



## Floyd Hill - Project Technical Team

### Meeting Summary

April 15, 2022, 9 AM to 12 PM

CDOT Golden - Lookout Mountain Conference Room and Virtual (Zoom)

#### 1. Introductions, Agenda Review and Purpose

Jonathan Bartsch, CDR Associates, welcomed the Technical Team (TT) members, most of whom were present in person with some participating virtually. Participants introduced themselves and provided their background on the corridor and project. Attendees are listed at the end of the notes.

#### 2. Discuss and Refine TT Charter

Jonathan introduced the TT Charter and the role of the TT. He explained that the process requires input from a multidisciplinary group and will require a lot of meetings and commitments from the TT members during this phase. A TT member asked about the schedule and commitment for the TT. Jonathan said the specific schedule would be discussed later in the agenda.

**Context Statement:** The TT agreed that the context statement continues to reflect the context and importance of the area. Some observations were noted, though no changes to the Context Statement were recommended:

- Clear Creek County has a lot of pride in its mineral history, and protecting the cultural and historic resources of the area is important.
- I-70 acts as main street for much of the county and as such needs to serve local needs as well as interstate travel.
- Clear Creek county, and particularly the project area, is like an hourglass with demand coming from both directions. The waist of the hourglass (the county) suffers a lot of the impacts serving the economic needs of the state.

**Core Values and Critical Success Factors:** The TT also recommended no changes to the core values or critical success factors. It was noted that the success factors were incorporated into the measures of success in the CSS Considerations Flow Chart that would be discussed later in the meeting.

There was a request for clarification on the bullet “The project should be viable for 30 years – avoid problems immediately after opening.” Mandy Whorton, Peak Consulting Group, said that this was likely tied to the operation of the westbound PPSL and since that was reflected in a new bullet added by the PLT, recommended that the “avoid problems immediately after opening” be deleted. The TT agreed.



**TT Members:** The membership was reviewed. Lisa Wolf, Floyd Hill neighborhood, said Will Cassidy would be her alternate. Will was added to the roster.

**Roles and Responsibilities:** Jonathan said the role of the TT is to participate and raise relevant issues as soon as possible to be most helpful. Cindy noted that the issue tracking sheet kept track of commitments that needed to be carried forward in the project. Taber Ward, CDR Associates, clarified that in the charter, the Issue Tracking referenced the proposed distribution of abbreviated meeting notes as an alternative to the full notes. Full notes would only be distributed once a month. The TT recommended in the charter that the name be changed to “post-meeting briefing” to avoid confusion.

### 3. Project Overview

Kurt Kionka, CDOT, explained that CDOT is planning to move forward with the Preferred Alternative and not pursue the Tunnel Alternative further. He said that the focus of the group would be to refine the Preferred Alternative and any changes to the concept – particularly alignment – that need to be incorporated into the decision document.

Kraemer clarified that the alignment refinement would continue beyond the agreement on the Preferred Alternative concept. Meeting the measures of success and design details, such as structure types, aesthetic treatments, and other details, would continue throughout the design phase.

A TT member asked about the construction schedule; when it would start and how long it would last. Matt said that the plan would be to start construction next year (2023), and the duration is ballparked to be five years. There was another question about how construction of packages would work. Matt said the construction would overlap but the schedule details can't be determined until they know what they are going to build. The goal, once there is a refined concept, is that they can innovate the methods to reduce construction impacts.

#### TT Comments:

- Request for acronyms and terminology be defined so that everyone can follow along.
- A critical construction issue will be schedule and temporary routing for the community. These items will need to be clear and defined so that the community commuting back and forth is impacted as little as possible. Mandy noted that the Kraemer team would help the TT understand the construction methods and impacts. It is good to raise the concerns, and we now have expertise to help address.



Melinda Urban, FHWA, asked Kurt to review the funding. Kurt said the estimate is \$700M and CDOT is still working on identifying full funding. CDOT is still about \$240M short, and CDOT is pursuing a federal grant to make up the funding gap. Mandy said that anyone interested in writing letters of support would be welcome for the grant application. Multiple TT members said they would be interested in writing letters of support. Letters are due May 12, and Mandy will provide a template to interested TT members.

A TT member asked for clarification that the early projects would not be discussed by this TT. Kurt said that the TT would not be discussing the early projects, though the PLT is overseeing the Issue Task Forces (ITFs) that are engaged on the early projects.

#### **4. Introduce and Discuss Evaluation Criteria and Measures of Success for CMGC**

The TT broke into four small groups to review the evaluation criteria and measures of success, using the Context Considerations Flow Chart (attached) as a starting point. Clear Creek County had reformatted the measures of success and considered new measures that would be meaningful to the CMGC phase. The groups had productive discussions and came to a number of common conclusions/observations:

- Overall – need to incorporate more specific construction measures, particularly related to Safety, Mobility and Accessibility, and Implementability. For instance, Safety needs to be considered for the various users/audiences, including workers, the traveling public, residents, and recreationalists.
- Overall – the evaluation questions need to clarify whether they are universal or local.
- Communication – need to incorporate measures and methods to improve communication during construction and with Express Lane operations. The Project should leverage technology and tools to help Front Range and out of town I-70 users understand real-time travel conditions in the corridor.
- Community – Suggestion to move Community Preference critical issue and evaluation question from Recreation to Community. Also suggestion to delete “How is future private and economic development accommodated?” from the measures of success. Suggest adding measures related to economic development generally and during construction. Also suggest that adding an evaluation criterion about how the CSS process is functioning as an evaluation question to reflect Community values and input, as well as the adequacy of community and public input opportunities. (It was noted that the CSS process was working well, but would be a good check-in as the project moves forward.)



Mandy suggested that a smaller ITF get together to finish the edits and present to the TT at the next meeting. The ITF agreed to meet on April 20 and present revised flow chart to TT before the next meeting.

#### **4. Future Scheduling, Next Steps, Action Items**

Daniel Estes asked for general availability, and the group agreed that Friday mornings from 9-12 fortnightly were generally good for TT meetings and that it would be good to get them scheduled and on calendars as soon as possible. The next TT meeting will be held Friday, April 29th.

#### **8. Attendees**

Cindy Neely, Amy Saxton (Clear Creek County); Bill Coffin (Saddleback POA), Lisa Wolff, Will Cassidy (Floyd Hill POA); Jessica North (Clear Creek School District); Gary Frey (Trout Unlimited); Mike Raber (Clear Creek Bicycle User Group); Lynnette Hailey (City of Black Hawk); Margaret Bowes (I-70 Coalition); Melinda Urban, Liz Cramer (FHWA); John Curtis, Jonathan Cain (Idaho Springs); JoAnn Sorensen (UCCWA); Aaron Behring (Central City); James Proctor (Bridge & Tunnel Enterprise); Steve Cook (DRCOG); Joe Walters (CPW); Tracy Sakaguchi (CMCA); Kurt Kionka, Vanessa Halladay, Kevin Brown, Jeff Hampton, Tyler Brady (CDOT); Anthony Pisano, Matt Aguirre (Atkins); Jeremy Johannesen (McNary Bergeron & Associates); Matt Hogan, Mike McNish, Koichiro Shimomura, Brandon Simao, Austin Knapp (Kraemer); Tammy Hefron (HDR); Mandy Whorton (Peak Consulting Group); Jonathan Bartsch, Taber Ward, Daniel Estes (CDR Associates)