



# I-70 Floyd Hill

## Floyd Hill CMGC Technical Team

### Meeting Summary

December 15, 2023, 10:30am 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 12-1-23

1. *Introductions & Agenda Review*
2. *Project Updates*
3. *Hidden Valley Interchange*
4. *Wrap Up & Next Steps*

TT members confirmed the meeting agenda with no changes.

## 2. Project Updates

### Main Projects

- *East Section Construction* - Wall construction and drainage work is progressing. There will be no lane closures during the holidays. There will be one more blast in the East Section likely in January 2024. The Team is conducting post blast inspections in most locations and closing out with residents.
- *West Section Design* - Package 3 is progressing forward with 90% design expected at the end of January 2024. Package 4 likely won't be out for construction until December of 2024.
- *Central Section* - The Team is working on finalizing the schedule for the Central Section.

### Early Projects

- *Roundabouts* - Wall construction has progressed and the team has conducted excavation work near County Road 65. There will be a short break in construction over the holidays but work will continue progressing in January.



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- *Genesee Wildlife Crossing* - Girders are in place, and the Team is getting ready to pour the deck. Clean up will be occurring over the next couple of weeks. Per the contract, there cannot be lane closures from December 16-January 6.
- *El Rancho Parking Lot*- Design is still tracking into the new year, with construction likely starting in March.
- *Empire Wildlife Crossing* - The Team is looking at refining the scope while looking at additional funding opportunities.

## Environmental

- CDOT is getting speakers lined up for the upcoming Deicer ITF. There will be an updated Doodle poll in the coming weeks.
- No other environmental updates.

## Utilities

- Work is continuing along US 6 and along the Greenway trail. Production is progressing in some places and more difficult in others due to rock in the ground. The Team is working closely with the utility companies to make sure work is progressing.

## ROW

- Appraisals are in, and CDOT is working through the process with the owners. The next step is determining fair market values and then developing offers.

## TT Questions

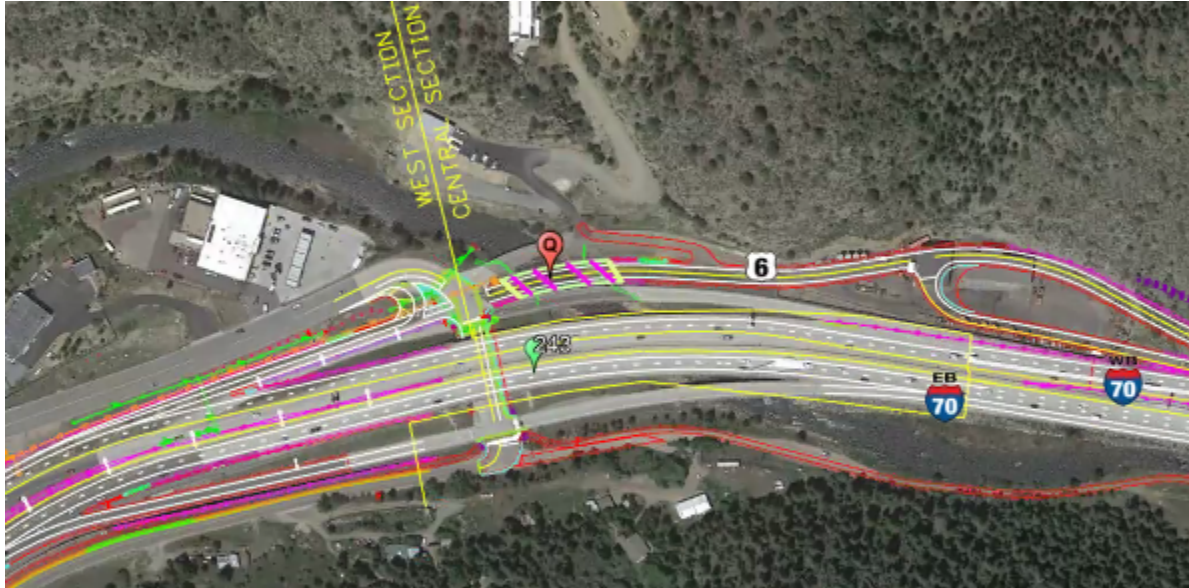
- **Question** (Lisa Wolff, Floyd Hill HOA): For the roundabout, will the Team be smoothing out the asphalt on US 40 before the holidays?
  - **Response** (Jeff Hampton, CDOT): We will work on communicating with the construction team on this.

## 3. Hidden Valley Interchange

Daniel Estes, CDR Associates, re-introduced this topic to the TT. The Project Team has been working on refining the Hidden Valley Interchange design over the past few months. There have been some complexities with this area, including the current configuration of a 5-legged interchange and the close proximity to a CDOT maintenance yard. The current design (shown in the map below) would include connecting the off ramp into US 6 and having one leg on either side of the interchange.

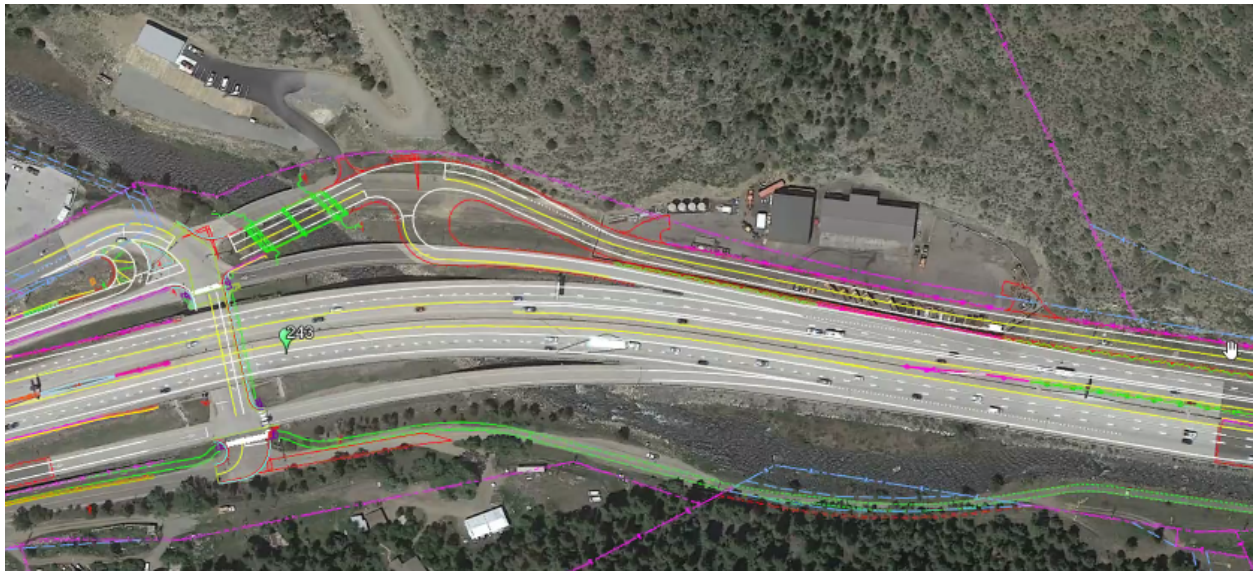


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*Current design*

While previously there were concepts explored that involved moving the maintenance yard location, currently the Team is looking at alternatives to keep the maintenance yard in place. A previous version of this concept was reviewed with Central City and Sam Hoover, and now the Team is bringing the most recent concept (shown in the map below) to the TT for their input.



*Updated design*



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The updated design is an attempt to salvage as much of the maintenance yard as possible by moving the off ramp to the existing edge of WB I-70. This design still takes out a sizable amount from the maintenance yard, but the Team has been working closely with maintenance to see what is feasible. The Team is looking at making a 4-legged interchange instead of a 5-legged interchange, and to allow for more direct access onto the Parkway.

To get the off ramp onto US 6, there would need to be two intersections to the north of the current I-70 alignment. The Project Team would work closely with the Traffic Team to sync up these signals to mitigate backups. Both existing bridges would be removed and a single new bridge (Bridge Q, shown in green above) would be built. According to traffic data and modeling, this design would allow for the same or better wait times than what is currently in place. The goal is to not have back ups onto the highway.

Prompted by questions from the TT, the Project Team provided some clarity on the design to the south of I-70. On the south side, the frontage road (US 6) becomes County Road 314 which will include an extension of US 6 to Hidden Valley. The expected completion date of that extension will likely not be until 2028 as that is one of the last things to get done. Bridge Q (on north side of I-70) will be in construction 2025/2026 and in 2026, traffic would be moved to the WB viaduct. There will be an interim condition where we have WB off ramp movement merge to EB US 6 over a month or two months sometime in 2026. The EB connection of US 6 will be in late 2028.

## TT Questions/Comments

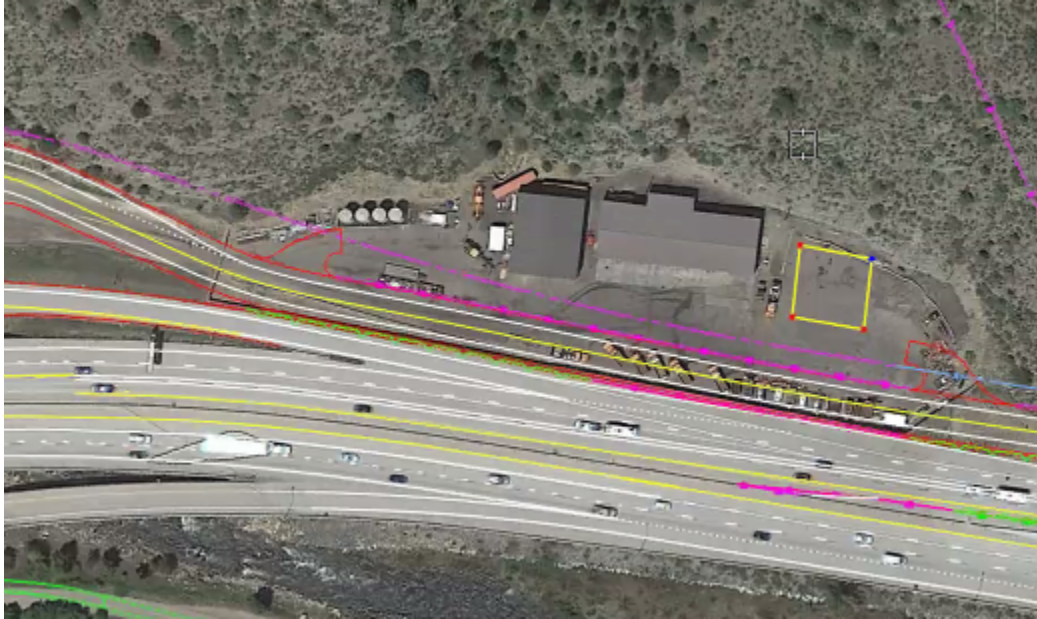
- **Question:** Would queuing at the newly designed interchange impact the maintenance facility?
  - **Response:** Most of the time no. There is some potential for impact on the busiest days, but there would be two access points to the facility.
- **Question:** Are all three parts of the offramp signaled?
  - **Response:** Yes. We have included approximations on the KMZ, but further details will need to be worked out.
- **Question:** Will business driveways be impacted with that interchange?
  - **Response:** That will be addressed when design becomes more finalized.
- **Question:** Is there any land to be gained in the teardrop (shown in red on the design)?
  - **Response:** The teardrop helps accommodate a large turning radius for trucks. This design would keep the facility where it is today, but might





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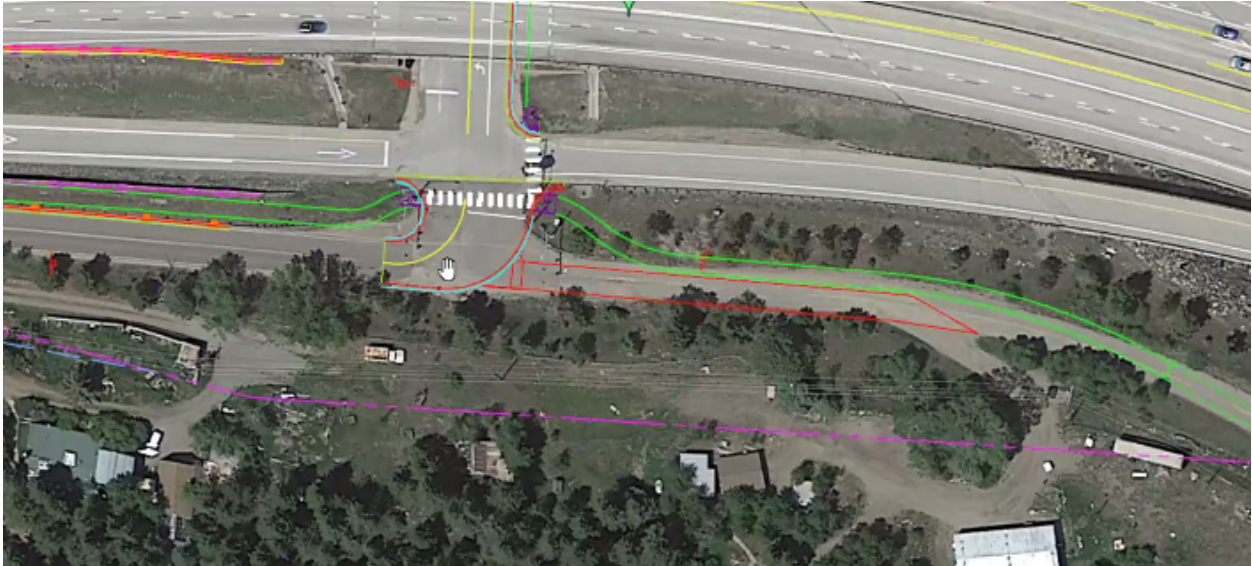
move the sand shed to the other side of the building (seen in yellow below). There might also be a small pond or inlet added for drainage and water quality.



- **Question:** Are there any changes on the south side of I-70 intersection where it disappears under the bridge?
  - **Response:** This has not changed based on the updated Hidden Valley Interchange design. There will be sidewalk widening taking place under the bridge so that someone on the Greenway trail could cross and go underneath. The Team has not yet figured out if there will be another pedestrian crossing with the 4-legged intersection on the north side.
- **TT Comment:** It would be nice to get more pedestrian friendly access on 314 and to provide the opportunity to have safe passage for pedestrians and cyclists to the businesses at the interchange and to the Central City Parkway.
  - **Response:** The 4-legged intersection would be an improvement and offers benefits for pedestrians and cyclists off of the Greenway.
- **Question (Amy Saxton, Clear Creek County):** Has there been any news on conversations with property owners to the south?
  - **Response:** There are no updates so far. CDOT will be meeting with Idaho Springs to try and move these conversations forward.



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*Red (next to green above) is a private driveway*

- **Question:** The goal is to separate the Greenway from the frontage road? From the city's perspective, we'd like to keep the Greenway and road separate.
  - **Response:** Yes, there is more to come on this.
- **Question** (Mike Raber, Clear Creek Bicycle Users Group): Would it be possible to provide access for cyclists going straight through (on the right side of the pavement) on the Greenway trail versus having to go to the crosswalk?
  - **Response:** There will be a divider on the Greenway trail and there is a big grade difference. If cyclists wanted to do that, they would have to do so further to the west where they currently get off the trail.
- **TT Comment:** Signage will be critical in this area.

**ACTION:** Follow up with Central City to get their feedback on this latest concept.

**ACTION:** Bring more finalized versions/models to the TT as design moves forward. This may not be for a few months.

## 5. Wrap Up & Next Steps

### Future TT Topics

- January 5th, 2024: first TT of the new year
- More walls conversations to come
- Noise wall



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## ITF Updates

- First Greenway Shuttle ITF took place on December 7. Key next steps are to develop a communications plan and to put different options into a matrix.
- Next Deicer ITF is in the works. An updated Doodle poll will be sent out in early 2024.

## TT Questions/Comments

- **TT Comment** (Cindy Neely, Clear Creek County): The ITF needs to help address how we work with maintenance to get data of what is happening on our roads and to understand what our water quality initiatives are on this project. Do we know if these things are working to reach our water quality goals? We will want some of that data attached to the 1041 for the West Section in January and the Central Section in the spring. We need to have a relationship with maintenance from El Rancho to Idaho Springs.
  - **Response:** Part of the planned discussion is talking about the process CDOT has, what data is missing to inform the 1041, and CDOT and statewide operations initiatives—the two are interconnected.
- **TT Comment** (Amy Saxton, Clear Creek County): We worked to narrow down this ITF to make sure it was project focused versus focusing on the global water quality discussion of deicing impact issues. The expert speakers are intended to inform the ITF's ability to ascertain and discuss opportunities that are available on the project level. There is an ongoing and important conversation of project vs. overall impacts. UCCWA is focusing on the latter.
- **Question** (Cindy Neely): Is CDOT required to follow the sediment control action plan?
  - **Response:** We looked at that and went through the SCAP with SWEEP, but need to update with what's happening now. There needs to be a similar plan for fluidity control.
  - **Response** John Curtis (UCCWA): UCCWA collects quarterly and annual sampling points and can begin working on this.

## Year End Review

- 18 TT meetings, 3 PLTS, 4 ITFs: lots of time and problem solving went into this project this year
- Package 1 is under construction and it's great to see the amount of work that's happened in the past year
- This group helps influence the design of what's happened out there, big thank you!



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## **ACTION ITEMS:**

- **ACTION:** Follow up with Central City to get their feedback on this latest concept.
- **ACTION:** Bring more finalized versions/models to the TT as design moves forward. This may not be for a few months.

## **6. Attendees**

Bill Coffin (Floyd Hill POA/Saddleback POA), Mike Raber (Clear Creek Bicycle Users Group), Julian Gonzalez, Chelly Sundermeyer (FHWA); Cindy Neely, Amy Saxton (Clear Creek County); Margaret Bowes (I-70 Coalition); John Curtis, Diane Kielty (Upper Clear Creek Watershed Association); Lisa Wolff (Floyd Hill HOA); Stefi Szrek (Jefferson County); Jessica North (Clear Creek County School District); Jonathan Cain, Andy Marsh (Idaho Springs); Tammy Heffron (HDR); Mandy Whorton, Ashley Bushey (PEAK Consulting); Tyler Weldon (Bridge Enterprise/AECOM); Kevin Shanks (THK); Matt Aguirre, Alan Carter, (Atkins); Matt Hogan (Kraemer); Jeff Hampton, Francesca Tordonato, Abbie Modafferi, Kurt Kionka, Stacia Sellers, Tyler Brady (CDOT); Jonathan Bartsch, Daniel Estes, Julia Oleksiak (CDR Associates)