followed by Matt Hogan, Kraemer, who discussed an unplanned closure that happened on 8/24/23.

- Construction started less than 2 months ago. Traffic holds for scaling impacted I-70 and nearby communities. Scaling has wound down, but there may be blast holds 1-2 times a week.
- On Thursday 8/24 there was a scheduled blast at 2pm. After the blast occurred, crews noticed that material started moving above the blast around a boulder. The decision was made to close EB I-70 as quickly as possible which was relayed to CDOT and PI staff to get communications out. The Team subsequently closed WB I-70 and US 40 as this was the same scaling area that led to a rock



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previously crossing into US 40. The closure required a coordinated effort between State Patrol and CDOT staff.





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Emily Wilfong, CDOT PI, provided an overview of the communications process when something like this happens.

- The first thing that happens is that CDOT begins an internal text chain. Then they send out the text alerts, update the hotline, communicate with first responders, and reach out to the media.
 - The goal is to get information out in real time as accurately and efficiently as possible.
 - During this incident there was a missed opportunity of including the local school district as the closure happened around the time kids were let out of school and caused some delays.
 - It is important to learn from this incident and brainstorm if there are other groups that need to be notified in the event of this type of closure in the future.
- **TT Question:** Were there any residences affected by moving material after the blast?
 - **Response:** No. The crew made sure the instability did not run into any private property.
- **Question** (Jessica North, Clear Creek County School District): Can anyone speak to the traffic that was redirected to 103 and Little Bear Creek? How can we keep mapping apps (Google/Apple/Waze) from directing travelers to these as alternatives?
 - Amy Saxton, Clear Creek County, noted that there were a lot of social media conversations about the amount of vehicles that made their way to



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Little Bear Creek. It is a narrow road with many switchbacks and is not meant for constant two way traffic or commercial vehicles. It becomes dangerous and is not a sufficient detour if the highway is closed.

- We have to expect there will be unexpected circumstances and make sure we understand all of the potential negative impacts and proactively have plans in place to address them.
 - CDOT has attempted to reach out to the various map applications but they are not receptive to removing routes.
- Jon Cain, Idaho Springs, noted that it is helpful to have any lead time possible from the Project Team if a closure is happening so that they can prepare for cars attempting to detour through Idaho Springs.
 - What is the best mechanism for direct communication to stakeholders?
 - CDOT made a direct call to dispatchers to get the information out.
- **Question** (Paul Aguilar, FHWA): Do people that sign up for text messaging service for project updates receive texts about planned and unexpected closures?
 - **Response:** Yes, both. The text messaging is working well.
- Lisa Wolff, Floyd Hill POA, will provide the Project Team with school and bus contact information. Lisa suggested that the transportation district should be the next contact after police/first responders.
- Randy Wheelock, Clear Creek County Commissioner, suggested holding a town hall meeting and having CDOT there to explain the communication strategy, the circumstances of the recent closure, and lessons learned. Alternatively a report could go out from county officers and other jurisdictions. It's important that the public know that there are representatives from their communities working on these issues.
 - In an incident like this, would it be possible to use the IPAWS system to text every phone within the area about the closure and to stay on the highway and avoid side roads?
 - We can also use more effective signage on the inappropriate routes about treacherous conditions.
 - The blast was at 2pm and in an area where there was a previous problem with overhanging rock. CDOT and Kraemer can look at windows of scaling versus projections of closures, learn from experiences, and adjust in order to avoid critical time points.
- The TT recommended that CDOT put out an update to the public of what happened, including the images shared by Kraemer, and the steps the Team is taking to improve communications.



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- Bill Coffin, Saddleback Community POA, stated that direct communication is important, otherwise the community starts to fill the gaps with information that may not be accurate.
- Jo Ann Sorensen, UCCWA, suggested posting notices on variable message boards for the traveling public to not always trust their GPS in an effort to keep people on the highway and not seeking potentially dangerous detours.
- Mike Raber, Clear Creek Bicycle Users Group, asked about the potential of using traffic marshalls in these types of incidents.

The discussion concluded with an acknowledgment that the Project Team acted quickly and kept people safe during a dangerous situation. The TT's suggestions, comments, and lessons learned will be taken to the PILT.

Main Projects

- Progress is advancing with grading, blasting, and drainage work.

Early Projects

- *US 40*: The roundabouts continue to advance in design.
- *Empire Wildlife Crossing*: There have been some challenges with rocky terrain, but work is continuing.
- *El Rancho Parking lot*: There was a meeting Wednesday 8/23 at El Rancho. Updates from this meeting to come.

Utilities

- The Team is ready to get started in September or October with utilities relocations beginning along US 6.

ROW

- In process, no major updates.

FIR Meeting - Package 3

- If there are any questions, direct them to Tyler Weldon, CDOT.

Other updates

- Project Team members met with Central City regarding the design of the Hidden Valley Interchange. The Team is still working on potential design concepts to improve the flow of traffic, wayfinding, and accessibility to the Central City Parkway. Any viable solutions that come out of these talks will be brought to the TT.

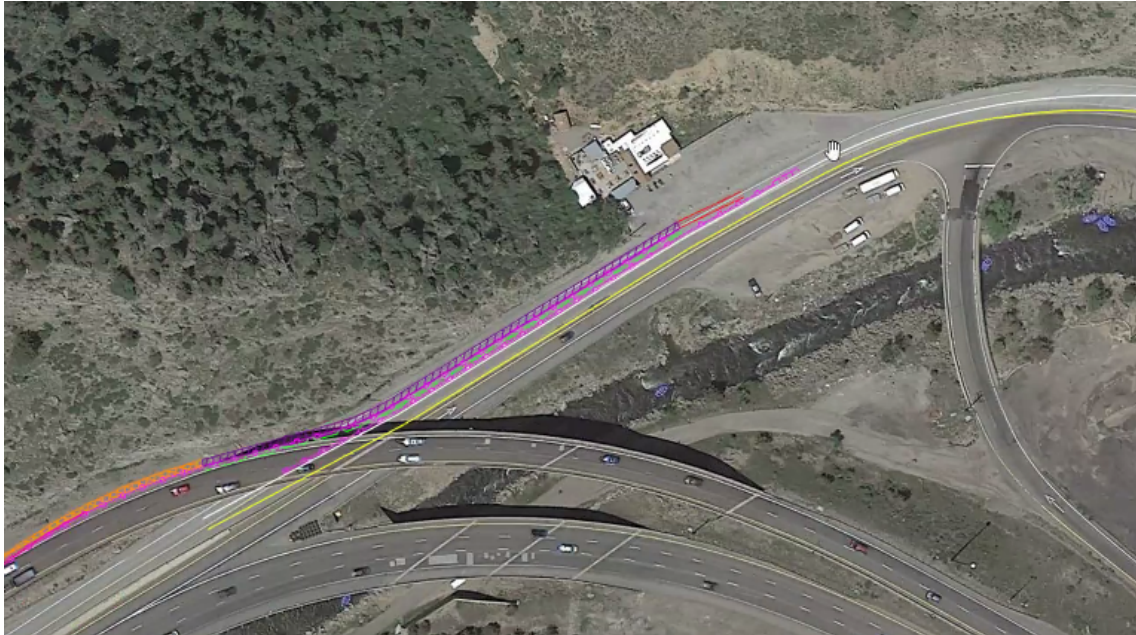


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3. Previous Design & Construction Topics

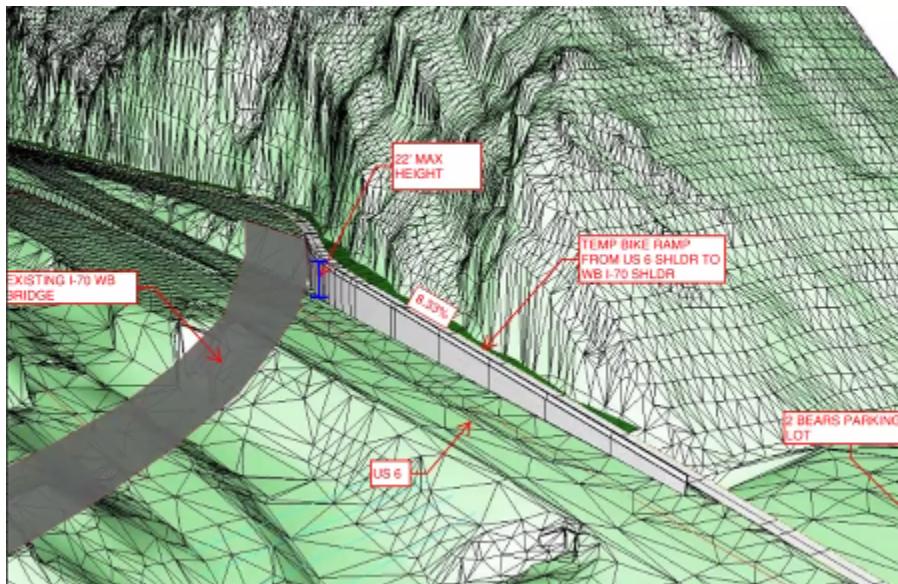
Cycling Detour Update and Discussion

Alan Carter, Atkins, shared KMZ images of detour options being analyzed. Matt Hogan, Kraemer, talked about the impacts and considerations of the detour.



Hidden Valley to existing westbound offramp, ramp from US 40, to get onto US 6

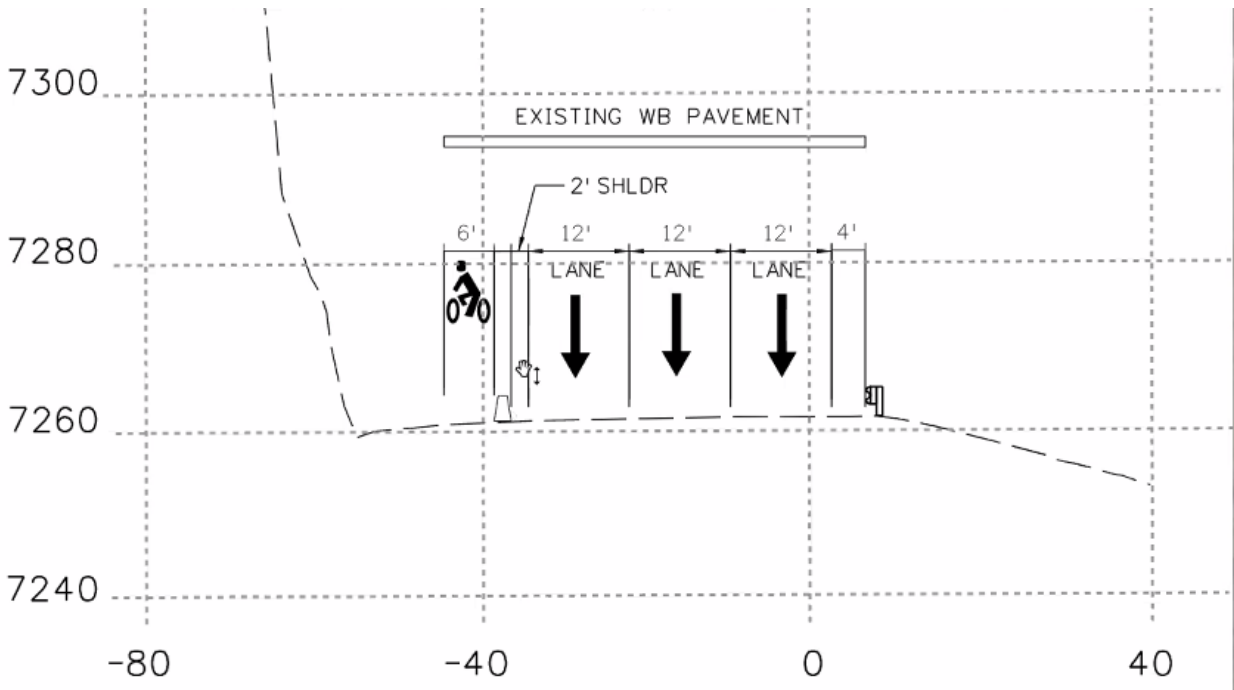
- The biggest challenge is getting cyclists up to the grade of US 6. The Team would need to build a ramp to get cyclists up to US 6.





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- The detour would need to run along the existing shoulder of WB I-70. This would decrease the existing WB I-70 shoulder to 2 ft with a 6 ft wide section for cyclists. There would be a shoulder reduction and barrier extension.



- There would also need to be rockfall mitigation put in place for the cycling detour as the barrier would push cyclists closer to the rocks.
- **Question:** Will this require any new shoulder work to create this?
 - **Response:** There are some places where widening would need to be completed.
- There is a tight point near Hidden Valley which would require management, especially during rock blasts. The Team may not be able to maintain this detour constantly. Some extended day closures would likely be needed.
- **Question:** Are we legally required to provide a bike lane?
 - **Response:** We are not legally required, and would need FHWA approval to run a detour like this on the highway.
- **TT Comment:** It seems this detour would provide a low quality, inconsistent ride experience. Could we direct cyclists to 103 over Mestaa'Éhehe (formerly Squaw) Pass instead?
 - Bill Coffin: The ride over the pass is beautiful for some riders, but a lot of riding and commitment for other cyclists.
 - Randy Wheelock: Most people would not take the pass.



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- Mike Raber really appreciates that the team is looking at this. There is precedent for this type of detour, and this is a critical path to get through the state as a cyclist.
 - Would there be a process for reporting rockfall?
- This is still in the analysis phase, but if this option moves forward, implementation would not be until March/April of 2024 along with Package 3. Regardless of the implementation timing, some closures of the trail would be needed during facility construction. It would also likely not be maintained in the fall/winter.
- **TT Comments:** is the reward worth the cost? When the path is open in the summer, there will be narrowed lanes on WB I-70 which means slower traffic through all of peak season. Are we changing the promise of our project with this by not keeping the lanes the same, increasing the amount of time the lanes are narrowed, increasing congestion.
- **Question:** Would the bike lane create issues from an emergency management perspective? If so, we may need to prioritize the safety of the highway.
 - **Response:** The Team would try and maintain the shoulder as best they could but there would be some sections without a shoulder. This would take away the ability for emergency pull off areas.
- **TT Comment:** This is not a long section of the corridor and is the windiest section that we're working on. We would want to reduce vehicular speeds in this section anyways. Bikes are also considered vehicles in Colorado.
- Randy Wheelock: We should look at it objectively, are there additional risks of trucks crashing? If there is an incident, both bike and vehicle lanes would be closed.
 - There is a benefit to maintaining cycling access. This used to be a robust section for riders and there are many impacts occurring to cyclists in the I-70 Mountain Corridor.
- Amy Saxton: For the cost of constructing and maintaining this detour, could we run a shuttle to allow us to move people safely that does not compromise driving lanes?
 - Pegasus already runs in the corridor, could we provide a free voucher to cyclists with information on where to get on and off?
- A shuttle has been used in the past and experienced issues with staffing and running hours. Most cyclists will want to stay on their own vehicle.
- Could there be the option for cyclists of the free shuttle or a detour over 103?

The discussion ended with an acknowledgement of the impacts and the passion around this issue. The Project Team reiterated that they have not yet run through every phase of this potential detour to see if there is a fatal flaw; they have just done this initial



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analysis. The objective of the discussion today was to outline both the risks and the cost as well as the vision of what it could be. More information and discussion is needed.

West Section Commitment Tracking Sheet

- The Project Team has not received much feedback on the West Section Commitment Tracking Sheet. We'd like to cover any remaining comments, questions, and edits today and confirm so we can move ahead with it.
- **Comment:** Cindy has not had a chance to write out all her thoughts but thinks it can be pared down.
- **ACTION:** Daniel to reach out to Cindy early next week.
- **ACTION:** Follow up with Central City to revisit that portion one more time.

4. Current Design & Construction Topics

Walls Supporting Infrastructure

Matt Hogan, Kraemer, and Julie Gamec, THK, presented the TT with renderings of MSE walls for review and feedback on aesthetic changes.

- These are fill walls that are located in the median and in and around bridges.
- There are different ways to build these including cast in place and MSE walls.
- The Team presented three different options for TT consideration:

1. Cast in place walls. These are consistent with guidelines and other walls in the corridor.





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2. 5x5 MSE panels with horizontal joins every 5 feet. CO random reveal will hide vertical joins.



3. 5x10 MSE panels with half as many horizontal joins. CO random reveal will hide vertical joins.





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- In this location wall heights are hovering around 20+ ft high and 1,500 ft long.
- During this construction, EB traffic will be on future US 6. To have 20 ft walls here, they would extend into the middle of EB traffic, so they cannot be done in one slab in this location. The options are either a full height cast in place wall or the panel MSE walls.
- Using 5x5 panels is the cheapest option, then the 5x10 panels, and cast in place is the most expensive option.
- **Question:** Is the 20% cost increase for the option without horizontal lines?
 - **Response:** Yes. The middle option cost wise has less horizontal lines. There would be two horizontal lines, staggered, and the top line would likely be covered in the shadows most of the day.
- Traveling on the frontage road is where these walls will be the most prominent.
- **TT suggestion:** If we go with horizontal lines, we should go with the bigger panels.
- There will be 250,000 ft of retaining walls in this section, so this is an important issue and going through the full CSS is important. In the next meeting, there will be a more holistic view of this in the matrix, taking into account maintenance, cost, and constructability.
- **ACTION:** The Team will populate the Matrix and bring this back to the TT.

6. Wrap Up and Next Steps

Upcoming PLT and ITF

- The Team proposed using the next TT slot on 9/8 for a PLT meeting in the morning (8:30-10am) and then the kick off for the Water Quality ITF (10:30am-12pm). These two meetings would replace the TT meeting on 9/8.
- The TT Team confirmed this change.
- **ACTION:** CDR will cancel the TT meeting and create new calendar invites for the PLT and ITF and send those out along with agendas.
- **Reminder:** still looking for tech team members interested in the Water Quality ITF. The first meeting will focus on scoping out the issue: 1) FH scope and 2) overlap with larger issue
- There will be some overlap with the Design PLT and Construction PLT during the various project phases. The same group will be holding different roles simultaneously.



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PLT Agenda

- Main Project Updates
- Communication Updates
- Construction PLT

Next TT

- 9/8 will now be a PLT and Water Quality ITF
- Next TT: 9/22

ACTION ITEMS:

- **ACTION:** Daniel to reach out to Cindy early next week re: the West Section Commitment Tracking Sheet.
- **ACTION:** Follow up with Central City to revisit that portion in the tracking sheet one more time.
- **ACTION:** Project Team to populate the Matrix and bring this back to the TT.
- **ACTION:** CDR will cancel the TT meeting and create new calendar invites for the PLT and ITF and send those out along with agendas.

5. Attendees

Matt Hogan, Koichiro Shimomura (Kraemer); Alan Carter, Matt Aguirre (Atkins), Cindy Neely, Amy Saxton (Clear Creek County); Paul Aguilar, Elizabeth Cramer (FHWA), Jessica North (Clear Creek County School District); Ryan Sullivan, Kurt Kionka, Tyler Weldon (CDOT), Randall Wheelock (Clear Creek County Commissioner); Vanessa Halladay, Mandy Whorton (PEAK Consulting), Lisa Wolff (Floyd Hill POA); Stefi Szrek (Jefferson County); Ashley Giles, Gary Frey (TU), Emily Wilfong (Public Information), Mike Raber (Clear Creek Bicycle Users Group), Jonathan Cain (Idaho Springs), Tammy Heffron (HDR), Tracy Sakaguchi (CMCA), JoAnn Sorensen (UCCWA), Bill Coffin (Saddleback Community POA); Julie Gamec (THK); Daniel Estes, Julia Oleksiak, Jonathan Bartsch (CDR Associates)