



Floyd Hill Design - Issue Task Force

Meeting Summary

April 20, 2022, 9 AM to 11 AM

CDOT Headquarters

1. Introductions, Meeting Purpose and Project Updates

CDR Associates welcomed the Issue Task Force members and thanked them for participating in the review of the CSS considerations flow chart following the April 15, 2022 Technical Team (TT) meeting and small group sessions. Attendees are listed at the end of the meeting summary.

2. Discuss and Refine CSS Considerations Flow Chart

The group reviewed the recommended changes from the TT meeting and continued refinement and reorganization of information. The following table outlines the changes to the flow chart from the EA phase. The ITF focused on updating and consolidating the performance measures that would be meaningful to the design innovation review. Added or edited measures are underlined, and removed text is show in ~~strikeout~~.

Critical Issues	Evaluation Criteria Questions (<i>Does the alternative...</i>)	Measures of Success
Core Value—Safety		
<ul style="list-style-type: none"> Emergency operations Community operations/preference Design considerations Truck operations Traffic conflicts Traffic operations 	Accommodate emergency access and response?	<ul style="list-style-type: none"> Emergency truck parking Response time High school evacuation Resident evacuation Access to creek
	Address safety needs of non-vehicular traffic?	<ul style="list-style-type: none"> Reduction in auto conflicts with bicycles, pedestrians, rafting, fishing Number of multi-use opportunities with Greenway, Central City Parkway, US 40 Mitigation of impacts for non-vehicular traffic during construction
	Address safety of the traveling public and the community?	<ul style="list-style-type: none"> Neighborhood traffic movements Wildlife vehicle collisions Impacts of sunglare
	Address safety of the traveling public and trucks?	<ul style="list-style-type: none"> Number and severity of variances Correlate with Incident Management and Fire Mitigation Plans
	Improve traffic operations at interchanges?	<ul style="list-style-type: none"> Measure taken to reduce number of neighborhood traffic conflicts Hidden Valley businesses and CDOT maintenance building Reduce truck and multimodal conflicts
Core Value—Mobility and Accessibility		
<ul style="list-style-type: none"> Local mobility Traffic conflicts Regional mobility 	Improve mobility and reliability?	<ul style="list-style-type: none"> Ease of circulation on roadway network, including local businesses, residents, and regional travel Integration with WB MEXL



Critical Issues	Evaluation Criteria Questions (<i>Does the alternative...</i>)	Measures of Success
<ul style="list-style-type: none"> • Recreation access • Traffic management 		<ul style="list-style-type: none"> • Access to trails and creek for recreation, including rafting • Final alignment meets driver expectation • Avoid negative impacts or unintended consequences of Idaho Springs • Communication of corridor conditions (front range and interstate travelers) • Support AGS and corridor multimodal improvements • Support ease of freight movement
Core Value—Implementability		
<ul style="list-style-type: none"> • Constructability • Construction impact 	<p>Create infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function, and purpose?</p>	<ul style="list-style-type: none"> • Estimated cost/predicted life cycle and consistency with CSS values • Construction operations are communicated to set and meet driver expectations • Ease of safe implementation • Opportunities to reduce GHG and other air pollutants
	<p>Minimize construction impacts to the community and traveling public?</p>	<ul style="list-style-type: none"> • Duration of construction • Community access during construction • Impacts to existing roadway networks • Economic impacts to businesses during construction • Ability to separate construction activities and the traveling public • Communications are both digital and traditional to accommodate all audiences
Core Value—Community		
<ul style="list-style-type: none"> • Land Use • Community 	<p>Maintain economic vitality for current and future land use?</p>	<ul style="list-style-type: none"> • Recreation economy impacts • How is future land use accommodated
	<p>Meaningful community engagement?</p>	<ul style="list-style-type: none"> • Effective CSS process and function • Adequate community and public involvement • Reduction in neighborhood traffic conflicts • Community is engaged in decision making process
Core Value—Recreation		
<ul style="list-style-type: none"> • Community preference • Multi use • Recreation access 	<p>Support/enhance quality recreation access and facilities by meeting local/regional standards/objectives?</p>	<ul style="list-style-type: none"> • Multi-use including: Greenway, bicycle, pedestrian, fishing, rafting, US 40, truck parking
	<p>Highway improvements ensure that recreation facilities and highway act in concert; support expanded recreation opportunities?</p>	<ul style="list-style-type: none"> • New or additional recreation opportunities created • Current recreation opportunities are enhanced



Critical Issues	Evaluation Criteria Questions (<i>Does the alternative...</i>)	Measures of Success
Core Value—Environment		
<ul style="list-style-type: none"> • Hazard • Preservation / Restoration • Water Quality • Wildlife 	How to / opportunities to reduce GHG emissions during construction?	<ul style="list-style-type: none"> • Duration of construction • Amount of haul/count of vehicles • Number of blasts/time spent idling • Number of traffic stops • Opportunities for advanced technology and greener materials
	Minimize conflicts with geological and wildfire hazards during and after construction?	<ul style="list-style-type: none"> • Minimize impacts of: rockslide, mining and mill waste, debris flow, wildfire and forest health, cut bank erosion, rockfall, Clear Creek salinity, stormwater, mineral leaching • Number of locations where hazardous conditions are reduced • Sufficient fire prevention protocols during construction
	Protect Clear Creek, the fishery resource and water quality?	<ul style="list-style-type: none"> • Meet SWEEP recommendations • Area of wetlands impacted/replaced • Water quality maintained/enhanced
	Protect/enhance wildlife?	<ul style="list-style-type: none"> • Meet ALIVE and Colorado Parks and Wildlife recommendations • Improve vegetation/ecosystem resiliency • Enhance or improve wildlife movement corridors • Improve noise conditions for recreation (decibel reduction, opportunities to reduce and buffer noise impacts)
Core Value—Engineering Criteria and Aesthetics Guidelines		
<ul style="list-style-type: none"> • Aesthetics • Design Considerations 	Meet I-70 Design Criteria and Aesthetics Guidance?	<ul style="list-style-type: none"> • Minimize CSS engineering variances • Meet aesthetic guidelines
Core Value—Sustainability		
<ul style="list-style-type: none"> • Sustainability 	Meet the needs of the present without compromising the future?	<ul style="list-style-type: none"> • Environmental improvements vs status quo • Mitigate transportation impacts • Make resilient infrastructure choices • Compatibility with local sustainability plans • Ability to perform maintenance • Long-term operations and maintenance
Core Value—Historic Context		
<ul style="list-style-type: none"> • Preservation / restoration 	Protect historic and archaeological resources?	<ul style="list-style-type: none"> • Identify and protect historic resources throughout the project
Core Value—Decision Making		
<ul style="list-style-type: none"> • Adhere to past agreements • Land use • Design considerations 	Adhere to the previous plans, studies, and agreements?	<ul style="list-style-type: none"> • Consistency with plans • Support ROD • Evaluation of CSS process effectiveness



8. Attendees

Amy Saxton (Clear Creek County); Jessica North (Clear Creek School District); Melinda Urban (FHWA); Jonathan Cain (Idaho Springs); Kurt Kionka (CDOT); Anthony Pisano, (Atkins); Mandy Whorton (Peak Consulting Group); Matt Hogan (Kraemer); Jonathan Bartsch, Taber Ward, Daniel Estes (CDR Associates)