



# I-70 Floyd Hill to Veterans Memorial Tunnels

## *Public Meeting #2 Summary Report*

March 2020





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10 **Appendices (available on Project website [bit.ly/FloydHill](http://bit.ly/FloydHill))**

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18 **List of Acronyms**

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- 19 CDOT Colorado Department of Transportation
- 20 EA Environmental Assessment
- 21 I-70 Interstate 70
- 22 PEIS Programmatic Environmental Impact Statement
- 23 PLT Project Leadership Team
- 24 US 6 United States Highway 6



## 1. Purpose of Public Meeting #2

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The Colorado Department of Transportation (CDOT) held Public Meeting #2 for the Floyd Hill to Veterans Memorial Tunnels Project (the Project) on Thursday, February 27, 2020 from 5:00 p.m. - 7:00 p.m. in Evergreen, Colorado. The purpose of the meeting was to provide information and solicit input from the general public regarding the alternatives under consideration in the Environmental Assessment (EA) for the Project: a Tunnel Alternative, a Canyon Viaduct Alternative, and a No Action Alternative. The meeting also provided an update on the background and purpose for the Project, key community and environmental resources being considered, and the Project's next steps, including funding.

## 2. Summary of Input Received

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### 2.1. Summary of Verbal Comments

Meeting attendees provided questions and comments verbally during one-on-one conversations with project staff and during a group question-and-answer session after a Project presentation. Questions and comments focused on the following themes:

- Questions about physical and operational characteristics of the tunnel in the Tunnel Alternative
- Costs of Project alternatives and funding
- Measures to enhance wildlife movement across Interstate 70 (I-70)
- Noise effects on Floyd Hill residences
- Project construction duration and phasing
- Construction activities—how will detours and traffic control work and what impacts will occur on nearby businesses and recreational activities

Meeting attendees also asked questions and provided feedback to Project staff. Most attendees were supportive of the Project and asked questions about the materials presented. Comments were similar to the verbal and written comments received.

### 2.2. Summary of Roll Plot Comments

Meeting attendees provided location-specific notes on the Roll Plots, which were laid out on tables in the center of the meeting room (Appendix A). Comments are summarized by section and themes below.

#### East Section: Top of Floyd Hill to US 6

- Interest in another eastbound lane because of weaving conflicts
- Concerns about backups on US 40 and impacts to Floyd Hill neighborhood access

#### Central Section: US 6 to Hidden Valley

- Prefer viaduct; it will be slow going in and out of the tunnel
- Viaduct doesn't seem to address curve at the bottom of the hill well
- Concerns about business access (Two Bears), hazmat trucks, and noise
- Suggestions about pavement type (prefer concrete) and phasing (build westbound first)

#### West Section: Hidden Valley through Veterans Memorial Tunnels

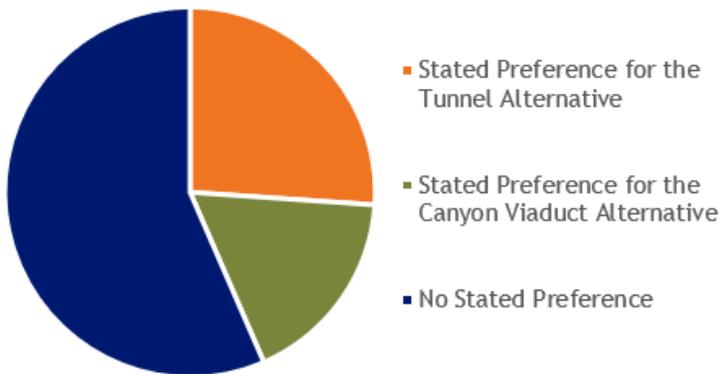
- Westbound on-ramp from Hidden Valley is too short for acceleration

1 **2.3. Summary of Written Comments**

2 Stakeholders provided 27 sets of written comments via 15 public meeting comment forms, 5 comments through the  
 3 Project website, and 7 emails. These sets of comments contained 54 individual comments concerning various  
 4 aspects of the Project.

5 One of the primary purposes of the meeting was to solicit feedback about the alternatives and gauge support or  
 6 questions about the alternative under consideration. Nearly all comments indicated support for the Project. Some  
 7 comments supported specific alternatives, but most indicated no preference or preference for one that would cost  
 8 the least to construct and maintain. Figure 1 summarizes the public input regarding preferences between the  
 9 action alternatives.

10 **Figure 1. Public Input Regarding Action Alternatives**



11  
 12 Other comment themes included support for the Clear Creek Greenway component of the Project, support for the  
 13 frontage road, and support for the proposed new roundabouts at the Floyd Hill/Beaver Brook and Floyd Hill/Hyland  
 14 Hills interchanges.

- 15 Concerns or questions were raised about
- 16 - Safety—including concerns about roadway icing
  - 17 - Community and environmental impacts—including construction effects, noise, business impacts, property  
 18 values, recreation impacts, and fishery and wildlife movement effects
  - 19 - Costs and funding—including tolls (one supporting and one opposing tolls), Project cost, Project  
 20 procurement, and funding

21 Additionally, several meeting attendees provided comments about the meeting logistics. Many thanked CDOT and  
 22 noted that the information and presentations were well done. Several commented that the audio needed to be  
 23 improved and that the presentation and questions and answers were difficult to hear.

24 A summary of comments by theme is provided below. Appendix B includes the 26 sets of comments received.

25 **Action alternative preferences**

- 26 - Support either alternative (three comments)
- 27 - Prefer the Tunnel Alternative with the Frontage Road North option (two comments)
- 28 - Prefer the Tunnel Alternative
- 29 - Prefer the Tunnel Alternative because the viaduct would get icy, and the Tunnel Alternative would be  
 30 safer (two comments)
- 31 - Prefer the Tunnel Alternative because it won't need to be replaced in the future like a viaduct would
- 32 - Prefer the Tunnel Alternative because it would impact Clear Creek and recreation opportunities less and  
 33 cause fewer visual impacts than the Canyon Viaduct Alternative

- 1 - Prefer the Tunnel Alternative because it seems to have fewer construction impacts along the existing I-70
- 2 alignment
- 3 - Prefer the Canyon Viaduct Alternative because it would cause fewer visual impacts than the Tunnel
- 4 Alternative, with fewer tall rock cuts
- 5 - Prefer the Canyon Viaduct Alternative because it would better improve eastbound I-70 curves
- 6 - Prefer Canyon Viaduct Alternative (two comments)
- 7 - Select the lowest cost alternative
- 8 - Select the alternative that is the least expensive to maintain and least affected by snow and ice

## 9 Preference for other solutions

- 10 - A tunnel will slow traffic, and a viaduct is a safety issue because of icing; provide a monorail or an
- 11 alternate route instead of widening
- 12 - Provide bus service instead of widening
- 13 - Won't do enough; the Project will just move the bottleneck further downstream

## 14 Support or requests for other action alternative elements

- 15 - Support for roundabouts at the Beaver Brook and Hyland Hills interchanges (two comments)
- 16 - Support for the frontage road (and constructing it first with the available funding while continuing to
- 17 pursue full Project funding)
- 18 - Support for the Clear Creek Greenway component of the Project (two comments)
- 19 - Request to incorporate a Clear Creek County water storage project (for wildfire mitigation) into the
- 20 Project
- 21 - Support for a wildlife crossing of I-70
- 22 - Request to install a deicing system in the roadway when the Project is constructed
- 23 - Roundabouts need to accommodate large trucks, including gravel trucks

## 24 Express Lane component

- 25 - Prefer no tolls
- 26 - Support tolls

## 27 Safety

- 28 - If hazardous materials trucks are routed around the tunnel, it could cause congestion and safety concerns
- 29 at the I-70/United States Highway 6 (US 6) interchange and on the frontage road
- 30 - Concern about safety of hazardous materials trucks in the tunnel
- 31 - Are geotechnical risks and landslides being considered in the design?
- 32 - Ease of emergency access is important
- 33 - Consider safety concerns from icing on both viaduct and other bridges in either alternative

## 34 Community and environmental impacts

- 35 - How will each alternative accommodate emergency access?
- 36 - Design the frontage road system well to prevent frontage road congestion
- 37 - Restock trout in Clear Creek after construction
- 38 - Minimize impacts to fisheries in Clear Creek
- 39 - Concern that additional noise from more traffic lanes on I-70 will affect adjacent residential property
- 40 values
- 41 - Concern about the business impacts of moving the 'eastbound I-70 to eastbound US 6' traffic movement
- 42 to the Hidden Valley/Central City Parkway interchange
- 43 - Consider impacts on future development plans on Floyd Hill
- 44 - Maintain or improve public recreational access to Clear Creek
- 45 - Determine where waste rock from rock cuts will be deposited

1 **Construction**

- 2 - How will detours and traffic control work?
- 3 - What is the construction schedule and sequencing?
- 4 - When will the Project procurement occur? (two comments)

5 **Funding**

- 6 - Tax recreational activities to fund the Project, since recreational traffic is the primary cause of the
- 7 additional capacity needs
- 8 - Consider the long-term cost differences between the alternatives (in terms of both initial construction
- 9 cost, long-term maintenance costs, and any future repair/rehabilitation/replacement costs) (two
- 10 comments)

11 **3. Public Meeting #2 Format and Content**

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12 **3.1. Location and Attendance**

13 The meeting occurred in the gym of Clear Creek High School and Middle School in Evergreen, Colorado. One-

14 hundred and forty (140) people signed in as attending the meeting, including members of the general public,

15 interested organizations, and members of the infrastructure industry such as contractors and engineers. The Sign-

16 in Sheet is included as Appendix C.

17 **3.2. Meeting Format and Content**

18 The meeting was held as an open house with a presentation. CDOT gave the presentation at 5:30 p.m. and took

19 questions from the audience after the presentation. Section 2 summarizes the question-and-answer period after

20 the presentation, and Appendix D contains a copy of the presentation.

21 Prior to and after the presentation (5:00 p.m. - 5:30 p.m. and 6:00 p.m. - 7:00 p.m.), eight stations arranged in an

22 open house format provided opportunities for attendees to view maps and videos of the action alternatives and

23 informational display boards, speak with Project staff to provide verbal comments and ask questions, and provide

24 written comments on comment forms. Appendix E contains a copy of the informational display boards.

25 The presentation and the informational display boards provided information to meeting attendees regarding:

- 26 - The Project purpose and needs
- 27 - An overview of the Project background, from the I-70 Mountain Corridor Programmatic Environmental
- 28 Impact Statement (PEIS), through the Concept Development Process, to the current EA study
- 29 - Major elements included in the Proposed Action for the Project
- 30 - The two action alternatives being evaluated in the EA
- 31 - Key community and environmental resources being studied
- 32 - Project construction costs, funding, and the funding gap between Project cost and available funding

33 Much of the presentation focused on explaining the two action alternatives being evaluated in the EA: the Tunnel

34 Alternative and the Canyon Viaduct Alternative. Visualizations and videos simulating fly-throughs of the Project

35 corridor gave attendees helpful visual depictions of the alternatives. The open house provided looping videos of

36 the fly-throughs, and the presentation contained the visualizations. The meeting materials reflected the input of

37 the Project Leadership Team (PLT), who reviewed the presentation and informational display boards and provided

38 input on February 12, 2020.

39 Handouts, provided in Appendix F, included a meeting agenda, a one-sheet summary of the alternatives being

40 evaluated in the EA, and a comment form.

## 1 4. Notifications

2 Notifications for the meeting included mailed postcards, hand-delivered flyers, email blasts, newspaper ads,  
3 notices on Twitter, Facebook, and neighborhood groups, and information on the Project and municipal websites  
4 (Appendix G). CDOT also issued a press release, and the meeting was announced through most of the major media  
5 outlets. The notification content and strategy reflected input provided by the PLT on February 12, 2020.

- 6 - CDOT mailed postcards the week of February 10, 2020 to more than 5,000 people in the Project area. In  
7 addition to mailings to addresses in Evergreen, CDOT sent postcards to every Post Office box in Clear  
8 Creek County, as well as rural routes in Idaho Springs.
- 9 - CDOT hand-delivered flyers on February 12 and 13 to business and community establishments in Black  
10 Hawk, Central City, Clear Creek County, Empire, Georgetown, Gilpin County, Idaho Springs, and Jefferson  
11 County to be posted in locations visible to their patrons. Table 1 lists the individual locations where CDOT  
12 distributed flyers.
- 13 - CDOT sent email blasts on February 10, 2020 and February 17, 2020 to approximately 250 people that  
14 signed up for the project email list.
- 15 - Newspaper ads ran in the Clear Creek Courant and Canyon Courier community newspapers on February 19,  
16 2020 and in the Weekly Register-Call newspaper for Gilpin County, Black Hawk, and Central City on  
17 February 20, 2020.
- 18 - CDOT posted notices to social media sites—including CDOT, county, and municipal Twitter accounts and  
19 Facebook sites—and PLT members distributed to neighborhood groups, such as Nextdoor.com. CDOT also  
20 provided notices for neighborhood, business, and stakeholder mailing lists to distribute to stakeholders in  
21 Floyd Hill, Douglas Mountain, Clear Creek businesses, the I-70 Coalition, and constituent and municipal  
22 lists of PLT and Technical Team members.
- 23 - The Project website included information about the meeting on the site’s home page, and CDOT provided  
24 notices for posting on the official websites for Central City, Clear Creek County, Empire, Evergreen,  
25 Georgetown, Golden, Idaho Springs, and Jefferson County.

26 **Table 1. Public Meeting Notification - Flyer Locations**

Gilpin County/Central City/Black Hawk	Clear Creek County/Idaho Springs/Georgetown/Empire	Jefferson County
<ul style="list-style-type: none"> <li>• Black Hawk post office</li> <li>• Black Hawk administrative offices</li> <li>• Central City Hall</li> <li>• Central City post office</li> <li>• Gilpin County administrative offices</li> <li>• Gilpin Library</li> <li>• Gilpin Market</li> </ul>	<ul style="list-style-type: none"> <li>• Clear Creek High School</li> <li>• Clear Creek Recreation Center</li> <li>• Empire post office</li> <li>• Empire Town Hall</li> <li>• Georgetown Library</li> <li>• Georgetown Market</li> <li>• Georgetown restaurants (various)</li> <li>• Georgetown Town Hall</li> <li>• Idaho Springs City Hall</li> <li>• Idaho Springs Library</li> <li>• Idaho Springs post office</li> <li>• Idaho Springs Safeway</li> <li>• Two Bears Tap and Grill</li> </ul>	<ul style="list-style-type: none"> <li>• Evergreen Library</li> <li>• Golden Public Library</li> <li>• Jefferson County Courthouse</li> <li>• Lakewood Library</li> </ul>

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