



I-70 Floyd Hill

Floyd Hill CMGC Technical Team

Meeting Summary

June 16, 2023, 9:00 to 10:30 AM

Kraemer Floyd Hill Office: 35715 US-40 Building B, Ste 220, Evergreen, CO 90439

1. Introductions, Meeting Purpose and Project Updates

Daniel Estes, CDR Associates, opened the meeting and reviewed the agenda. The purpose of today's meeting was to discuss:

- *Project Updates*
- *Early Projects*
- *Greenway Pre-Construction Site Visit Debrief*
- *West Section Walls & Rock Cut*
- *Wrap Up & Next Steps*

TT members confirmed the meeting agenda with no changes.

2. Project Updates

Main Project:

Jeff Hampton, CDOT, provided an update on the East Section construction. There has been a Notice of Award, and the construction team is waiting on the Notice to Proceed (NTP). In anticipation of the NTP, the construction team met the day before to discuss pre-work submittals. The first steps will be Advance Warning Signs in the area beginning the week of July 4th. There will be one more TT before getting started.

- **Question:** Will there be upcoming closures of US40?
 - **Response:** No. Initial construction including repairs on existing WB lanes and lane shifts to accommodate rock blasting will require some night closures along I-70.

Air Quality Monitoring Dashboard:

The project team indicated that a link to the Dashboard will be active on the CDOT website beginning the week of July 4th.



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Other Environmental Updates:

Gary Frey, Trout Unlimited (TU), voiced some lingering concerns related to the deicing materials. TU is still concerned about the negative impacts of Magnesium Chloride products on streamside vegetation and water quality around fisheries. Although deicing materials are necessary, can we discuss further monitoring and mitigation measures?

The project team appreciated this concern and reviewed that during the previous TT meeting with CDOT maintenance, there was not a decision made in regards to deicing materials, but rather the acknowledgement that ongoing collaboration will be necessary. The project team indicated that further maintenance and SWEEP ITFs will be the forum to further explore these topics. Additionally, Atkins and THK have been working together to determine how design decisions can ensure runoff is captured and channeled into settling pools to assist in water testing.

It was acknowledged that the issue of deicing material and water quality testing extends beyond the scope of this project, however, it is important to discuss what can be accomplished through this project and what issues would need to be addressed at a higher level within CDOT.

ACTION: Engage SWEEP ITF to discuss deicing material monitoring and mitigations further. Focus on what can be done as part of this project and how to elevate this conversation more broadly with CDOT Region 1.

Utilities Updates:

Matt Aguierre provided brief updates on the status of utilities relocation. The project team is working with utility companies to get the relocation areas prepared and in place. The timeframe for this relocation on the East Section is late Summer of this year.

- **TT Question:** Which utilities will be relocated?
 - **Response:** For the East Section, along the Hillside and Greenway Trail, there are lines for Excel, Lumen, and Comcast.

Cindy Neely, Clear Creek County, pointed out that the utilities relocation needs to be discussed as it relates to the 1041 permit. The 1041 permit needs to incorporate the progression of projects, not only of the major sections but also of these utility and access packages. There needs to be some documentation amendment included.

ACTION: Project Team to coordinate with Clear Creek County around utilities relocation and 1041 permit documentation.



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- **Question:** What's the expected start and end date for trenching?
 - **Response:** We are unsure, it is dependent on the utility companies. We are pushing for late summer to start and from there it would be a 3-6 month duration.

- **Question:** When will there be trail closures to accommodate these relocations?
 - **Response:** This is also uncertain. We will be sure to share this information as we receive it.

- **Question:** Will there be any planned interruptions to service or is that only incidental?
 - **Response:** That depends on the service. Comcast, for example, will indicate to users when the cutover will happen, which is usually at night when the least number of people will be impacted. Incidental outages do occur, however communication can be a challenge to understand where and why incidental outages occur.
 - A primary concern is for Senior citizens. It will be important to be able to notify them ahead of time and provide mitigations for incidental outages.

ACTION: Incorporate communication and mitigation considerations for utilities relocation as a future TT topic.

- **TT Question:** A final question before moving on to Early Project Updates, Jonathan Cain, Idaho Springs, asked the group whether the reinterpretation of Clear Creek Gilpin County Superfund Site would have any impact on the 1041 Permit in Idaho Springs?
 - **Response:** the team will get more information and follow up on this issue

ACTION: Follow up with Jonathan Cain regarding new factors potentially impacting 1041 Permit in Idaho Springs.



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3. Early Projects

Jim Martin (Atkins), Maddie Cieciorca (CDOT), and Dan Burrows (CDOT) joined the meeting to provide more detailed status updates on the Early Projects.

Genesee Wildlife Crossing:

Maddie Cieciorca described that the team has completed the initial phase of the WB I-70 structure. They are now working on putting up fencing and beginning to dig out the wildlife underpass underneath the bridge structure. Upcoming work will include paving the median in order to construct the detour for Eastbound traffic. There will not be any major traffic impacts in the near future, just the EB lane shift. The biggest impacts to traffic will occur at the end of the project with the final lane alignments and striping. Jim Martin added that there are no *planned* traffic impacts, however there is always the potential for unforeseen needs. The construction team will be sure to stay in communication if any unanticipated closures are required.



(Pictured Above: WB I-70 structure complete, crews beginning to grade shoulder and dig out underneath bridge.)

US 40 and Floyd Hill Roundabouts:

Dan Burrows indicated that the utilities relocations are nearly complete for these projects. There should not be any further service interruptions. His crew is still working on the storm sewers and walls for these roundabouts. In terms of traffic impacts, there will be full closures in both of these areas from Monday 6/26 to noon Friday 6/30. These closures aim to get work done quickly and completely to reduce the duration of periodic closures. Both of these roundabout projects should be complete by Feb 2024.

In regards to future traffic impacts, there will be a necessary closure of the WB I-70 on ramp in late July, early Aug. Traffic detours will be directed onto US40 for a few days at a time. His crew aims to minimize these closures as much as possible.



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(Pictured Above: Current stage of roundabout construction at US 40 and CR 65)

Jeff Hampton, CDOT, highlighted that these closures will require communication and alignment with the Peaks to Plains project at US 6 so that combined closures are still manageable for local residents.

Additionally, the project team has been made aware of the bike event that will take place at Floyd Hill Park over the next two Wednesdays. The project team is working with event coordinators to plan ahead for managing traffic and parking amidst the roundabout construction and closures.

Mike Raber, Clear Creek Bicycle Users Group, suggested the use of Variable Message Boards (VMS boards) around the construction/closure areas to communicate with cyclists. He has found those are very effective.

ACTION: Dan Burrows to discuss the potential to use VMS boards to communicate construction areas and closures to cyclists.

- **Question:** Will there be traffic control agents as part of the biking event?
 - **Response:** No, not that we know of. Just volunteers at Homestead and High School parking lots.

Dan Burrows appreciated the input from this group and will aim to make a clear, safe path through the project area.



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The TT thanked Maddie, Jim, and Dan for joining and sharing their updates.

4. Greenway Pre-Construction Site Visit Debrief

Daniel moved the TT to the next agenda topic: debriefing from the Greenway Pre-Construction Site Visit.

The group shared their key takeaways and outstanding questions:

- There was a shared appreciation for seeing how locations will be accessed and a better understanding of the machines and materials required.
- The participants acknowledged that there has been significant planning to keep traffic moving on I-70 and reduce construction traffic impact.
- There is concern for the landscape in the access and staging areas, surrounding the Greenway Trail. The TT would appreciate a precise footprint of the access roads and staging areas to plan for mitigations.
 - **ACTION:** Project team to develop a more precise visual of areas impacted by construction access and staging.
- TT members expressed desire to have another site visit to dive into plans for the Central Section in more detail.
- A remaining question: The full project duration is a long time for the Greenway Trail to be completely closed. When are the opportunity windows to reopen the trail in certain segments?
 - The project team briefly discussed an opportunity during Construction Package 3 to maintain access for cyclists through the corridor. However, the project team will need to look closely at construction activities like rock cut and rock blasting where the trail will absolutely need to be closed.
 - Draw out a more detailed schedule of Construction Packages and associated times with the Greenway Trail must be closed vs. potential opportunities to open the trail.
- **Question:** How will creek users be affected by closures?
 - **Response:** Rafting will be maintained through the project area for the entire construction process. Anglers may have challenges due to reduced parking and access areas, however they will not be prohibited.

In wrapping up this topic, the Project Team highlighted that there will be a large messaging component in relation to the Greenway Trail closures and announcements of construction areas. This team will need to brainstorm and work together to



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communicate with specific user groups along the Front Range and directly surrounding the project area.

ACTION: Project Team to gather materials that indicate precise locations for access and staging areas, as well as why they are needed. This will aid the TT in thinking about mitigations as well as help communicate to others outside of the project.

ACTION: Draw out a more detailed schedule of Construction Packages and associated times with the Greenway Trail must be closed vs. potential opportunities to open the trail.

ACTION: Consider smaller group/ITF to dive deeper into the Greenway Trail closures as they relate to the construction schedule.

5. West Section Walls & Rock Cut

As the final topic on the agenda, Daniel highlighted that the objective on this topic today was to receive endorsement from the TT that the West Section design is moving in the right direction, heading to 60% review.

Julie Gamec, THK, provided and reviewed new renderings for the West Section designs, specifically related to rock cut and wall aesthetics. The aesthetics of the large section of Rock Cut was based on similar rock cut areas East of the Veterans memorial tunnel. Julie indicated that, to the West of the Rock cut area, there are currently around 10-15 trees. The project team will make every effort to preserve trees, which stabilize the slope, however, they may need to be removed to ensure rock fall netting is effective.



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(Pictured Above: Looking N at large section of rock cut in West Section, Pictured Below: Detail of the same area, looking Eastbound along I-70 at rock cut.)



- **Question:** If tree removal is needed in this area to accommodate the rock fall netting, are there opportunities to mitigate tree removal by planting trees in other areas, potentially in areas with dead trees? This would also serve as fire mitigation.

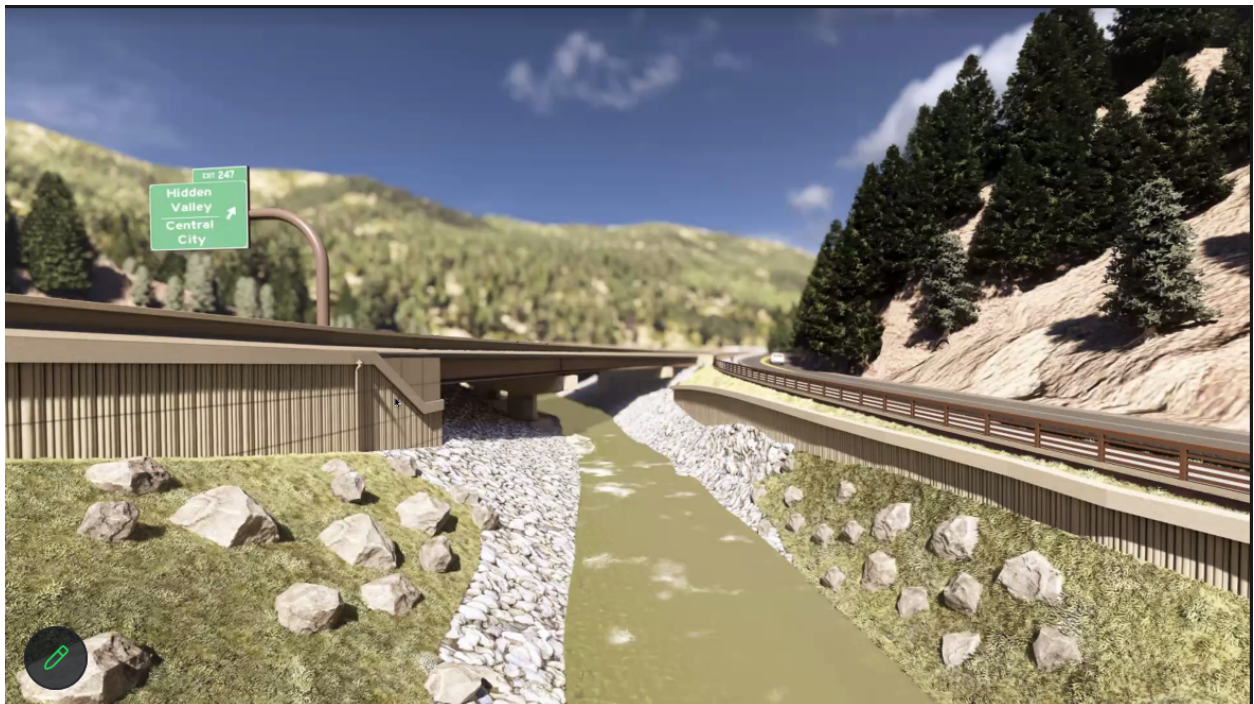


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- **Response:** That is definitely something we can discuss internally as a team. There are mitigation efforts along 314 on the riparian bench.

ACTION: Project team to discuss tree and vegetation mitigation and get back to Jo Ann.

- **TT Comment:** From the renderings around bridges D and E, it seems as though the creek corridor will be losing some sinuosity, which may harm the quality of the fishery.
 - **Response:** The design team does not believe this is the case, the only changes to the creek corridor will be improvements through minimal bank fill.



(Pictured Above: Updated rendering of Bridge D, looking Westbound.)

- **TT Question:** What kind of rock netting will be used in this section. Pinned vs. draped netting can have significantly different aesthetic impacts.
 - **Response:** We are not entirely sure at this point, but it will likely depend on the quality of rock. Pins are required for less stable rock surfaces. The current plans are to drape, but this may change as we learn more about the rock face in this area.

ACTION: Project team to follow up with the TT to confirm what kind of rock mesh will be used.



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The group discussed rock fall netting in nearby areas, along US40, where rocks tend to spill out into the roadway. The project team indicated that, in addition to the netting, there will be a barrier to stop any debris from entering the lanes.

TT Agreement: The TT was supportive of the rendering images for rock cut and walls in the West Section shared during this meeting as continuing in the right direction.

6. Wrap Up and Next Steps

Having reached the end of the meeting agenda, Daniel thanked all participants for their time and engagement. The Project Team will be in touch with details for the next meeting on June 30th.

He fielded the group for any final thoughts or questions.

- **TT Question:** During the FOR conversation for the Central Section, fill walls were discussed. Will we discuss those in this group as well?
 - Yes, we are on track to reach 60% design by Sept. We want to ensure we are on the same page as a project team before we bring certain topics to the TT for discussion. Our focus with this group is to discuss details of the West Section as we approach 90% design.
- **TT Comment:** Margaret Bowes, I-70 Coalition, provided an update that the Mountain Express Lane Safety Enforcement program is slated to begin in a few weeks. This is a fully automated system that will monitor the MEXL lanes. CDOT will be conducting robust outreach to stakeholders within the corridor to alert them of the start of this program. There will be a 30 day grace period as the system gets up and running.
- **TT Question:** Can someone from CDOT take a look at the timing of the light signal at the Exit 243 interchange from WB 1-70 to Central City Parkway?
 - **Response:** Yes, we will be sure to pass that along. The backups may be related to US 6 having been closed.

ACTION: CDOT to follow up with Sam Hoover about signal timing at Exit 243.

Hearing no more questions or comments, the project team thanked all participants for joining the meeting both virtually and in person.



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Summary of Action Items, Agreements, & Decisions:

ACTION: Convene SWEEP ITF to discuss deicing material monitoring and mitigations further. Focus on what can be done as part of this project and how to elevate this conversation more broadly with CDOT Region 1.

ACTION: Project Team to coordinate with Clear Creek County around utilities relocation and 1041 permit documentation.

ACTION: Incorporate communication and mitigation considerations for utilities relocation as a future TT topic.

ACTION: Follow up with Jonathan Cain regarding new factors potentially impacting 1041 Permit in Idaho Springs.

ACTION: Dan Burrows to discuss the potential to use VMS boards to communicate construction areas and closures to cyclists.

ACTION: Project Team to gather materials that indicate precise locations for access and staging areas, as well as why they are needed. This will aid the TT in thinking about mitigations as well as help communicate to others outside of the project.

ACTION: draw out a more detailed schedule of Construction Packages and associated times with the Greenway Trail must be closed vs. potential opportunities to open the trail.

ACTION: Potentially convene smaller group/ITF to dive deeper into the Greenway Trail closures as they relate to the construction schedule.

ACTION: Project team to discuss tree and vegetation mitigation and get back to JoAnn.

ACTION: Project team to follow up with the TT to confirm what kind of rock mesh will be used.

TT Agreement: The TT was supportive of the rendering images for rock cut and walls in the West Section shared during this meeting as continuing in the right direction.

ACTION: CDOT to follow up with Sam Hoover about signal timing at Exit 243.



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5. Attendees

Cindy Neely (Clear Creek County); Jonathan Cain (Idaho Springs); Stefi Szrek (Jefferson County); Jessica North (Clear Creek County School District); Mike Raber (Clear Creek Bicycle User Group); Bill Coffin, Lisa Wolff (Floyd Hill POA); Sam Hoover (Central City); Margaret Bowes (I-70 Coalition); Gary Frey (Trout Unlimited); John Curtis, JoAnn Sorenson (SWEEP); Brian Dabling, Julien Gonzalez (FHWA); James Proctor (Bridge Enterprise/AECOM); Tracy Sakaguchi (CMCA); Joy Wasendorf (CIG); Tyler Brady, Kevin Brown, Dan Burrows, Maddy Cieciora, Kurt Kionka, Jeff Hampton, Presley Fowler, Abbie Moddafri, Jack Peterson, Ryan Sullivan (CDOT); Matt Aguierre, Alan Carter, Anthony Pisano, Jim Martin (Atkins); Matt Hogan, Tim Maloney, Brandon Simao (Kraemer); Madeline Head, Mandy Whorton, Vanessa Halladay (PEAK Consulting); Julie Gamec (THK Associates); Daniel Estes, Cara Potter (CDR Associates).