

OTHER ISSUE TASK FORCE (ITF) MEETING MINUTES

**Central Alignment Options ITF Meeting
March 8, 2018**



I-70 Floyd Hill to Veterans Memorial Tunnels

FLOYD HILL CRITERIA

3/8/2018

DRAFT

CENTRAL Alignment Options				
ID	Evaluation Questions - How does the option...	Option Ranking		
		Option A: High Viaduct with Bench	Option B: Low Viaduct with Tunnel	Option C: Low Viaduct with Rock Cut
1a	Accommodate emergency access?	Least amount of emergency access because high elevation may restrict access from EB lanes (no ability to "hop the barrier").	Less emergency access because tunnel restricts access but also has to be designed for emergency response.	Most amount of emergency access because of low and short viaduct. Least grade differential between EB and WB lanes.
1b	Accommodate emergency evacuation?	Not a differentiator. Assumes functional frontage road.		
2	Address safety needs of non-vehicular traffic?	Not a differentiator. See Issue Specific Criteria #7		
3	Address safety of the traveling public and the community (Local and Regional)?	Not a differentiator Locally. Regional: Long stretch of possible bridge icing. Less rock fall potential (4,100 ft).	Not a differentiator locally. Regional: Inherent tunnel safety concerns (i.e., vehicle fires, back-ups). Tunnel safety mitigations are more effective than rock fall mitigation. Least rock fall potential (2,200 ft).	Not a differentiator locally. Regional: Most rock fall potential (4,200 ft). Shadow and icing issues on roadway.
4	Address safety of the traveling public and trucks?	Truck weight considerations. May require truck re-route (does re-route accommodate trucking needs?). Ramp location would require potentially longer re-route.	Truck height and hazmat considerations. May require truck re-route (does re-route accommodate trucking needs?).	Best for truck weight, height, wide load and hazmat considerations.
5	Improve traffic operations at interchanges?	Not a differentiator.		
6	Improve mobility and reliability?	Not a differentiator. Assumes functional frontage road.		
7	Create infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function and purpose?	More construction cost. More maintenance cost. Most challenging constructability and phasing.	More construction cost. Most maintenance cost. Best for constructability and phasing.	Least construction cost. Least maintenance cost. Most challenging constructability and phasing.
8	Minimize construction impacts to the community and traveling public?	More impact to traveling public	Least impact to traveling public	Most impact to traveling public
9	Support private development and economic development opportunity?	Most impact potential.	Less impact potential.	Less impact potential.
10	Meet Community preference?	Tonn Valley Drive would have visual impact with ramp. Less visual impact to greenway.	Least visual impact, least construction issues and disruption to daily life.	More visual impact to greenway. Rock cuts more visually apparent to more people.
11	Support/enhance quality recreation access and facilities by meeting local/regional standards/objectives?	Less impact on recreational experience. Less road noise.	Least impact on recreational experience. Limited view of road and rock cuts. Least road noise.	Most impact on recreational experience. Most road noise.
12	Minimize conflicts with geological hazards?	Less surface area of exposed rock. Bridge piers may be at toe of landslide area.	Least surface area of exposed rock.	Most surface area of exposed rock.
13	Protect Clear Creek, the fishery resource and water quality?	More use of bridge de-icer. Trash, debris and snow removal getting flung from the bridge into the Creek. No shadow effect on the Creek improved riparian habitat. Multiple Creek crossings. Less opportunity for Water Quality features.	Shadow effect on the Creek. Less Creek crossings. Less exposed roadway for roadway run-off into creek. More opportunities for Water Quality features.	Shadow effect on the Creek. Less Creek crossings. More opportunities for Water Quality features.
14	Protect/enhance wildlife?	Less impact to wildlife because of elevated WB lanes.	Less impact to wildlife because tunnel has less lanes of exposed traffic.	Most impact to wildlife because most lanes of exposed traffic.

15	Meet I-70 design criteria and aesthetic guidance?	Most rock cuts. More challenging to meet criteria and guidance. WB and EB have roadway separation.	Less rock cuts. Less challenging meet criteria and guidance. Tunnel limits visual impacts.	Most rock cuts. Most challenging to meet criteria and guidance. EB, WB and frontage road on shared platform.
16	Meet the needs of the present without compromising the future?	No rock cut. Takes WB roadway out of canyon. No ability to "scab-on".	Least amount of rock cut. Assuming it doesn't preclude putting EB in a tunnel in the future. Takes WB roadway out of canyon. No ability to "scab-on".	More rock cut. Does not take roadway out of canyon.
17	Protect Historic and Archaeological Resources	Potential to impact one additional potentially eligible resource.	Not a differentiator - there are several resources in the area but only one could be impacted above and beyond others.	
18	Adhere to previous plans, studies and agreements?	Not a differentiator.		
19	Meet standard design criteria?	Not a differentiator. No options will fix the mainline grade.		

Access Options

Options Ranking

Fair Better Best

ID	Evaluation Questions - How does the option...	Option A: High Viaduct with Bench	Option B: Low Viaduct with Tunnel	Option C: Low Viaduct with Rock Cut
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Issue Specific Questions

HOW DOES THE OPTION...

1	Accommodate Truck Traffic (hazmat, weight limits, etc.)?			
2	Impact the viewshed?	Adding a major element to the viewshed with the viaduct.	Adds some rock cut to the viewshed. Removes view of roadway with tunnel.	Adds large rock cuts to the viewshed.
3	Address additional ROW needs?	Has most ROW needs	Has less ROW needs	Has least ROW needs
4	Address site specific design issues?			
5	Address the route of Multimodal paths? (AGS and Greenway)	Not a differentiator.		
6	Meet multiple use objectives?			
7	Provide safe and effective snow removal?	Snow removal extremely difficult.	Snow removal least difficult.	Snow removal moderately difficult
8	Affect frontage road design?	Not a differentiator - TBD		

**Revised Matrix from March 8, 2018
Central Alignment Options ITF Meeting**



**I-70 Floyd Hill to
Veterans Memorial Tunnels**

Revised on
3/19/2018

FLOYD HILL CRITERIA

DRAFT

CENTRAL SECTION ROADWAY OPTIONS				
Option Ranking Fair Better Best				
ID	Evaluation Questions - How does the option...	Option A: High Viaduct with Bench	Option B: Low Viaduct with Tunnel	Option C: Low Viaduct with Rock Cut
RECOMMENDATIONS				
		<p>Not Recommended for further evaluation at this time for the following reasons:</p> <ul style="list-style-type: none"> • Viaduct adds maintenance concerns and snow removal • Challenges with emergency access on the viaduct • Adds major elements to the viewshed with rock cuts and viaduct leading to large visual impacts • Constructability concerns with large viaduct, although constructed offline. • Some risk for rock fall problems 	<p>Recommended to be evaluated as a part of the Proposed Action. This option provides the following benefits:</p> <ul style="list-style-type: none"> • Tunnel reduces snow removal • Minimizes impacts to the viewshed with localized rock cuts and smaller bridges leading to fewer visual impacts • Tunnel limits constructability impacts since it is constructed outside of the existing footprint. • Less risk for rock fall problems 	<p>Not Recommended for further evaluation at this time for the following reasons:</p> <ul style="list-style-type: none"> • Rock cuts reduce maintenance concerns and snow removal is typical for the corridor. • Emergency access is typical for the corridor • Adds major elements to the viewshed with extensive rock cuts through the entire canyon leading to large visual impacts • Major contractability concerns with extensive blasting adjacent to traffic. • Most risk for rock fall problems
EVALUATION CRITERIA				
1a	Accommodate emergency access?	Least amount of emergency access because high elevation may restrict access from EB lanes (no ability to "hop the barrier"). No or limited ability to "turn around"	Less emergency access because tunnel restricts access but also has to be designed for emergency response. No or limited ability to "turn around".	Most amount of emergency access because of low and short viaduct. Least grade differential between EB and WB lanes. No or limited ability to "turn around"
1b	Accommodate emergency evacuation?	Not a differentiator. All 3 options assume a frontage road.		
2	Address safety needs of non-vehicular traffic?	Not a differentiator. See Issue Specific Criteria #7. All 3 options assume a frontage road.		
3	Address safety of the traveling public and the community (Local and Regional)?	Not a differentiator Locally. Regional: Long stretch of possible bridge icing. Less rock fall potential (4,100 ft).	Not a differentiator locally. Regional: Inherent tunnel safety concerns (i.e., vehicle fires, back-ups). Tunnel safety mitigations are more effective than rock fall mitigation. Least rock fall potential (2,200 ft).	Not a differentiator locally. Regional: Most rock fall potential (4,200 ft. Square footage of exposed cut area is much greater). Shadow and icing issues on roadway.
4	Address safety of the traveling public and trucks?	Truck weight and wide load considerations. May require truck re-route (does re-route accommodate trucking needs?). Ramp location (within the viaduct) would require potentially longer re-route. No viaduct = no ramp.	Truck height and hazmat considerations. May require truck re-route (does re-route accommodate trucking needs?).	Better for truck height, wide load and hazmat considerations. Icing and shadowing is especially dangerous in combination with the roadway curve.
5	Improve traffic operations at interchanges?	Not a differentiator.		
6	Improve mobility and reliability?	Not a differentiator. All 3 options assume a frontage road.		
7	Create infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function and purpose?	More construction cost. More maintenance cost. More challenging constructability and phasing.	More construction cost. Most maintenance cost. Best for constructability and phasing.	Least construction cost. Least maintenance cost. Most challenging constructability and phasing.
8	Minimize construction impacts to the community and traveling public?	More impact to traveling public	Least impact to traveling public	Most impact to traveling public
9	Support private development and economic development opportunity?	Most adverse impact potential.	Less adverse impact potential.	Less adverse impact potential.



CENTRAL SECTION ROADWAY OPTIONS				
Option Ranking Fair Better Best				
ID	Evaluation Questions - How does the option...	Option A: High Viaduct with Bench	Option B: Low Viaduct with Tunnel	Option C: Low Viaduct with Rock Cut
10	Meet Community preference?	Tonn Valley Drive and parts of Saddleback and Grand Preserve neighborhoods would have visual impact with ramp. Less visual impact to greenway.	Least visual impact, least construction issues and disruption to daily life.	More visual impact to greenway. Rock cuts more visually apparent to more people. Creates most disruption to daily life.
11	Support/enhance quality recreation access and facilities by meeting local/regional standards/objectives?	Less impact on recreational experience. Less road noise (up in the air).	Least impact on recreational experience. Limited view of road and rock cuts. Least road noise (road is buried).	Most impact on recreational experience. Most road noise.
12	Minimize conflicts with geological hazards?	Less surface area of exposed rock. Bridge piers may be at toe of landslide area.	Least surface area of exposed rock.	Most surface area of exposed rock.
13	Protect Clear Creek, the fishery resource and water quality?	More use of bridge de-icer. Trash, debris and snow removal getting flung from the bridge into the Creek. No shadow effect on the Creek improved riparian habitat. Multiple Creek crossings. Less opportunity for Water Quality features.	Shadow effect on the Creek. Less Creek crossings. Less exposed roadway for roadway run-off into creek. More opportunities for Water Quality features.	Shadow effect on the Creek. Less Creek crossings. More opportunities for Water Quality features. Potential for mineralization with rock cut.
14	Protect/enhance wildlife?	Less impact to wildlife because of elevated WB lanes.	Less impact to wildlife because tunnel has less lanes of exposed traffic.	Most impact to wildlife because most lanes of exposed traffic.
15	Meet I-70 design criteria and aesthetic guidance?	More rock cuts. More challenging to meet criteria and guidance. WB and EB have roadway separation.	Less rock cuts. Less challenging meet criteria and guidance. Tunnel limits visual impacts.	Most rock cuts. Most challenging to meet criteria and guidance. EB, WB and frontage road on shared platform.
16	Meet the needs of the present without compromising the future?	More rock cut. Takes WB roadway out of canyon. No ability to "scab-on".	Least amount of rock cut. Assuming it doesn't preclude putting EB in a tunnel in the future. Takes WB roadway out of canyon. No ability to "scab-on".	Most rock cut. Does not take roadway out of canyon.
17	Protect Historic and Archaeological Resources	May impact one additional potentially eligible resource (Ramp in general vicinity of Two Bears).	Not a differentiator - there are several resources in the area but only one could be impacted above and beyond others.	
18	Adhere to previous plans, studies and agreements?	Not a differentiator.		
19	Meet standard design criteria?	Not a differentiator. No options will fix the mainline grade.		
ISSUE SPECIFIC EVALUATION CRITERIA				
1	Accommodate Truck Traffic (hazmat, weight limits, etc.)?			
2	Impact the viewshed?	Adding a major element to the viewshed with the viaduct.	Adds some rock cut to the viewshed. Removes view of roadway with tunnel.	Adds large rock cuts to the viewshed.
3	Address additional ROW needs?	Has most ROW needs	Has less ROW needs	Has least ROW needs
4	Address site specific design issues?			
5	Address the route of Multimodal paths? (AGS and Greenway)	Not a differentiator.		
6	Meet multiple use objectives?			
7	Provide safe and effective snow removal?	Snow removal extremely difficult.	Snow removal least difficult.	Snow removal moderately difficult
8	Affect frontage road design?	Not a differentiator - TBD		

Meeting Notes



I-70 Floyd Hill to Veterans Memorial Tunnels

Date: October 31, 2018

Location: CDOT – Golden

ITF – Frontage Road Alignment

[Ctrl +Click HERE or paste link below into your browser for Shared Floyd Hill Project GDrive](#)

<https://drive.google.com/open?id=0B5g5iHKBVK6OR2tpb1J0OUNkNU0>

Welcome and Introductions

Neil Ogden, CDOT, welcomed the ITF participants. Self-introductions followed.

Design Review

Anthony Pisano, Atkins, distributed plan views and cross sections of the two frontage road alignments to review with the ITF: Frontage Road North and Frontage Road South. Some discussion highlights around the plans included:

- The **Frontage Road North** alignment will cross the creek just east of the Hidden Valley Interchange.
- The **Frontage Road South** alignment will cross the creek about 3,700 ft east of the Hidden Valley interchange. In addition, the US 6 flyover ramp will also cross the creek. This will require a longer flyover (1,070 feet long, 20-22 feet above interstate). This would be an additional creek crossing compared to the North alignment.
- When considering creek crossings, it is more than just the road crossing the creek; important to consider shading of the creek (i.e. if the crossing is lower, there will be more shading). Higher bridges allow for more light on the creek.
- Higher bridges may have more impact on aesthetics and visibility of the highway than a lower bridge.
- The group reviewed the US 6 / I-70 movements. They are the same under both options. The group discussed other issues related to the Hidden Valley and US 6 interchanges, but neither affects the frontage road options.
 - **Q:** How would Frei quarry trucks get off at US 6 and head east? **A:** Trucks would use EB on ramp (is under bridge in diagram)

- At the last Central City Council meeting, Council members discussed modifying the signal timing to reduce the wait time to get onto the Central City on-ramp. The signal timing at the interchange will be modified to fit with the new design.
ACTION: CDOT to follow up with Central City, Sam Hoover, on this topic to ensure signal timing is integrated into project design.
- The discussion began to raise design questions that are not related to the frontage road alignment discussion. The ITF agreed to refocus on the North and South Frontage Road options and hold additional design questions around mainline I-70 for a later time.
ACTION: CDOT/Atkins will come back in the November meeting with traffic results and intersection designs to answer specific design questions.

Environmental Surveys Relevant to Frontage Road alignment discussion

Mandy Whorton, Peak Consulting, reviewed and updated the ITF on environmental surveys relevant to the Frontage Road discussion:

1. The wetland delineation through this section has indicated that there are waters of the US in this area (Clear Creek), but no wetlands are present (vegetation is limited due to the rip-rap installed in this area).
2. The historic railroad grade for the former Colorado Central Railroad is coincident with the Greenway through this area.
3. The Greenway Plan is silent on the specific alignment of the Greenway in this area or how to integrate the Greenway with the Frontage Road. However, the Greenway Plan was developed before a frontage road was planned, and the Greenway design was intended to accommodate emergency vehicles largely because there is no frontage road in this location.
4. Visual impacts. The staff has not developed a full visual assessment. The next step of this assessment will be to identify key points of potential visual changes that the group is interested in analyzing further, preparing simulations, and evaluating the degree and intensity of visual changes.

The ITF members suggested that visual simulations would be helpful in evaluating the frontage road options, as it is difficult to trace lanes, flyovers, elevations on static maps and plots or to understand the tradeoffs between the various changes to the visual quality of the area (e.g., the rock cuts vs. the Greenway).

The Project Staff notes that we will be producing additional visuals so the ITF/TT can provide feedback on (1) what are the important/sensitive viewpoints to analyze and (2) from whose perspective (i.e. driver, rafter, pedestrian, etc)?

ACTION: Project Staff to continue to work on visualizations for review in 2019.

Frontage Road Alignment Matrix Review

Clear Creek County representatives ask that the group not go through the matrix; from their community perspective, the North alignment is the community preference. When the TT was originally providing input into mainline interchange and alignment options, it was with the assumption that the Frontage Road would remain on the north side of the creek. For the record, Clear Creek County representatives believe that community and environmental values and opportunities are compromised by the Frontage Road South alignment.

Holly Huyck noted that the matrix process ensures that community and design input is properly documented for NEPA and suggested that the group continue on with populating the matrix. It is also part of the CSS process that everyone is participating in. Project Staff concurred and the ITF agreed to move forward with the matrix discussion.

Clear Creek County representatives noted that the County would rather have a better long term solution than save 6 months of rock blasting and related impacts of traffic.

Clear Creek County has purchased the landlocked properties along the Greenway so access to these properties from the frontage road is not needed. The purchased land provides opportunities for recreational amenities associated with the Greenway.

Clear Creek County representatives also noted that if constructability and funding are the issues with the Frontage Road North alignment, we should talk about that as a constraint, instead of looking at all of the different categories. How will we address constructability and funding?

The Greenway and creek are more compatible in proximity than either is with the frontage road (i.e., it is desirable to have the frontage road as far as possible from both the Greenway and the creek).

The matrix discussion and comments can be found in the attached document.

The ITF also noted the following items will also need further discussion/evaluation:

- Icy bridges – are fewer bridges better to improve safety?
- Fire risk – cigarettes, firecrackers, catalytic converters, and increased access to additional area south of the creek may lead to increased fire risk
- Proximity to potential historic resources
- MOT impacts based on contractor input
- South side alignment as a “fatal flaw” for the Clear Creek County community
 - **ACTION:** Jo Ann Sorensen to document a fatal flaw description/analysis for Matrix row #10
- Environmental impacts: short-term gain versus long-term impact
- TT review of the mainline interchange/alignment options for this segment. Had the TT known that the mainline alignment/interchange option would result in the

Frontage Road South alignment, they may have had different input/recommendations when the mainline alignment and interchange options were discussed.

- While the ITF understood that the frontage road discussion was intentionally separated from the other, larger design options, such as the WB tunnel options, the impact of those other design elements were not understood and appear to have a greater impact than expected on the Greenway and creek.
- The ITF suggested taking another look at the mainline options for this section and how they might affect the frontage road alignments.
- Anthony and Kevin both explained that in a design process, it is not unusual to have iterative discussions as different issues are identified.

Attendees

Cindy Neely, Jo Ann Sorensen, Tim Mauck (Clear Creek County); Andy Marsh, Mike Hillman (Idaho Springs); Amy Saxton (CCGA); John Muscatell, Bill Coffin (Community); Holly Huyck (Clear Creek Watershed); Sam Hoover (Central City); Mike Raber (Clear Creek Bikeway User Group); Gary Frey (Trout Unlimited); Kelly Babeon (Clear Creek Fire); Tracy Sakaguchi (CMCA); Martha Tableman (Clear Creek County Open Space District); Wendy Koch (Town of Empire); Kevin Brown, Lauren Boyle, Neil Ogden, Vanessa Henderson, Stephen Harelson (CDOT); Mandy Whorton (Peak Consulting); Anthony Pisano (Atkins); Kevin Shanks (THK); Gina McAfee (HDR); Taber Ward (CDR Associates)



Floyd Hill - ITF Meeting Summary
Central Section
Canyon Viaduct and Tunnel Alternatives
Nov 19, 2019, 9 AM to 12 PM
CDOT Golden - Lookout Mountain Conference Room

Welcome and Introduction

Jonathan Bartsch, CDR Associates, welcomed the group and reviewed ITF agenda. Self-introductions followed. The purpose of the ITF meeting was to come to agreement and consensus on the Evaluation Matrix: *Central Section Alternative Analysis: Canyon Viaduct and Tunnel*.

It was noted that both Tunnel Alternative options (North and South Frontage Roads) and the Canyon Viaduct Alternative will be advanced through NEPA. The goal is not to have a Preferred Alternative in the Environmental Assessment (EA)

The key decisions and outcomes from this ITF Meeting are captured in the Evaluation Matrix: *Central Section Alternative Analysis: Canyon Viaduct and Tunnel*, attached. The purpose of this Meeting Summary is to document additional ITF discussion related to the Evaluation Matrix.

ITF Discussion Highlights

Process Discussion

The ITF members brought up a concern that, after this design work has been completed, the Contractor could potentially alter the design. ITF members were concerned about the potential for disregarding the design work that the TT had been involved with for the past two years.

- CDOT noted that the CSS requires that any design exceptions/variances suggested by the Contractor would need to come back to the PLT for review and discussion. There would not be significant changes to the design without going through the CSS process.

There was also a question from the ITF members on whether there has been a change in the process or the role/authority of the ITF/TT.

- CDOT noted that the contracts will be as prescriptive as they need to be to ensure that the contractor cannot just make broad-scale changes without CSS input.

Funding Discussion

It was noted that the Floyd Hill Project was a statewide priority. The Transportation Commission will be approving funds, as will the Bridge Enterprise Program. Grant money will be used to close the funding gaps.

Greenway Definition Discussion



ITF members discussed the importance of recognizing the Greenway as more than just a “trail.” It is a recreational corridor through Clear Creek County, intended to connect different areas through different recreation modes. Some ITF members noted that running a road next to the Greenway would impact user experience - the Central Floyd Hill section is one area where there is not a road next to the Greenway.

It was determined that more data will be needed to determine how the different Alternatives would impact the Greenway, e.g. access points for different forms of recreation.

The Greenway design is not as far along as the roadway design. Clear Creek County committed to working on the Greenway design to ensure informed choices could be made and trade-offs could be assessed.

ACTION: Clear Creek County to work on Greenway Plan to ensure it is accurately integrated into the Floyd Hill project.

ACTION: Greenway ITF to be held to create a more integrated roadway/Greenway plan and determine data needs, access points, etc.

Design Considerations

Canyon Viaduct Option: Need data on bridge height. This will be an important consideration.

ACTION: ITF for Traffic/Incident Management (John Muscatell, Mike Raber, Tracy Sakaguchi, Holly Huyck, Patrick Holinda)

Next Steps

- Updated Matrix sent out to ITF to review
- December 5th TT, 1pm- 4pm at CDOT
- Clear Creek County to work on Greenway Design and Plan update

Attendees

Mike Raber (Bicycle Users Group); Gary Frey (Trout Unlimited); Sam Hoover (Central City); Tracy Sakaguchi (CMCA); Lynnette Hailey (I-70 Coalition, Black Hawk); Cindy Neely, Amy Saxton (Clear Creek County); Stephen Stohminger (Gilpin County); Martha Tableman (CCC Open Space); Holly Huyck (UCCWA); Steve Durian (Jefferson County); John Muscatell (Floyd Hill Community); Kelly Galardi (FHWA); Patrick Holinda (Bridge Enterprise); Neil Ogden, Kevin Brown, Tyler Brady, Jeff Hampton, Vanessa Henderson (CDOT); Anthony Pisano, Tyler Larson (Atkins); Mandy Wharton (Peak Consulting); Kevin Shanks (THK); Jonathan Bartsch, Taber Ward (CDR Associates)



Floyd Hill - Greenway ITF

Meeting Summary

February 5th, 2020, 10 AM to 12 PM

CDOT Golden - Lookout Mountain Conference Room

1. Welcome and Agenda Review

Meeting Purpose: (1) Ensure a common understanding of the Greenway corridor design criteria, scope, and current design. (2) Clarify Open Space land and relation to Floyd Hill project and Greenway corridor. (3) Review and discuss potential solutions to TT Greenway issues and concerns to inform Greenway design process. (4) Discuss potential partnerships and collaborations.

2. Project Status and Design Updates

- a. **Design:** CDOT has advanced to 20% design on the Tunnel Alternative (South and North Frontage Road options). Quickly advancing to 20% on Canyon Viaduct.
- b. **Funding scenario update:** \$100 million through SB 267 funding. Approx. \$30 million - \$200 million of Bridge Enterprise funds. We could have about half of the funding we need. Funding is not driving the design alternatives or decision-making process. The HPTE Funding Gap Study is moving forward to look at how we can close the funding gap. Anticipated start date: April 2020.
- c. **NEPA:** Beginning work on the NEPA impact analysis. Anticipated Decision Document pending funding early 2021.
- d. **Public Meeting:** February 27th, 5pm - 7pm. There is a PLT meeting on February 12, 2020 to review public meeting materials and noticing.
- e. **Q:** How is SWEEP integrated into this process? **A:** CDOT will reconvene SWEEP in the spring to review water quality designs, on-site drainage, and stream and fishery enhancement opportunities.

- f. CDOT will attend the March kick-off rafting meeting; this is an important touch point. CDOT would like to have some time at this meeting to talk about the project.
ACTION: Amy Saxton to give rafting advance notice that CDOT would like some time to talk about project during the March kick-off rafting meeting.

2. Review Greenway Scope and Design

- a. Atkins has advanced the Greenway design based on agreements made in TT meetings.

Assumptions

- i. Geometric design assumption: 15 mph design speed
- ii. Replace all asphalt with concrete
- iii. There are some areas where CR 314 will be realigned
- iv. Assumption that emergency services transportation will be provided by a pickup truck rather than an ambulance

b. **Review each alternative design for the Greenway:** Atkins presented plots with alignment and cross-sections that include AGS, US 6 and Hidden Valley interchanges, buffer between roadway and Greenway, Right of Way, width and typical sections, and profiles on how the Greenway crosses at interchanges.

- c.
 - i. There will be a curb and gutter for safety where the Greenway is adjacent to CR 314 (15 ft clear zone for CR 314).
 - ii. **Q:** Consider slanted instead of vertical curbs for bicycle safety?
A: There are safety requirements for vertical curbs and this may not be possible. However, CDOT will check in with bike and ped team to make a determination.
 - iii. **ACTION:** CDOT to take the idea of slanted curbs back to bike and ped.
- d. **ADA compliance:** Sawmill Gulch area: Need to consider options to mitigate the grade (12%) for ADA compliance.
 - i. **ACTION:** Martha Tableman will check down in Canyon to see how ADA is being met in JeffCo
- e. **Parking:** People park at the Scott Lancaster Trail section, east of the Hidden Valley Interchange. Consider moving the bridge to the east and locating the trail on the other side of the road. Crossing closer to MP 243.

ACTION: CDOT will ensure a Greenway design that accommodates parking near the Scott Lancaster Trail section, east of the Hidden Valley Interchange.

f. **WB Exit near Two Bears:**

- i. Ensure wildlife crossing in this area.
- ii. Parking near Two Bears (US 6 interchange), near the CDOT asphalt pile. This is a key rafting take-out spot and fishing area. This also became a CSP issue because busses were pulling over onto the shoulder for US 6. **This is a major issue in this area.**
- iii. There are opportunities to connect to parking area where the milling pile is and change access to rafting (park busses where milling is) to address safety issues of people coming on and off of US 6.
- iv. Another option is to keep the frontage road along the Greenway and put a pedestrian bridge here so people would walk the rafts across - move problem away from US 6.
 1. One issue with this suggestion could be that millings pile is higher than creek

g. **CANYON VIADUCT ALTERNATIVE:**

- i. To mitigate the steep slope along the Greenway, it was suggested that two pedestrian bridges could be constructed to locate the Greenway on the north side of the Creek and go around the steep area and then return back to the south side of the Creek. The existing steep path could remain and this would provide an alternate ADA route. It may also be possible at the point where the trail crosses to the north side of the Creek to provide some parking off US 6.
- ii. **ACTION:** CDOT/Atkins to work on a design concept of bridge options for the Canyon Viaduct Alternative.

h. **Scope of CDOT Greenway design**

i. **Terminus**

1. There is a request from CCC to extend the trail down to US 6 & Hwy 40, an area where the Greenway deviates from FH alignment. **A:** CDOT is open to partnership opportunities with Clear Creek County. There may be work on the US 6 and Hwy 40 bridge and CDOT can look at options, but the working terminus will stay as is.
2. **Clear Creek County:** This extension could be a great partnership project, submit for GOCO grant to pay

for a piece of a trail. Use the corridor improvements to the west as a match.

3. **ACTION:** Martha Tableman to resend Loris Plans and Amy Saxton to send Muller cost estimates to CDOT.

ii. **Heaving:** Q: What will be done to accommodate heaving? A: There will be a pavement design study (look at excavation options and sub-base) that could help with heaving.

iii. **Winter maintenance:** Q: How do we deal with ice and snow that could come off of viaduct onto the trail (e.g. snow fencing, other options)? A: Maintenance can create additional barrier and fences to direct snow they are not shooting it over for 300 foot section. CDOT addresses this issue all of the time.

iv. **Ensure access above and below the corridor. Avoid a Greenway that is a single line surrounded by concrete walls.**

1. Need access to the creek, going up the creek (i.e. animals moving) from all directions, north/south, east/west
2. Need the potential for trails that go up the east side
3. Need access to the Open Space Park (from VMT to east end with asphalt piles) and other Open Space Lands
4. There are trails and loops that go through Sawmill Gulch. Need to ensure access up to the ridge; retaining walls could limit this.
5. **ACTION:** CDOT to look at trail alignments from ERO

v. **Access to multi-use options and activity nodes, including fishing, rafting, hiking area, and cycling.**

1. Q: Are there new bicycle path design standards and solutions that we should be considering? How do you balance biking with recreation and other multi-use? A: Atkins uses NACTO to design trails. This is an updated design standard.

2. **Access to fishing areas.** This will depend on mitigation and could line up with the Greenway re-construction (similar to the Twin Tunnels process). The in-channel work will not be separated from the Greenway design. Next Steps: This starts with SWEEP and knowing existing resources (what we have and don't have).

ACTION: CDOT to collect Creek geomorphology baseline for existing conditions of fisheries in the fall 2020 (late September, early October). Understand where there are ripples, pools, habitat.

vi. **Construction impacts:**

1. Twin Tunnels used a shuttle bus to move bicyclists. We do not want this option again. The shuttle wasn't carbon fiber friendly (needs padded bike racks) and this is a problem for the warranty on bicycles. Avoid the shuttle solution. It would be better to shut the Greenway for certain times and put in a jersey barrier to block it off. Most cyclists would much rather ride on the dirt.

2. It is not acceptable to have the Greenway closed down for a year to do the work.

vii. **Grant Opportunities:**

1. Fishing is FUN - providing more access to fish/parking
2. GOCO - environmental restoration (CDOT and CCC)
3. CPW - money for mitigation

3. **Understanding of Open Space Fund as related to Greenway**

Background: Many of the lands we are looking at are CCC Open Space properties that were purchased with dollars that require additional visibility in the community and dedicated use of funds. There are some limits on how that land gets used. If this land is sold, the fund must be compensated. Some of this land also comes with BLM restrictions. Martha Tableman walked the ITF members through the land ownership and needs related to the Greenway.

The following Next Steps were determined:

A. CCC Open Space needs to see a Greenway corridor and highway plan to determine what types of easements and processes will be needed.

B. Need to confirm that the Uniform Act will be followed.

ACTION: Martha Tableman will check in with JeffCo to understand past processes re: Open Space lands.

C. **Dedicated funds as related to selling parts of property.** CCC Open Space has never had anyone buy land that is open space designated and put into another use. A trail would be a legitimate use. However, the

road (i.e. the “knob section” of the Canyon Viaduct Alternative) may not.

ACTION: CCC will need to determine the logistics around land swap, etc.

D. The land between Two Bears is former BLM land that was sold to the County. This land is restricted by Resource and Public Purpose (R&PP).

A road is likely a public purpose, but more research needs to be done here. The ex-BLM lands are more restrictive than Open Space.

E. None of the properties currently being discussed are associated with conservation easements. That is good.

F. **ACTION:** CCC Open Space and CDOT will need to look at compensation for land (i.e. trade land or financial compensation models) during the standard ROW Uniform Act acquisition process.

G. **ACTION:** CDOT and CCC Open Space to have a follow up conversation re: ROW.

H. **ACTION:** Martha Tableman will send open space map and BLM information to CDOT.

4. **Attendees:** Martha Tableman (Clear Creek Open Space); Amy Saxton (CCC Transportation Liaison); Gary Frey (Trout Unlimited); Mike Raber (CC Bicycle User Group); Neil Ogden, Vanessa Henderson, Tyler Brady, Kevin Brown (CDOT); Kevin Shanks (THK); Mandy Whorton (Peak Consulting); Anthony Pisano, Tyler Larson (Atkins); Taber Ward (CDR Associates)



Floyd Hill – Operations and Management ITF

Meeting Summary

June 18, 2020 - 1 pm - 3 pm
Zoom Videoconference

The Operations and Management Issue Task Force (ITF) met to review and address items raised during the I-70 Preliminary Design and National Environmental Policy Act (NEPA) Context Sensitive Solutions (CSS) process. The meeting was held using a virtual platform with input received during group discussion and via the Zoom Chat function. The following is the summary of the discussion.

Project Status Overview, Schedule and Design Updates

Following introductions, Neil Ogden provided a Floyd Hill (FH) project status overview including the following:

- Currently advancing preliminary design/NEPA with an anticipated conclusion in spring of 2021
- Two build alternatives under consideration: Canyon Viaduct and Tunnel
- Estimated project cost: \$600-700 million for either alternative; there is a continued funding gap; High Performance Transportation Enterprise (HPTE)-led FH Funding Gap Study is underway
- CDOT Executive leadership has indicated that FH will include a managed lane
- Construction implementation is dependent on financing; construction for both alternatives will likely require between 3 and 5 years

Anthony Pisano provided an overview of the two FH alternatives under consideration in the NEPA process using the graphics found on the project website from the February 2020 public meeting (<https://www.codot.gov/projects/i70floydhill/public-outreach>).

ITF Discussion Summary

Q: For the Canyon Viaduct Alternative, will it result in flattening of the grade westbound (WB) down FH relative to the tunnel? A: Not a significant difference for the two miles coming down the hill, although both alternatives will flatten the grades in the vicinity of the US 6 interchange.

Q: What is the construction build time for these alternatives? A: Both are in the 3 to 5 year range, with the tunnel being toward the longer end of that schedule. A detailed schedule will be developed and once a contractor is secured, it will be determined how the phases will work; the schedule is hard to predict accurately at this stage without contractor input.

Q: From a resident standpoint, it is important to keep two lanes open during construction to minimize the impact to the travelling public; how does this concern impact the decision-making process? A: The severity of impacts, including community impacts, are part of the NEPA evaluation; Project Staff is gathering additional information in order to credibly compare the impacts before an alternative is selected.

The Tunnel Alternative has two frontage road design options (North and South), each with different impacts; the South Frontage Road option is not favored by Clear Creek County (CCC). This needs to be kept in mind. There is only one frontage road design for the Canyon Viaduct Alternative.

Q: How long is the tunnel? A: Approximately 2200 feet

Potential Issues and Concerns – Discuss and Brainstorm Possible Approaches and Solutions

Jonathan noted that the Operations and Management ITF topics were raised during the current CSS process and that the goal of the meeting was to satisfactorily address them. Neil discussed how many of these issues will ultimately be addressed during final design and construction phases. Vanessa Henderson noted that a CSS tracking matrix, similar to the one developed for the WB Peak Period Shoulder Lane (PPSL) project, will be developed to ensure that input gets carried forward into the other life cycle phases.

A. Neighborhood Impacts: Getting home during closures and heavy traffic

- Accommodate emergency access options
- Emergency detours – differences among alternatives?
- Jefferson/Clear Creek County plans for alternate access for FH

Anthony presented a travel time heat map that demonstrates traffic on FH slowing during peak periods in 2045 down the hill, but not backing up as far as County Road (CR) 65. Neil noted that the model shows that the queue does not back up far enough to impact local communities.

Neil also clarified that CDOT Executive Management has determined that the new FH WB third lane will be a managed lane and will meet full corridor design standards, unlike the PPSL projects (eastbound [EB]/WB).

Skepticism was expressed toward the traffic modeling results, due to a belief that induced demand/latent demand will increase significantly and wasn't included in the model (i.e., "if you build it, they will come"). The HPTE-led Funding Gap Study will conduct additional traffic analysis.

Q: Is there a big difference between the two alternatives regarding traffic backing up at the Homestead Road ramp? A: No, they are very similar.

It was noted that it will be difficult to use emergency vehicles in the tunnel during a fire; from a CCC fire perspective, the Canyon Viaduct Alternative is preferred. Within the tunnel, there needs to be enough room for vehicles to move to either side to allow fire trucks through, and enough vertical clearance for ladder trucks. Patrick Chavez noted that the Veterans Memorial Tunnels are an example to use as the managed lane is a portal to move emergency vehicles through the tunnel. Don Enloe noted that there should be enough room within the tunnel to push people right or left that will work for emergency responders.

When WB I-70 is closed at Exit 248, the off ramp is used to send people back east towards Denver. It would be worthwhile to analyze how that happens (efficiencies, problems) and improve operations at that point.

ACTION: Evergreen Fire District needs to be added to the stakeholder list as they are responsible for the Exit 244 off-ramp.

Amy Saxton provided an update on the coordination efforts to evaluate alternate access at FH. Amy has been communicating with Steve Durian in Jefferson County and exchanged some ideas and drawings for additional emergency access. Amy shared a map of the area and indicated that among the options, CCC is leaning towards the Snowy Ridge road option (north option closest to the highway). CCC has been opportunistically examining land sales and zoning to potentially facilitate increased access. If there was a fire event that impacted the FH neighborhood, redundancy and emergency access would be important.

It was noted that there is a dedicated easement just north of the high school. The easements are adjacent to the existing baseball fields. The school is looking to expand some of their athletic fields and there was a concern they could conflict. Again, it was noted that Evergreen Fire might have tactical ideas to help advance this idea.

Q: Is this being considered for emergency access only? A: The community would like to see redundant access to both avoid I-70 congestion and provide emergency access. neighborhood wants it to improve mobility overall; however, it is currently being looked at as just emergency access by the counties.

Q: Are there other emergency evacuation potential options? It would be good to examine a 'back door.' A: Amy responded that a response to this question hasn't coalesced; one benefit of developing trail system under the Canyon Viaduct is that it could connect to Hidden Valley Park and provide another evacuation potential.

B. Canyon Viaduct Operations and Management

- De-icing and safety on viaduct / truck turnovers
- Water quality and bridges over the creek and winter maintenance / shading
- Snow removal / debris over Greenway and frontage road
- Winter maintenance, including plowing, icing, truck turnovers (frontage roads)

Neil and Anthony noted that both build alternatives will be designed in a safe manner and that a predictive safety analysis will be used to identify any fatal flaws.

Q: In terms of winter maintenance, what have been the recent practices from Homestead to Hidden Valley? A: Magnesium chloride, Ice Slicer, and sand have all been used depending on the unique weather- and traffic-related circumstances.

Patrick Chavez noted that different products are used based on temperature and conditions in order to keep the pavement wet. Below 20 degrees, magnesium chloride does not work as well as sand/Ice Slicer. Magnesium chloride is not used in the existing tunnels since it damages the electrical equipment.

There is a desire to see the recent product usage, as there is conflicting information and concern about the use of sand because Maintenance has indicated that they haven't used sand east of the Veterans Memorial Tunnels for the past couple of seasons. Concern was also expressed regarding salt entering Clear Creek, which will be more of an issue with the Canyon Viaduct alternative.

ACTION: Patrick / Neal Retzer to provide maintenance usage report (magnesium chloride, sand, Ice Slicer, salt) from Homestead Road to Hidden Valley/Central City Parkway.

While flattening the curves will help with truck turnovers, there is a concern about adequate space on the shoulder. The alternatives, unlike the WB PPSL, will use a full standard road template (12' lanes) with shoulders (10' outside and 4' inside, which will be wider in areas as needed for sight distance/safety). There was support for using the shoulder as snow storage rather than tossing it over the side. However, it was also noted that using the shoulders as snow storage means the snow on the shoulders can freeze and create snow ramps off the highway, which have caused fatalities in the past.

Q: The biggest cause of trucks overturning is speed; so how can we have more speed reductions during inclement weather condition? A: Electronic speed signs that are adjusted based on the traffic conditions could help mitigate this problem. CDOT has been working on a variable speed limit policy that should be in place before completion of the project.

C. Tunnel Operations & Management

- Fire suppression
- Egress
- Maintenance operations
- Hazmat route through or detour around tunnel
- Bridges over creek and winter maintenance / shading

Anthony noted that both alternatives will be designed in a safe manner and that only if there is a fatal flaw identified in the predictive safety analysis will it be a discriminator between alternatives. The tunnel will have a fixed fire suppression system and ventilation system (jet fans) and emergency access using the managed lane. There is space in the tunnel for emergency access, even with congestion (10' right shoulder, 8' left shoulder for sight distance, and 4' buffer).

It was suggested that Project Staff consider the space needed for the sign bridges and flairs to be built into barriers. One idea used elsewhere is to have the emergency command center in the tunnel. To adequately prepare for fire apparatus (ladder truck) in the tunnel, there needs to be sufficient vertical clearance. Tunnels like the Veterans Memorial Tunnels are curved and a ladder truck needs to use the middle of the tunnel where there is the most height available.

The tunnel will use less snow maintenance product than the viaduct, but will require containment measures for these materials and firefighting foam; there will need to be a system for catching materials that prevent them from entering the creek.

Even with the best fire suppression system possible, there needs to be a detour accessible for emergency response vehicles in case the tunnel is shut down

Q: The tunnel complicates an emergency response. What will the water supply be for the fire suppression system? There is no high-pressure pipe and the Black Hawk treatment plant is not pressurized. A: This would require a water tank and a way to keep it from freezing; the project could look into drilling its own well, which would be a large expense for water supply. It was discussed how this may be one of the most challenging aspects of the Tunnel Alternative.

D. Frontage Road O&M

- Snow removal / debris next to Greenway and Creek (S. Frontage Rd Option)
- Emergency detours
- Truck / through traffic use (Hidden Valley)
- O&M requirements and agreements with County

- Bridges over creek and winter maintenance / shading

Anthony showed a graphic outlining the use of roundabouts at Hidden Valley. Large truck accessibility is important and the planned roundabouts are designed to accommodate WB-67 truck; WB 67 is a single long trailer with the largest turning radius that is used for transportation design. The new frontage road between US 6 (at Two Bears) and Central City Parkway can be used as detours when I-70 is closed.

Space on the north side of I-70 between El Rancho and Exit 248 (WB) could provide more truck accommodation. Consider accommodating space at the bottom of FH, just west of Two Bears, for emergency and additional recreation parking.

It was expressed that the South Frontage Road option, for the Tunnel Alternative, is not actually a frontage road, but a highway, causing the usage and impacts to be considerably different; use the right terminology.

E. Safety Assessment

- Crash reduction and LOSS improvements same for both alternatives
- Particular safety concerns with Canyon Viaduct Alternative?
- Particular safety concerns with Tunnel Alternative?

It was reiterated that the facility will be designed in a safe way and that a predictive safety analysis will identify any fatal flaws.

As you approach the WB I-70 off-ramp at Exit 244, there is a big open area for people to park; it would be good to have a barrier (dirt berm or rocks) as it opens all the way to the edge since there have been safety issues here.

One issue for the tunnel is that cars speed up in the tunnel and can encounter ice on the other side during winter; this is a “con” for the tunnel option.

F. Traffic Incident Management Plan

- Coordination with local governments/staff
- Managed lane operations
- Sun glare

Patrick Chavez noted that from a Traffic Incident Management (TIM) Plan perspective the alternatives look the same; when a preferred alternative is identified, the details of the plan can be developed and the plans should be similar. The TIM Plan requires FHWA approval and is considered a living document that can change based on conditions; typically, this is finalized 3 to 6 months prior to project completion. It was noted that this would not be a differentiator between the alternatives.

Q: How do you ensure that general purpose lane vehicles, who are required to use the managed lane due to an incident, don't get charged for use of the managed lane? A: We are getting much better at voiding tolls when there are incidents with our experience on EB and WB Peak Period Shoulder Lanes so this is not an issue.

There is still the issue of switching from 3 lanes to 2 lanes and 1 managed lane. CDOT will work with other agencies (counties, etc.) to not overwhelm other routes when there is an incident. The FH Funding Gap Study, led by HPTE, will provide additional information on the traffic impacts.

Q: Who decides the details of the managed lane option? A: Neil stated that a Concept of Operations is typically developed in the final design stage and the details finalized during construction with input from the PLT, consistent with the CSS process. CDOT with HPTE will ultimately decide the operational details of the managed lane. The HPTE Funding Gap Study will look at options of how this could potentially be managed.

G. Concept of Operations (managed lane)

- Time and periods of use
- Vehicle restrictions (trucks, buses, HOV)
- Signage
- Transition areas (beginning and end of managed lane)
- Incident management

It was suggested that this project could provide an opportunity to construct a managed lane that has adaptive speed/lane control capabilities built into it; consider an ITS solution and plan for them at this point (pole supports, fiber optics, etc.).

There was support for paying careful attention to the transition areas for the managed lane where there was potential for creating a bottleneck; maybe move the transition location and/or lengthen the transition itself. Neil noted that there have been several iterations to optimize the transition area location at the top of the hill.

H. Truck / Freight movement

- Use of roundabouts
- Access to EB I-70 from Frei quarry
- Climbing lane start and end / merging into traffic

Anthony showed a concept map of Hidden Valley interchange. CMCA is concerned about the u-turn required at Hidden Valley (south side) in order to go eastbound on I-70; additionally, the roundabout needs to ensure that there are mountable curbs for semis. The Project Staff indicated that they are confident that trucks will be able to navigate this area. It was noted that the roundabouts are a vast improvement to what exists today.

I. Community Requested Elements

Jonathan noted that this will be discussed at the PLT/TT meetings in July and August.

Attendees

Name	Organization
Vanessa Henderson	CDOT
Neal Retzer	CDOT

Neil Ogden	CDOT
Patrick Chavez	CDOT
Kevin Brown	CDOT
Cindy Neely	Clear Creek County
Kelly Babeon	Clear Creek County
Amy Saxton	Clear Creek County
Don Enloe	CDPS - CSP
Michael Raber	CCC Bicycle Users Group
Patrick Holinda	Bridge Enterprise
Randolph Williams	Georgetown
Tracy Sakaguchi	CMCA
Holly Huyck	UCCWA
John Muscatell	Floyd Hill Neighborhood
Anthony Pisano	Atkins
Tyler Larson	Atkins
Jonathan Bartsch	CDR Associates
Daniel Estes	CDR Associates
Mandy Whorton	Peak Consulting
John Stein	



Floyd Hill - ITF Meetings
CSS Tracking and Context Considerations for Design and Construction
November 6, November 19, December 6, and December 20, 2020
Virtual Workshops (Zoom)

Background and Purpose

Four ITFs were held in late 2020 to document and develop a tracking protocol for CSS issues.

ITF members were tasked with analyzing all of the work done in public meetings and the PLT and TT meetings, including evaluation matrices, community input, CSS documentation, meeting notes, community considerations, and shared vision elements. ITF members then developed a CSS Tracking Matrix to ensure all CSS issues will be communicated, considered and consistently tracked throughout the Floyd Hill design and construction phases.

Information from the CSS process and Tracking Matrix will be put into the RFP documents and EA.

Outcomes

Participants worked through issues in a collaborative and iterative fashion and developed two primary documents to support the next phases of the Floyd Hill Project:

- (1) Floyd Hill Highway Segment: Context Sensitive Solutions & Core Values
- (2) Floyd Hill CSS Issues CM/GC Commitment Tracking Matrix

Together, these documents explain the context of the Floyd Hill Highway Segment, the CSS process and Core Values, and provide instructions for how the PLT will use the CSS Tracking Matrix through the design and construction phases. These documents complement and pair with CDOT's Environmental Mitigation Tracking Sheet.

Description of how to use the CSS Issues CM/GC Commitment Tracking Matrix:

Design Objectives (Column B): The *Design Objectives* are the Project's "Measures of Success" generated by the Project Leadership Team (PLT) and Technical Team (TT) and finalized on February 15, 2018. The Measures of Success flow from the Project's CSS Context Statement, Core Values, Critical Issues and Evaluation Questions.

Objective Description (Column C): The *Objective Descriptions* were established by a "CSS Tracking Issue Task Force (ITF)." The ITF reviewed all previous PLT, TT and ITF meeting summaries, evaluation matrices, the Floyd Hill Project Goals, and PLT Charter. From these documents, ITF members defined community interests, context considerations, meeting agreements, and shared vision elements into directives and instructions that should be addressed, mitigated, substituted, applied or not applied in the Contractor's Design Plans and Specs and, subsequently, the Construction process. The *Objective Descriptions* do not include all environmental descriptions, as those are captured in the Environmental Mitigation Tracking Sheet maintained by CDOT.



Designer Response (Column D): This column will be filled in by the Design Team and should outline how the Design Team intends to address issues listed in the *Objective Description* (Column C). The Design Team will make specific reference to the page/section in the Design Plans and Specs where the issue was addressed. If an *Objective Description* issue cannot be addressed, the Design Team will provide information on (1) why the issue is not applicable or cannot be addressed and (2) if substitutions or mitigations will be incorporated.

CSS Review and Concurrence (Column E): This column indicates the date of CSS participants' review and concurrence, or non-concurrence, of the *Designer Response*.

Construction Tasks (Column F): This column will be filled in during the Design Phase to track Construction tasks that must occur to meet the Design Objectives. This will include specific CSS review items such as: aesthetics and visual impacts, public communication protocol, signage plan, accessibility, and lane closures, etc. During the Construction Phase, this column will also track any substantial modifications to the design of the corridor due to conflicts during construction.

CSS Monitoring (Column G): This column indicates the date of CSS participants' review and concurrence, or non-concurrence, of (1) the *Construction Task* description and (2) the completion of the task at the end of the construction phase (concur that it was built according to the plans and special provisions.).

Core Value (Column H): This column is used to sort the spreadsheet based on the CSS Floyd Hill Core Values, derived from the Floyd Hill PLT Charter (*see above*, pgs. 2-3 for full description of Core Values).

Location (Column I): This column is used to identify the physical location of the *Design Objectives* and *Construction Tasks*.

Source (Column J): This column indicates the PLT/TT/ITF meeting or document from which a specific *Objective Description* (Column C) was derived.

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Attendees

Cindy Neely, Amy Saxton (Clear Creek County); Holly Huyck (UCCWA); Margaret Bowes (I-70 Coalition); John Muscatell (Floyd Hill Community); Neil Ogden, Tyler Brady, Jeff Hampton, Vanessa Henderson (CDOT); Anthony Pisano (Atkins); Mandy Whorton (Peak Consulting); Kevin Shanks (THK); Jonathan Bartsch, Taber Ward (CDR Associates)

ID.	Design Objectives	Objective Description	Designer Response	Core Value	Location	Source
NOTES	Includes Measures of Success from Flow Chart	From PLT, TT and ITF meetings, Shared Vision Responsibility Table, Charter, Evaluation Matrices (Taber, Neil, Anthony, Tyler working on this)	Refers to page x of y of Design/SPECS (how the designer intends to address this issue, i.e. n/a, substitution/mitigation or we can/cannot do this design)		I-70 Mainline, Local Roads, Frontage Roads, Greenway	Create drop downs (PLT, TT, Flow Chart, etc)
	Commitment in the ROD	Develop alternatives that can be permitted and constructed in compliance with the ROD and other project agreements.		Safety	All Locations	PLT
	Truck Turn Around	Provide the ability for large trucks (WB-67) to turn around at all interchanges.		Safety	Local Roads	Shared Vision Responsibility Table: - Roundabouts must accommodate trucks at CR 65 and Homestead Road interchanges. - Hidden Valley needs to accommodate trucks turning
	How are trucks accommodated	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. The documents shall be consistent.		Safety	All Roadways	
	Correlate with Incident Management Plan	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. The documents shall be consistent.		Safety	All Locations	Shared Vision Responsibility Table - Accommodate Truck Parking - Sun glare issues - School bus
	Emergency Parking	Provide a design for emergency parking consistent with the ConOps, incident management plan, and functional/system requirements documents. One of the main objectives is not to block neighborhood access.		Safety	All Roadways	
	Number and severity of variances	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. The documents shall be consistent.		Safety		
	Correlate with Incident Management Plan	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. The documents shall be consistent.		Safety		
	Response Time	Provide and improve the ability and response time for emergency services to access mainline, local roads, frontage roads, and communities		Safety	All Roadways	
	High School Evacuation	Provide a design that would accommodate JeffCo/Clear Creek County evacuation effort		Safety	Local Roads	Shared Vision Responsibility Table
	Resident Evacuation	Maintain existing Saddle Back emergency access (Sawdust Court)		Safety	I-70 Mainline	Shared Vision Responsibility Table
	Alternative Routes	Provide missing frontage road to connect CR 314 to US 6.		Safety	Local Roads	Shared Vision Responsibility Table Connecting CR 314 to US 6 for a frontage road

	Reduction in auto conflicts with bikes, pedestrians, rafting, fishing	Identify the specific locations of potential conflicts and provide designs that mitigate conflicts		Safety	All Locations	CSS Flow Chart
	Number of multi-use opportunities with Greenway, Central City Pkwy, US 40	Identify the specific locations of multi-use opportunities and provide designs that would capitalize on opportunities		Safety	Local Roads	Shared Vision Responsibility Table - Improve bike safety along US 40 including -Erosion/Sediment Control on I-70
		Provide physical separation between cars and Greenway		Safety	Greenway	ITF - There will be a curb and gutter for safety where the Greenway is adjacent to CR 314 (15 ft clear zone for CR 314).
	School bus movements	Provide improvements to CDOT owned parking area on the south side of I70 at Homestead where parents pick up kids. Provide a means for trucks to turn around.		Safety	Local Roads	CSS Commitments ITF
	Neighborhood traffic movements	Provide a design that acknowledges and addresses neighborhood residents' inability to get home and minimizes the conflicts between local and regional traffic.		Safety	All Roadways	CSS Flow Chart
	Measure taken to reduce number of neighborhood traffic conflicts	Provide a design that acknowledges and addresses neighborhood residents' inability to get home and minimizes the conflicts between local and regional traffic.		Safety	All Roadways	CSS Flow Chart
	Neighborhood traffic conflicts	Provide a design that acknowledges and addresses neighborhood residents' inability to get home and minimizes the conflicts between local and regional traffic.		Mobility and Accessibility	All Roadways	PLT
	Ease of circulation on roadway network including local businesses, residents and regional travel	Provide a design that integrates I-70 mainline alignment with interchanges, encourages easy access to local businesses, and discourages regional thru traffic on local roads		Mobility and Accessibility	All Roadways	Shared Vision Responsibility Table - Provide a design to reduce conflicts at the gas station access at Central City Parkway PLT - Improve safety and move traffic while protecting the environment - Improve Access to Central City - Address the technical aspects of integrating the preferred alignment with the interchanges. - Include Auxiliary Lane - approximately 2.5 miles - between US 6 and Homestead Road. Consider signing it for Trucks Only
	Estimated Cost / Predicted life cycle and consistency with CSS values	Provide a life cycle cost estimate that considers maintenance and operations costs. Provide a design that reduces these costs and anticipates problems with traffic forecasts and device solutions that may not be implemented in the near term.		Implementability	All Locations	PLT - The project should be viable for 30 years – avoid problems immediately after opening - Design a fundable, realistic alignment
	Estimated Cost / Predicted life cycle and consistency with CSS values	Explore Public Private Partnerships to create enhancements		Implementability		PLT - Provide a design that could help the need for broadband services by identifying antenna tower locations for 5G and internet towers. - Partnership with CCC could develop a faster route from CR 65 and US 40 - Provide a design that provide faster egress from the HS to CR 65 (high school emergency access)

	Length of time	Provide a design that reduces the construction time with phased detours and provides shoulders for breakdowns and snow storage during construction. Keep two lanes on traffic open each way during each phase. Contractor to provide assurances to demonstrate knowledge of this environment and plans to reduce variances and closure restrictions.		Implementability	All Locations	CSS Flow Chart
	Community Access	Provide a design that reduces regional thru traffic on local roads.		Implementability	Local Roads	TT - Installation of new roundabout at Homestead should not impact existing CCC facility and parking lot
	Impacts to existing roads	Provide a design that incentivizes keeping two lanes open each way during construction. May need 3 EB Lanes in some locations.		Implementability	I-70 Mainline	PLT - Minimize impact to the travelling public during construction
	How is future land use accomodated at Floyd Hill	Provide a design that considers the traffic volume from future land uses in the Homestead and CR 65 interchange designs.		Community	Local Roads	CSS Flow Chart
	How is future private and economic development accomodated	Provide a design that considers the traffic volume from future land uses in the Homestead and CR 65 interchange designs.		Community		CSS Flow Chart
	Does the Greenway stay in place	Resurface the Greenway in concrete and establish a preferred alignment with stakeholders		Recreation	Greenway	Shared Vision Responsibility Table
	Multi-use including: - Greenway - bicycle - pedestrian - fishing - rafting - US 40 - Truck Parking	Identify the specific locations of multi-use opportunities and provide designs that would capitalize on opportunities		Recreation	All Locations	Shared Vision Responsibility Table - Bikes don't activate signal to Central City Parkway (N/A because of roundabouts in current design) TT - Construction impacts, closures, and shuttle buses for bicyclists around the temporarily closed portions of the Greenway need to be determined - Identify parking locations on local roads that will coincide with design. Design will not preclude local road parking opportunities. - Formalize rafting put-in and take out in the Two Bear's area - Access to CC Parkway from the Greenway - Between Hidden Valley and US 6, Clear Creek County Open Space wants to maintain access from above and below the trail, include multi-use options, and include activity nodes, in the proposed Hidden Valley Open Space Park
		Provide design that identifies and formalizes parking and rafting put-in locations				
	Avoidance of hazards - Rockslide - Mining and mill waste	Provide a design that identifies old mill site walls Do we need something about rockfall?		Environment	I-70 Mainline	TT
	Meet SWEEP recommendations	Adhere to Environmental Mitigation Tracking Sheet during design and construction		Environment	All Locations	
	Area of wetlands impacted / replaced	Provide a design that uses Creek geomorphology baseline for existing conditions of fisheries to understand where there are ripples, pools, habitat		Environment		TT
	Water Quality maintained / enhanced	Provide a design that consolidates water quality features and provides an easy access for CDOT maintenance crews for cleaning.		Environment	All Roadways	CSS Flow Chart
	Meet ALIVE and CPW recommendations	Adhere to Environmental Mitigation Tracking Sheet In Design and During Construction		Environment	I-70 Mainline	Shared Vision Responsibility Table - Construct Wildlife Crossings as required in the EA/ALIVE

	CSS engineering variances			Engineering Criteria & Aesthetic Guidelines		
	How does it adhere to the guidelines and how dramatically does it not adhere	Adherence to the Aesthetic Guidelines and Engineering Design Criteria.		Engineering Criteria & Aesthetic Guidelines		Shared Vision Responsibility Table
	Environmental improvements vs. status quo	Provide a design that implements fire mitigation techniques (What are these techniques?) and ensures recreation facilities and the highway act in concert with each other.		Sustainability		Shared Vision Responsibility Table - Balance highway functionality with visible enhancement and aesthetic improvements
	Quantify historic resource impacts based on 106 ITF			Historic Context		
	Consistency with plans	Provide a design that considers and addresses related local, state and federal land use and transportation plans/regulations and the Collaborative Effort agreements and process.		Decision Making	All Locations	PLT - Map a route for an AGS, beyond "not precluded." TT - Geometric design assumption: 15 mph design speed - Greenway Should be ADA Compliant - Assumption that emergency services transportation will be provided by a pickup truck rather than an ambulance on Greenway
	Support ROD - Frontage Road - Greenway - Adherence to CSS Process	Develop alternatives that can be permitted and constructed in compliance with the ROD and other project agreements.		Decision Making		
Outside of Scope						
	Mountain bike trail access over hill to the north to US 6					
	County Rd 65 and Homestead - Resident and ski resort parking/truck parking - expansion/paving					
	High School emergency access					Shared Vision Responsibility Table
	Improve emergency access for Floyd Hill Communities	Check in with Steve Durian/Amy process				Shared Vision Responsibility Table
	Truck Chain up - East of the project					Shared Vision Responsibility Table
	addressing the capacity of the forest and ecosystem to handle additional use					PLT Meeting
	Restroom facilities					Shared Vision Responsibility Table
	Trailhead near US 6 and 40. Multi use lot opportunity with truck parking					Shared Vision Responsibility Table

Floyd Hill CSS Issues CM/GC Commitment Tracking

ID	Design Objectives (Measures of Success)	Objective Description	Designer Response	CSS Review and Concurrence	Construction Tasks	CSS Monitoring	Core Value	Location	Source
	Measures of Success from CSS Flow Chart		Refers to page x of y of Design/SPCS (how the designer intends to address this issue, i.e. n/a, substitution/mitigation or we can/cannot do this design)	Reviewed on DATE and whether the TT CONCURS/DOES NOT CONCUR	This section is filled in during the design process	Date that CSS Construction PLT sees this			
1	Commitment in the ROD	Develop alternatives that can be permitted and constructed in compliance with the ROD and other project agreements.					Safety	All Locations	PLT
2	Truck Turn Around	Provide the ability for large trucks (WB-67) to turn around at all interchanges.					Safety	Local Roads	Shared Vision Responsibility Table: - Roundabouts must accommodate trucks at CR 65 and Homestead Road interchanges. - Hidden Valley needs to accommodate trucks turning
3	How are trucks accommodated	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. The documents shall be consistent.					Safety	All Roadways	
4	Correlate with Incident Management Plan	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. The documents shall be consistent.					Safety	All Locations	Shared Vision Responsibility Table - Accommodate Truck Parking - Sun glare issues - School bus
5	Emergency Parking	Provide a design for emergency parking consistent with the ConOps, incident management plan, and functional/system requirements documents. One of the main objectives is not to block neighborhood access.					Safety	All Roadways	
6	[Minimize and Document] Number and severity of I-70 Mountain Corridor CSS Design Variances	Refer to Item 33					Safety	All Locations	CSS Flow Chart
7	Correlate with Incident Management Plan	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. The documents shall be consistent.					Safety	All Locations	CSS Flow Chart
8	Response Time	Provide and improve the ability and response time for emergency services to access mainline, local roads, frontage roads, and communities					Safety	All Roadways	CSS Flow Chart
9	High School Evacuation	Provide a design that would accommodate JeffCo/Clear Creek County evacuation effort					Safety	Local Roads	Shared Vision Responsibility Table
10	Resident Evacuation	Maintain existing Saddle Back emergency access (Sawdust Court)					Safety	I-70 Mainline	Shared Vision Responsibility Table
11	Alternative Routes	Provide missing frontage road to connect CR 314 to US 6.					Safety	Local Roads	Shared Vision Responsibility Table Connecting CR 314 to US 6 for a frontage road
12	Reduction in auto conflicts with bikes, pedestrians, rafting, fishing	Identify the specific locations of potential conflicts and provide designs that mitigate conflicts					Safety	All Locations	CSS Flow Chart
13	Number of multi-use opportunities with Greenway, Central City Pkwy, US 40	Identify the specific locations of multi-use opportunities and provide designs that would capitalize on opportunities Provide physical separation between cars and Greenway					Safety	Local Roads Greenway	Shared Vision Responsibility Table - Improve bike safety along US 40 including Erosion/Sediment Control on I-70 ITF - There will be a curb and gutter for safety where the Greenway is adjacent to CR 314 (15 ft clear zone for CR 314).
14	School bus movements	Provide improvements to CDDT owned parking area on the south side of 170 at Homestead where parents pick up kids. Provide a means for trucks to turn around.					Safety	Local Roads	CSS Commitments ITF
15	Neighborhood traffic movements	Provide a design that acknowledges and addresses neighborhood residents' inability to get home and minimizes the conflicts between local and regional traffic.					Safety	All Roadways	CSS Flow Chart
16	Measure taken to reduce number of neighborhood traffic conflicts	Provide a design that improves flow at interchanges for regional and local traffic and alternative modes					Safety	All Roadways	CSS Flow Chart
17	Neighborhood traffic conflicts	Refer to 15					Mobility and Accessibility	All Roadways	PLT
18	Ease of circulation on roadway network including local businesses, residents and regional travel	Provide a design that integrates I-70 mainline alignment with interchanges, encourages easy access to local businesses and recreational opportunities, and discourages regional thru traffic on local roads					Mobility and Accessibility	All Roadways	Shared Vision Responsibility Table - Provide a design to reduce conflicts at the gas station access at Central City Parkway PLT - Improve safety and move traffic while protecting the environment - Improve Access to Central City - Address the technical aspects of integrating the preferred alignment with the interchanges. - Include Auxiliary Lane - approximately 2.5 miles between US 6 and Homestead Road. Consider signing it for Trucks Only
19	Estimated Cost / Predicted life cycle and consistency with CSS values	Consider CSS values and life cycle costs including maintenance and operations costs for any major changes to the design alternative. Provide a design that reduces costs and anticipates problems with traffic forecasts and devise solutions that may not be implemented in the near term.					Implementability	All Locations	PLT - The project should be viable for 30 years - avoid problems immediately after opening - Design a fundable, realistic alignment
20	Estimated Cost / Predicted life cycle and consistency with CSS values	Explore Partnerships opportunities to create enhancements. Refer to Opportunities for Partnership (ID # 39-51) on the bottom of this sheet					Implementability	All Locations	See Opportunities for Partnership (ID # 39-51) on bottom of this sheet
21	Length of time	Provide a design that reduces the construction time with phased detours and provides shoulders for breakdowns and snow storage during construction. Keep at least two lanes of traffic open each way during each phase. Contractor to provide assurances to demonstrate knowledge of this environment and plans to reduce variances and closure restrictions.					Implementability	All Locations	CSS Flow Chart
22	Community Access	Provide a design that reduces regional thru traffic on local roads.					Implementability	Local Roads	TT - Installation of new roundabout at Homestead should not impact existing CCC facility and parking lot
23	Impacts to existing roads	Provide a design that incentivizes keeping at least two lanes open each way during construction on mainline and minimize closures of local roads.					Implementability	All Roadways	PLT - Minimize impact to the travelling public during construction
24	How is future land use accommodated at Floyd Hill	Provide a design that considers the traffic volume from future land uses in the Homestead and CR 65 interchange designs.					Community	Local Roads	CSS Flow Chart
25	How is future private and economic development accommodated	Provide a design that considers land uses throughout the corridor commercial, residential and recreational.					Community	All Locations	CSS Flow Chart
26	Does the Greenway stay in place	Establish criteria for design vehicles (e.g. maintenance, emergency response vehicles) that will need to access Greenway. Resurface the Greenway in concrete. Establish a preferred alignment with stakeholders.					Recreation	Greenway	Shared Vision Responsibility Table

27	<p>Multi-use including:</p> <ul style="list-style-type: none"> - Greenway - bicycle - pedestrian - fishing - rafting - US 40 - Truck Parking 	<p>Identify the specific locations of multi-use opportunities and provide designs that would capitalize on quality recreation opportunities, especially the area under the mainline viaduct. See attached map</p> <p>Provide design that identifies and formalizes parking and rafting put-in locations</p>					Recreation	All Locations	<p>Shared Vision Responsibility Table</p> <ul style="list-style-type: none"> - Bikes don't activate signal to Central City Parkway (N/A because of roundabouts in current design) TT - Construction impacts, closures, and shuttle buses for bicyclists around the temporarily closed portions of the Greenway need to be determined - Identify parking locations on local roads that will coincide with design. Design will not preclude local road parking opportunities. - Formalize rafting put-in and take out in the Two Bear's area - Access to CC Parkway from the Greenway - Between Hidden Valley and US 6, Clear Creek County Open Space wants to maintain access from above and below the trail, include multi-use options, and include activity nodes, in the proposed Hidden Valley Open Space Park
28	<p>Avoidance of hazards</p> <ul style="list-style-type: none"> - Rockslide - Mining and mill waste 	<p>Provide a design that identifies the location of historic mining and milling operations. Minimize and mitigate rock cut and conflicts with geologic hazards.</p>					Environment	All Locations	TT
29	<p>Meet SWEEP recommendations</p>	<p>Identify SWEEP recommendations in the design.</p>					Environment	All Locations	CSS Flow Chart
30	<p>Area of wetlands impacted / replaced</p>	<p>Identify where wetlands are located in the design, minimization and mitigation. Provide a design that uses Creek geomorphology baseline for existing conditions of fisheries to understand where there are ripples, pools, habitat.</p>					Environment	All Locations	TT
31	<p>Water Quality maintained / enhanced</p>	<p>Provide a design that identifies water quality features and provides easy access for CDOT maintenance crews for cleaning.</p>					Environment	All Roadways	CSS Flow Chart
32	<p>Meet ALIVE and CPW recommendations</p>	<p>Identify ALIVE and CPW recommendations in the design.</p>					Environment	I-70 Mainline	<p>Shared Vision Responsibility Table</p> <ul style="list-style-type: none"> - Construct Wildlife Crossings as required in the EA/ALIVE
33	<p>CSS engineering variances</p>	<p>Provide documentation on proposed variances to 7 specific CSS Design Engineering Criteria Categories. Refer to CDOT website: https://www.codot.gov/projects/contextensivesolutions/assets-1/docs/aesthetics/engineering-design-criteria-and-illustration</p>					Engineering Criteria & Aesthetic Guidelines	All Locations	CSS Flow Chart
34	<p>How does it adhere to the guidelines and how dramatically does it not adhere</p>	<p>Identify areas of compliance and non-compliance with the I-70 CSS Mountain Corridor Aesthetic Guidelines in the design.</p>					Engineering Criteria & Aesthetic Guidelines	All Locations	Shared Vision Responsibility Table
35	<p>Environmental improvements vs. status quo</p>	<p>Provide design that identifies and implements:</p> <ul style="list-style-type: none"> - Fire mitigation techniques along Eastbound I-70 from bottom of Floyd Hill to Homestead. - Recreation facilities and a highway system that act in concert with each other. - Creek and riparian enhancements. - Accommodating wildlife movements under new structures and culverts. - Forest restoration and reclamation after construction and where possible (e.g. where pavement is removed) - Construction impacts including phasing and staging that minimize disturbed areas and impacts to the environment - The design should incorporate landscape architect expertise on these project elements 					Sustainability	All Locations	<p>Shared Vision Responsibility Table</p> <ul style="list-style-type: none"> - Balance highway functionality with visible enhancement and aesthetic improvements
36	<p>Quantify Historic resource impacts based on 106 ITF</p>	<p>Provide a design and construction plan that identifies, avoids, and minimizes impacts to Section 4f resources, both recreational and historic.</p> <ul style="list-style-type: none"> - The design should incorporate landscape architect expertise on these project elements 					Historic Context	All Locations	CSS Flow Chart
37	<p>Consistency with plans</p>	<p>Provide a design that considers and addresses related local, state and federal land use and transportation plans/regulations and the Collaborative Effort agreements and process.</p>					Decision Making	All Locations	<p>PLT</p> <ul style="list-style-type: none"> - Map a route for an AGS, beyond "not precluded." TT - Geometric design assumption: 15 mph design speed (bike design for Greenway) - Greenway Should be ADA Compliant - Assumption that emergency services transportation will be provided by a pickup truck rather than an ambulance on Greenway
38	<p>Support ROD</p> <ul style="list-style-type: none"> - Frontage Road - Greenway - Adherence to CSS Process 	<p>Provide a design that complies with improvements identified for Floyd Hill in the PEIS Minimum Program</p> <p>Map a route for an AGS, beyond "not precluded."</p>					Decision Making	All Locations	CSS Flow Chart
Opportunities for Partnership									
39	<p>Mountain bike trail access over hill to the north to US 6</p>								
40	<p>County Rd 65 and Homestead - Resident and ski resort parking/truck parking - expansion/paving</p>								
41	<p>High School emergency access</p>								Shared Vision Responsibility Table
42	<p>Improve emergency access for Floyd Hill Communities</p>								Shared Vision Responsibility Table
43	<p>Truck Chain up - East of the project</p>								Shared Vision Responsibility Table
44	<p>Addressing the capacity of the forest and ecosystem to handle additional use</p>								PLT Meeting
45	<p>Restroom facilities</p>								Shared Vision Responsibility Table
46	<p>Creek Enhancements associated with the relocation of the Creek</p>								SWEEP
47	<p>Leverage CDOT safety money to assist with costs of wildlife crossings</p>								CSS ITF
48	<p>Assist with the need for broadband services by identifying antenna tower locations for 5G and internet towers.</p>								CSS ITF
49	<p>Partnership with CCC could develop a faster route from CR 65 and US 40</p>								CSS ITF
50	<p>Provide a design that provide faster egress from the HS to CR 65 (high school emergency access)</p>								TT
51	<p>Trailhead near US 6 and 40. Multi use lot opportunity with truck parking</p>								Shared Vision Responsibility Table

Floyd Hill CSS Issues CM/GC Commitment Tracking
Updated 1.28.2021

ID.	Design Objectives (Measures of Success)	Objective Description	Designer Response	Construction Tasks	CSS Monitoring	Core Value	Location	Source
	Measures of Success from CSS Flow Chart	Summary of Objective as related to Design and/or Construction	Refers to page x of y of Design/SPECS (how the designer intends to address this issue, i.e. n/a, substitution/mitigation or we can/cannot do this design)	This section is filled in during the design process	Date that CSS Construction PLT sees this			
1	Commitment in the ROD	Develop alternatives that can be permitted and constructed in compliance with the ROD and other project agreements.				Safety	All Locations	PLT
2	Truck Turn Around	Provide the ability for large trucks (WB-67) to turn around at all interchanges.				Safety	Local Roads	Shared Vision Responsibility Table: - Roundabouts must accommodate trucks at CR 65 and Homestead Road interchanges. - Hidden Valley needs to accommodate trucks turning
3	How are trucks accommodated	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. Review Truck Chain Up Locations The documents shall be consistent.				Safety	All Roadways	
4	Correlate with Incident Management Plan	Provide documents: Concept of Operations including truck movements; Incident Management Plan; Functional requirements; and System requirements/high level design consistent with best system engineering practices. The documents shall be consistent.				Safety	All Locations	Shared Vision Responsibility Table - Accommodate Truck Parking - Sun glare issues - School bus CSS Flow Chart
5	Emergency Parking	Provide a design for emergency parking consistent with the ConOps, incident management plan, and functional/system requirements documents. One of the main objectives is not to block neighborhood access.				Safety	All Roadways	
6	(Minimize and Document) Number and severity of I-70 Mountain Corridor CSS Design Variances	Refer to Item 33				Safety	All Locations	CSS Flow Chart
7	Response Time	Provide and improve the ability and response time for emergency services to access mainline, local roads, frontage roads, and communities				Safety	All Roadways	CSS Flow Chart
8	High School Evacuation	Provide a design that would accommodate JeffCo/Clear Creek County evacuation effort				Safety	Local Roads	Shared Vision Responsibility Table
9	Resident Evacuation	Maintain existing Saddle Back emergency access (Sawdust Court)				Safety	I-70 Mainline	Shared Vision Responsibility Table
10	Alternative Routes	Provide missing frontage road to connect CR 314 to US 6.				Safety	Local Roads	Shared Vision Responsibility Table Connecting CR 314 to US 6 for a frontage road
11	Reduction in auto conflicts with bikes, pedestrians, rafting, fishing	Identify the specific locations of potential conflicts and provide designs that mitigate conflicts				Safety	All Locations	CSS Flow Chart
13	Number of multi-use opportunities with Greenway, Central City Pkwy, US 40	Identify the specific locations of multi-use opportunities and provide designs that would capitalize on opportunities Provide physical separation between cars and Greenway				Safety	Local Roads Greenway	Shared Vision Responsibility Table - Improve bike safety along US 40 including Erosion/Sediment Control on I-70 ITF - There will be a curb and gutter for safety where the Greenway is adjacent to CR 314 (15 ft clear zone for CR 314).
14	School bus movements	Provide improvements to CDOT owned parking area on the south side of I70 at Homestead where parents pick up kids. Provide a means for trucks to turn around.				Safety	Local Roads	CSS Commitments ITF
15	Neighborhood traffic movements	Provide a design that acknowledges and addresses neighborhood residents' inability to get home and minimizes the conflicts between local and regional traffic.				Safety	All Roadways	CSS Flow Chart
16	Measure taken to reduce number of neighborhood traffic conflicts	Provide a design that improves flow at interchanges for regional and local traffic and alternative modes				Safety	All Roadways	CSS Flow Chart
17	Neighborhood traffic conflicts	Refer to 15				Mobility and Accessibility	All Roadways	PLT
18	Ease of circulation on roadway network including local businesses, residents and regional travel	Provide a design that integrates I-70 mainline alignment with interchanges, encourages easy access to local businesses and recreational opportunities, and discourages regional thru traffic on local roads				Mobility and Accessibility	All Roadways	Shared Vision Responsibility Table - Provide a design to reduce conflicts at the gas station access at Central City Parkway PLT - Improve safety and move traffic while protecting the environment - Improve Access to Central City - Address the technical aspects of integrating the preferred alignment with the interchanges. - Include Auxiliary Lane - approximately 2.5 miles between US 6 and Homestead Road. Consider signing it for Trucks Only
19	Estimated Cost / Predicted life cycle and consistency with CSS values	Consider CSS values and life cycle costs including maintenance and operations costs for any major changes to the design alternative. Provide a design that reduces costs and anticipates problems with traffic forecasts and devise solutions that may not be implemented in the near term.				Implementability	All Locations	PLT - The project should be viable for 30 years – avoid problems immediately after opening - Design a fundable, realistic alignment
20	Estimated Cost / Predicted life cycle and consistency with CSS values	Explore Partnerships opportunities to create enhancements. Refer to Opportunities for Partnership (ID # 39-51) on the bottom of this sheet				Implementability	All Locations	See Opportunities for Partnership (ID # 39-51) on bottom of this sheet
21	Length of time	Provide a design that reduces the construction time with phased detours and provides shoulders for breakdowns and snow storage during construction. Keep at least two lanes of traffic open each way during each phase. Contractor to provide assurances to demonstrate knowledge of this environment and plans to reduce variances and closure restrictions.				Implementability	All Locations	CSS Flow Chart
22	Community Access	Provide a design that reduces regional thru traffic on local roads.				Implementability	Local Roads	TT - Installation of new roundabout at Homestead should not impact existing CCC facility and parking lot
23	Impacts to existing roads	Provide a design that incentivizes keeping at least two lanes open each way during construction on mainline and minimize closures of local roads.				Implementability	All Roadways	PLT - Minimize impact to the travelling public during construction
24	How is future land use accommodated at Floyd Hill	Provide a design that considers the traffic volume from future land uses in the Homestead and CR 65 interchange designs.				Community	Local Roads	CSS Flow Chart

25	How is future private and economic development accommodated	Provide a design that considers land uses throughout the corridor commercial, residential and recreational.				Community	All Locations	CSS Flow Chart
26	Does the Greenway stay in place	Establish a preferred alignment with stakeholders. Resurface the Greenway in concrete. Consider the vehicles (e.g. maintenance, emergency response vehicles) that may need to access the Greenway periodically.				Recreation	Greenway	Shared Vision Responsibility Table
27	Multi-use including: - Greenway - bicycle - pedestrian - fishing - rafting - US 40 - Truck Parking	Identify the specific locations of multi-use opportunities and provide designs that would capitalize on quality recreation opportunities, especially the area under the mainline viaduct. See attached map Provide design that identifies and formalizes parking and rafting put-in locations				Recreation	All Locations	Shared Vision Responsibility Table - Bikes don't activate signal to Central City Parkway (N/A because of roundabouts in current design) TT - Construction impacts, closures, and shuttle buses for bicyclists around the temporarily closed portions of the Greenway need to be determined - Identify parking locations on local roads that will coincide with design. Design will not preclude local road parking opportunities. - Formalize rafting put-in and take out in the Two Bear's area - Access to CC Parkway from the Greenway - Between Hidden Valley and US 6, Clear Creek County Open Space wants to maintain access from above and below the trail, include multi-use options, and include activity nodes, in the proposed Hidden Valley Open Space Park
28	Avoidance of hazards - Rockslide - Mining and mill waste	Provide a design that identifies the location of historic mining and milling operations. Minimize and mitigate rock cut and conflicts with geologic hazards.				Environment	All Locations	TT
29	Meet SWEEP recommendations	Identify SWEEP recommendations in the design.				Environment	All Locations	CSS Flow Chart
30	Area of wetlands impacted / replaced	Identify where wetlands are located in the design, minimization and mitigation. Provide a design that uses Creek geomorphology baseline for existing conditions of fisheries to understand where there are ripples, pools, habitat.				Environment	All Locations	TT
31	Water Quality maintained / enhanced	Provide a design that identifies water quality features and provides easy access for CDOT maintenance crews for cleaning.				Environment	All Roadways	CSS Flow Chart
32	Meet ALIVE and CPW recommendations	Identify ALIVE and CPW recommendations in the design.				Environment	I-70 Mainline	Shared Vision Responsibility Table - Construct Wildlife Crossings as required in the EA/ALIVE
33	CSS engineering variances	Provide documentation on proposed variances to 7 specific CSS Design Engineering Criteria Categories. Refer to CDOT website: https://www.codot.gov/projects/contextsensitivesolutions/assets-1/docs/aesthetics/engineering-design-criteria-and-illustration				Engineering Criteria & Aesthetic Guidelines	All Locations	CSS Flow Chart
34	How does it adhere to the guidelines and how dramatically does it not adhere	Identify areas of compliance and non-compliance with the I-70 CSS Mountain Corridor Aesthetic Guidelines in the design.				Engineering Criteria & Aesthetic Guidelines	All Locations	Shared Vision Responsibility Table
35	Environmental improvements vs. status quo	Provide design that identifies and implements: - Fire mitigation techniques along Eastbound I-70 from bottom of Floyd Hill to Homestead. - Recreation facilities and a highway system that act in concert with each other. - Creek and riparian enhancements. - Accommodating wildlife movements under new structures and culverts. - Forest restoration and reclamation after construction and where possible (e.g. where pavement is removed) - Construction impacts including phasing and staging that minimize disturbed areas and impacts to the environment - The design should incorporate landscape architect expertise on these project elements				Sustainability	All Locations	Shared Vision Responsibility Table - Balance highway functionality with visible enhancement and aesthetic improvements
36	[Quantify] Historic resource impacts based on 106 ITF	Provide a design and construction plan that identifies, avoids, and minimizes impacts to Section 4f resources, both recreational and historic. - The design should incorporate landscape architect expertise on these project elements				Historic Context	All Locations	CSS Flow Chart
37	Consistency with plans	Provide a design that considers and addresses related local, state and federal land use and transportation plans/regulations and the Collaborative Effort agreements and process.				Decision Making	All Locations	PLT - Map a route for an AGS, beyond "not precluded." TT - Geometric design assumption: 15 mph design speed (bike design for Greenway) - Greenway Should be ADA Compliant - Assumption that emergency services transportation will be provided by a pickup truck rather than an ambulance on Greenway
38	Support ROD - Frontage Road - Greenway - Adherence to CSS Process	Provide a design that complies with improvements identified for Floyd Hill in the PEIS Minimum Program Map a route for an AGS, beyond "not precluded."				Decision Making	All Locations	CSS Flow Chart
Opportunities for Partnership		Potential Partners to Form Recommendations for Solutions						
39	Mountain bike trail access over hill to the north to US 6 (ID location - FH Open Space down to the Creek to US 6. Trailhead near homestead, get access to NW trail to Creek where US 6)	Clear County Recreation and Open Space Commission						
40	County Rd 65 and Homestead - Resident and ski resort parking/truck parking - expansion/paving	Clear Creek County, Jefferson County, County Commissioners and Clear Creek County Road & Bridge						
41	Improve emergency access for Floyd Hill Communities (maybe includes a private road)	Clear Creek County, Jefferson County, County Commissioners and Clear Creek County Road & Bridge, Floyd Hill Neighborhood Association						Shared Vision Responsibility Table
42	Partnership with CCC could develop a faster route from CR 65 and US 40/ High school emergency access.	School District, Jefferson County, Clear Creek County Commissioners and Clear Creek County Strategic Planning, and Clear Creek County Road & Bridge						Shared Vision Responsibility Table Shared Vision Responsibility Table
43	Truck Chain up - East of the project (ID location)	This was modified and moved to Row 3 (see red text) - wasn't sure why it was a partnership opportunity. Recommend to ITF to drop out.						Shared Vision Responsibility Table
44	Ensure recreation access while addressing the capacity of the forest and ecosystem to handle additional use	Clear County Recreation and Open Space Commission						PLT Charter
45	Restroom facilities (By two Bears)	Clear County Recreation and Open Space Commission						Shared Vision Responsibility Table

46	Creek Enhancements associated with the relocation of Clear Creek	Trout Unlimited, SWEEP, (AQUA?), (*Key to Design Team's Landscape Designer)						SWEEP
47	Leverage CDOT safety money to assist with costs of wildlife crossings	ALIVE, Colorado Wildlife and Transportation Alliance, Clear Creek County Strategic Planning						CSS ITF
48	Assist with the need for broadband services by identifying antenna tower locations for 5G and internet towers.	Clear Creek Information Technology Department						CSS ITF
49	Trailhead near US 6 and 40. Multi use lot opportunity with truck parking	Clear Creek County Open Space and Rec, Frey Quarry, Rafting Community, and CMCA						Shared Vision Responsibility Table

PUBLIC AND COMMUNITY MEETINGS



MEETING SUMMARY

Public Meeting

Westbound I-70 Concept Development Process/NEPA Scoping

July 26th, 2017 | 5 PM - 7PM

United Center, Idaho Springs

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Background of Public Meeting #2

Public Meeting #2 (“Meeting #2”) was the second of two public meetings for the Concept Development Process (CDP) (the first was held on March 14, 2017 at the Clear Creek Rec Center). The WB I-70 Mountain Corridor Project Leadership Team advanced these public meetings in order to involve constituents and projects stakeholders throughout the process. Approximately 70 members of the general public attended this Meeting #2.

Purpose

The purpose of Meeting #2 was:

- 1) To discuss comments heard at the March 14th Public Meeting and provide responses;
- 2) To provide a forum to present and request public feedback on recommendations from the CDP and discuss next steps; and
- 3) To request scoping input for two National Environmental Policy Act (NEPA) projects. The goal of this initial NEPA scoping was to receive input and advice around the community issues and concerns for design solutions for the two upcoming NEPA projects, Floyd Hill and Westbound Peak Period Shoulder Lane (PPSL).

A Chronology and Brief Summary of Meeting #2:

4:30 PM – 5:30 PM – Arrival, Check in and Review of Project Information

- Members of the public (“**Attendees**”) arrive.
- Representatives from CDOT, CDR Associates, HDR, Inc., and THK Associates greet members at the door and ask people to sign in.
- As Attendees enter, they are encouraged to ask questions and speak to Project Management Team, Project Leadership Team and Technical Team members who are wearing name tags.
- Several handouts were distributed to attendees as they entered the meeting. These included:
 - Westbound PPSL Handout (Exhibit A)
 - I-70 Floyd Hill Handout (Exhibit B)
 - I-70 Public Meeting #1 Comment/ Response Matrix (Exhibit C)
- Attendees were asked to write on blank maps any issues, comments, and opportunities they have relating to the two upcoming NEPA projects - Floyd Hill and Westbound PPSL. These maps were left out for public comment and viewing for the duration of the meeting.
- Attendees were also asked to record their comments on comment sheets set out for their use.

5:30 PM -6:00 PM Project Presentation

- Jonathan Bartsch, CDR Associates, provided opening remarks.
- Tim Mauk, Clear Creek County Commissioner, welcomed Attendees and gave an overview of the purpose of the meeting and the importance of community input.
- Jonathan Bartsch, presented Eastbound data (Exhibit D)
- Steve Harelson, CDOT, presented an award from FHWA to Clear Creek County and Idaho Springs for the Context Sensitive Solutions Process used on the Eastbound PPSL project.
- Matt Hogan from Kraemer Construction presented an award to Idaho Springs and Clear Creek County for the Twin Tunnels project. The award was from the American Society of Civil Engineers (ASCE) for Best Highway/Bridge Project - Mountain States 2016
- Jonathan Bartsch presented information on the 6 – Step Decision Making Process (as part of the Concept Sensitive Solutions Process) (Exhibit D):
 - Establish Context Statement
 - Define Core Values and Critical Issues
 - Develop Concepts
 - Evaluate, select, refine options
 - Determine which option(s) to advance to NEPA
 - Finalize documents and evaluate process
- Jonathan Bartsch further presented (Exhibit D) the Core Values of the CDP. These were used to develop and evaluate concepts:
 - Safety
 - Mobility and Accessibility
 - Implementability
 - Community
 - Environment
 - Sustainability
 - Engineering Criteria and Aesthetic Guidelines
 - Historic Context
 - Decision Making

- Gina McAfee, HDR Inc., presented comments received during Public Meeting #1 and explained how those comments helped to develop Concepts that were presented during Meeting #2.
 - Public input, needs and concerns that were identified during the CDP were to be taken into the two NEPA processes, Floyd Hill and Westbound PPSL.
- Gina McAfee, explained the Evaluation Matrices that were used in the CDP. These matrices were used to:
 - Evaluate alignment and interchange concepts using the public input, needs and concerns for Segment 1
 - Determine cross section concepts for Segments 2 and 3
 - Gina McAfee also discussed what information from the CDP is being carried into the NEPA processes:
 - 1. Issues of concern to the general public, the Project Leadership Team, the Technical Team and the Issue Task Force
 - 2. Issues of concern to state and federal resource agencies
 - 3. Environmental resources
 - 4. Concepts that should be brought forward into the NEPA processes (These are indicated on the evaluation matrices at the back of the room)
 - 5. Concepts that should not be advanced into the NEPA process.
- Steve Long, HDR Inc., presented the concepts proposed for Segment 1 and Segments 2/3
 - Segment 1 concepts explored how to get down, around, or through Floyd Hill with several families of concepts including:
 - North Alignment Concepts
 - Off Alignment Concepts
 - South Alignment Concepts
 - Interchange Concepts (there are four of those)
 - Segment 2 concepts explored the options for a Westbound PPSL and also looked at how to begin east of Idaho Springs and how to end in the Empire Junction interchange area.

6:00 PM – 6:45 PM Public Comment Period

Following the presentation, the floor is open for a public “Question and Answer” session. All questions from the public were written on large easel paper in the room. Below are questions that were brought up by several of the attendees. Further questions and comments can be found in Exhibit E.

Question: Are we considering the induced demand that improvements will cause? Answer: Yes, During NEPA there will be a traffic design model that will project what conditions will be like with and without the project 20 years from now.

Question: Are we looking at the fiscal implications of these concepts? Answer: Throughout the NEPA process, costs will be refined. However, as of right now there are just guesses as to the fiscal implications of each. In regards to the fiscal impacts of rock cuts vs. median changes, the design will go foot by foot along the corridor and determine which method to widen. No cost estimates were prepared during the CDP.

Question: Throughout the country there are examples of aesthetically pleasing overpasses, the overpass at exit 240 is not aesthetically pleasing, are we going to consider aesthetics in concepts? Answer: There are aesthetic guidelines to consider during design, the idea is to highlight the natural beauty of the corridor.

Question: Should the project area be extended east towards El Rancho, where the traffic issues stretch towards? Answer: We have looked at extending the study area. The decision on the limits will be made during the NEPA process for Floyd Hill.

Question: Are these improvements still being considered an interim project based upon the Record of Decision (ROD)? **This doesn't include** the Advanced Guideway System (AGS) or other long-term, permanent solutions? Answer: Yes, these are considered interim improvements. In 2011, FHWA and CDOT agreed to the Programmatic Environmental Impact Statement (PEIS) ROD. At the time of the PEIS ROD, there was a question of feasibility in technical terms and in fiscal terms. In 2014, CDOT undertook the AGS feasibility study which found that AGS is technically feasible. Financially, the farebox revenue is expected to cover operational

costs but not the capital costs. One thing to our advantage, technology is advancing. In 2011, this technology (assumed to be magnetic levitation) was in its infancy, but now more installations are being made around the world.

Question: Should the Frontage Road at the bottom of Floyd Hill near Idaho Springs be finished before rock scaling or other improvements? That way it could be used as a construction detour during Floyd Hill construction. Answer: In the ROD, the commitment was to build the Frontage Road and connect from US 6 west to Idaho Springs. The ROD commits to connectivity through the canyon.

Question: Has there been consideration of a pedestrian bridge over I-70 in Idaho Springs? Answer: The Project Leadership Team has looked at a pedestrian bridge at the new parking garage/transit center that is being considered by Idaho Springs.

Question: How are we going to ensure that the next construction projects look like the Twin Tunnels model of success? Answer: CDOT is well aware of the issues with the Eastbound PPSL contractor. We will look at ways to make future contractors more responsive to community and business community issues.

Comment: 1,100 people depend on Homestead Road at Exit 247 as their **only way in and out leaving us with a safety issue. Don't make the** area on the south side by Exit 247 any worse. Keep as much traffic as possible away from that area. As you look at your matrix, you may want to separate things like safety and mobility and consider the local impacts differently from the through traffic **issues. One option you're not carrying forward, I would** suggest not carrying all of that traffic up the hill; something closer to the bottom of the hill is safer for the community. There are opportunities to use the same facility in the summer time to access open space and serve as a staging area in the winter.

Comment: One of the big problems we have (Dumont/Lawson area) is noise. We need a jake brake law. Sound barriers on both sides of the highway to funnel traffic up would be helpful. The rumble strip on the

expanded side of the road should be pushed to the edge of the road since that also causes more noise.

Comment: Want to make sure that truck access to the quarry to and from US 6 is ensured.

6:45 PM – 7:00 PM Open House

- Attendees continued to look at Segment Maps and Project Boards. Attendees provided comments in the comment box and had the opportunity to speak to Project Management Team, Project Leadership Team or Technical Team members one-on-one to provide additional comments and ask questions.

7:00 PM – Close

WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

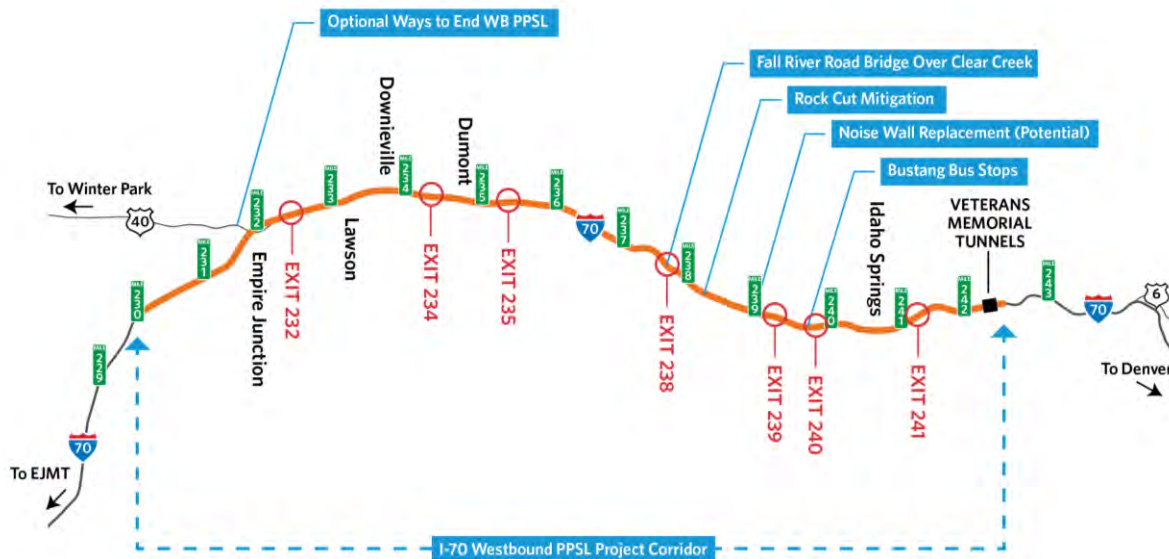
Westbound Peak Period Shoulder Lane (WB PPSL) Project— Veterans Memorial Tunnels to Empire Junction

AGENDA

- **5:00-5:30 p.m.:** Please sign-in and feel free to walk around to the different stations.
- **5:30-6:00 p.m.:** We invite you to join us for a presentation about the Westbound I-70 Mountain Corridor Concept Development Process and our transition into the National Environmental Policy Act.
- **6:00-6:30 p.m.:** Question and answer session following the presentation.
- **6:30-7:00 p.m.:** Please feel free to walk around and view the various stations. If you have any questions or comments, walk up to any of the agency officials with a name tag and they'll be happy to speak with you.
- Comment sheets are available if you wish to write to us.

PROJECT LIMITS

The Westbound I-70 Mountain Corridor Floyd Hill project limits are anticipated to be located between the Veterans Memorial Tunnels and Empire Junction.



WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

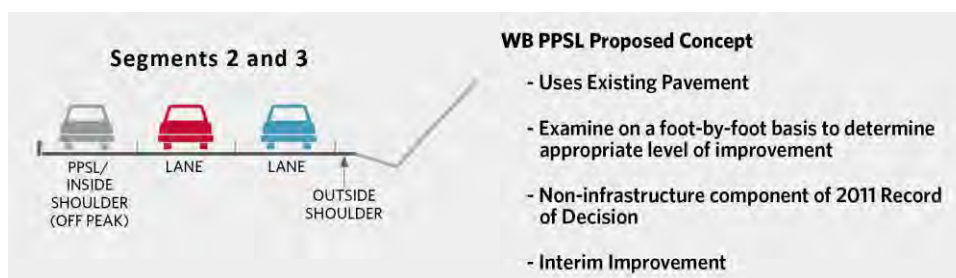
Westbound Peak Period Shoulder Lane (WB PPSL) Project— Veterans Memorial Tunnels to Empire Junction

PROJECT PURPOSE

Information collected during the Concept Development Process helps to identify the purpose for highway improvements in the WB PPSL section. There is traffic congestion during peak hours, there is a lack of reliable travel, and there is a need for improved emergency response. This information will be confirmed and additional information collected during the upcoming NEPA process.

SUMMARY OF CONCEPT DEVELOPMENT FINDINGS

- Individuals from local jurisdictions, communities, state and federal agencies and special interest groups were a part of an 18-member Project Leadership Team and a 48-member Technical Team that guided the concept development process.
- There is agreement that a similar approach regarding the peak period shoulder lane can be pursued in the westbound direction as was recently constructed in the eastbound direction.
- The 2011 Record of Decision did not identify this section of I-70 for any additional highway capacity (for the Minimum Program of Improvements).
- Many suggestions and concerns were identified during the eight month Concept Development Process. These will be forwarded to the National Environmental Policy Act (NEPA) WB PPSL team for their consideration during the upcoming NEPA process.
- One basic roadway concept was identified and is shown below. Options for beginning the WB PPSL at the east end and ending it at the west end were identified and will be further considered during the upcoming NEPA process.
- Neighborhood and business concerns (from Idaho Springs, Downieville, Dumont and Lawson neighborhoods, from businesses throughout the corridor and others) will be forwarded to the NEPA team for further consideration during the NEPA process.



WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

Westbound Peak Period Shoulder Lane (WB PPSL) Project— Veterans Memorial Tunnels to Empire Junction

UPCOMING NEPA PROCESS

The NEPA process for the WB PPSL project began in June 2017. A Project Leadership Team (comprised of the Federal Highway Administration, the Colorado DOT, Clear Creek County, Jefferson County and others) has been formed to begin the Context Sensitive Solutions process in late July. The basic steps of the NEPA process include:

1. Scoping to identify items to be considered in the upcoming NEPA process. The July 26, 2017 public meeting is a part of this process. Additional input will be sought through the I-70 Mountain Corridor Context Sensitive Solutions process.
2. Data collection (traffic, safety, environmental, engineering)
3. Refine Proposed Concept from the Concept Development Process. This will be done together with the CSS participants (the Project Leadership Team, and other groups such as a Technical Team and Issue Task Forces as needed.)
4. Analyze Refined Proposed Concept to determine its environmental impacts.
5. Prepare NEPA documentation (this is anticipated to be a Categorical Exclusion similar to the Eastbound Peak Period Shoulder Lane project).
6. Public and agency involvement will be conducted throughout this process

CONTEXT SENSITIVE SOLUTIONS PROCESS

The I-70 Mountain Corridor Context Sensitive Solutions process was developed five years ago and is a required part of every project on the I-70 Mountain Corridor. This process is being followed throughout the WB PPSL process. This includes establishment of a Project Leadership Team, a Technical Team and Issue Task Forces as needed. It also includes following the six step decision-making process of:

1. Defining desired outcomes and actions
2. Endorsing the process
3. Establishing core values, issues and evaluation criteria
4. Developing alternatives with project CSS teams and public
5. Evaluating, selecting, and refining alternatives
6. Finalizing documentation and evaluating the process

WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

Westbound Peak Period Shoulder Lane (WB PPSL) Project— Veterans Memorial Tunnels to Empire Junction

For more information, please see: <https://www.codot.gov/projects/contextsensitivesolutions>.

WHAT'S NEXT?

WB PPSL NEPA project Timeline

- **Summer/Fall 2017:** Begin data collection and project concept refinement
- **Winter 2017/2018—Spring 2018:** NEPA documentation
- **Fall/Winter 2018:** Final Design
- **Winter 2018:** Construction

TELL US YOUR IDEAS

Want to learn more or have questions? Send your additional comment and questions to Neil.Ogden@state.co.us or go online to codot.gov/projects/i-70mountaincorridor.

Materials from the July 26, 2017, meeting are available at:

<https://www.codot.gov/projects/i-70mountaincorridor/concept-development-process>.

WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

Floyd Hill Project—Top of Floyd Hill to the Veterans Memorial Tunnel

AGENDA

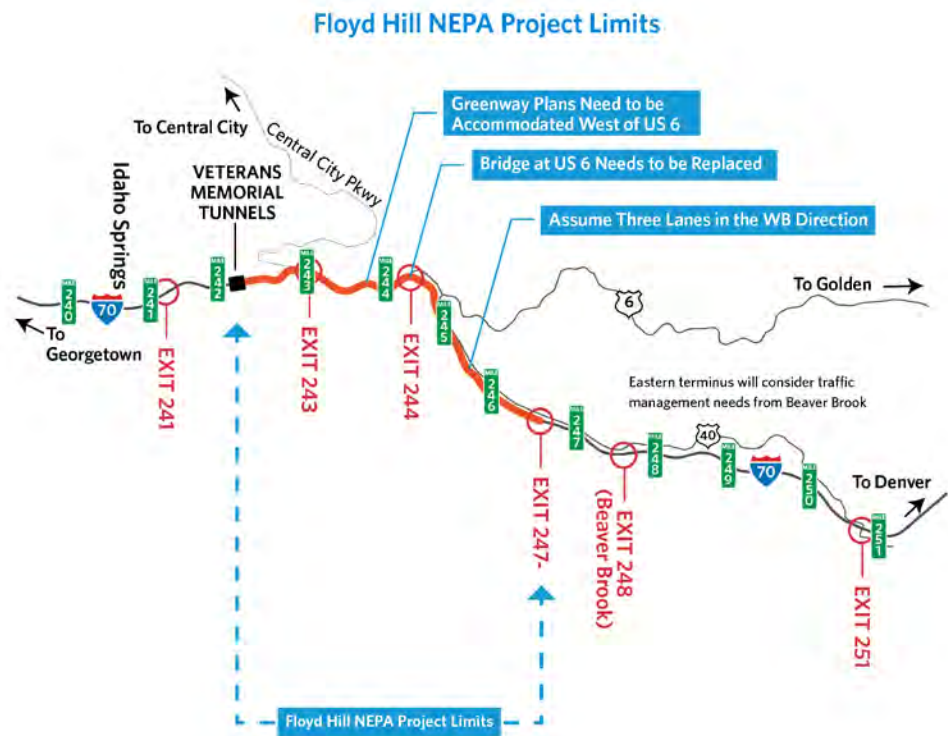
- **5:00-5:30 p.m.:** Please sign-in and feel free to walk around to the different stations.
- **5:30-6:00 p.m.:** We invite you to join us for a presentation about the Westbound I-70 Mountain Corridor Concept Development Process and our transition into the National Environmental Policy Act.
- **6:00-6:30 p.m.:** Question and answer session following the presentation.
- **6:30-7:00 p.m.:** Please feel free to walk around and view the various stations. If you have any questions or comments, walk up to any of the agency officials with a name tag and they'll be happy to speak with you.
- Comment sheets are available if you wish to write to us.

PROJECT LIMITS

The Westbound I-70 Mountain Corridor Floyd Hill project limits are anticipated to be located between the top of Floyd Hill and the Veterans Memorial Tunnels.

PROJECT PURPOSE

Information collected during the Concept Development Process helps to identify the purpose for highway improvements in the Floyd Hill section. With a total of 5.5 million residents in Colorado (and counting), congestion along westbound I-70 has gotten increasingly worse each





WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

Floyd Hill Project—Top of Floyd Hill to the Veterans Memorial Tunnel

year. Congestion also contributes to hazards along the corridor and leaves locals stranded. In addition, the tight curves in the Floyd Hill project contribute to crashes. This information will be confirmed and additional information collected during the upcoming NEPA process.

SUMMARY OF CONCEPT DEVELOPMENT FINDINGS

Individuals from local jurisdictions, communities, state and federal agencies and special interest groups were a part of an 18-member Project Leadership Team and a 48-member Technical Team that guided the concept development process. Below is a summary of their findings:

There is a need for capacity improvements to overcome safety and congestion problems.

The 2011 Tier 1 Record of Decision identified this section of I-70, from the top of Floyd Hill to the Veterans Memorial Tunnel, as an area that could allow for six lane capacity improvements.

Many suggestions and concerns that were identified during the eight month Concept Development Process will be forwarded to the National Environmental Policy Act (NEPA) Floyd Hill team for their consideration during the upcoming Floyd Hill NEPA process.

Concepts were identified for three alignments (North, South and Off-Alignment) and four interchanges (improving the US 6 interchange at its current location, moving the interchange to Hidden Valley, moving it just east of US 6 or moving it to the top of Floyd Hill.) All of these will be considered during the upcoming NEPA process.

Additional concepts for westbound I-70 (interchanges, bike and pedestrian considerations, transit, advanced technology, emergency response) are likely to be developed and considered during the upcoming NEPA process.

Neighborhood and business concerns (from Floyd Hill neighborhoods, businesses at the bottom of Floyd Hill and others) will be forwarded to the NEPA team for further consideration during the NEPA process.

UPCOMING NEPA PROCESS

The NEPA process for the Floyd Hill project will begin in August 2017 to help promote the enhancement of the environment. A Project Leadership Team (comprised of the Federal Highway



WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

Floyd Hill Project—Top of Floyd Hill to the Veterans Memorial Tunnel

Administration, the Colorado DOT, Clear Creek County, Jefferson County and others) will be formed to begin the Context Sensitive Solutions process. The basic steps of the NEPA process include:

1. Scoping to identify items to be considered in the upcoming NEPA process. The July 26, 2017 public meeting is a part of this process. Additional input will be sought through the I-70 Mountain Corridor Context Sensitive Solutions process.
2. Data collection (traffic, safety, environmental, engineering)
3. Develop alternatives. This will be done together with the CSS participants (the Project Leadership Team, and other groups such as a Technical Team and Issue Task Forces as needed.)
4. Analyze alternatives to determine a reasonable range of alternatives to advance into the NEPA process
5. Evaluate impacts of reasonable alternatives
6. Prepare a draft environmental report (could be an Environmental Assessment or a Draft Environmental Impact Statement)
7. Solicit public input
8. Prepare a decision document
9. Public and agency involvement will be conducted throughout this process

CONTEXT SENSITIVE SOLUTIONS PROCESS

The I-70 Mountain Corridor Context Sensitive Solutions process is being followed throughout the Floyd Hill NEPA process. This includes establishment of a Project Leadership Team, a Technical Team, and Issue Task Forces as needed. It also includes following the six-step decision-making process of:

1. Defining desired outcomes and actions
2. Endorsing the process
3. Establishing core values, issues and evaluation criteria
4. Developing alternatives with project CSS teams and public
5. Evaluating, selecting, and refining alternatives
6. Finalizing documentation and evaluating the process

For more information, please see <https://www.codot.gov/projects/contextsensitivesolutions>.



WESTBOUND I-70 MOUNTAIN CORRIDOR IMPROVEMENTS

Floyd Hill Project—Top of Floyd Hill to the Veterans Memorial Tunnel

WHAT'S NEXT?

Floyd Hill NEPA project Timeline:

- **Summer/Fall 2017:** Begin data collection and alternatives development
- **Winter 2017/2018 through Spring 2020:** NEPA/Design
- **Spring/Summer 2020:** Final design followed by Construction

TELL US YOUR IDEAS

Want to learn more or have questions? Send your additional comment and questions to Neil.Ogden@state.co.us or go online to codot.gov/projects/i-70mountaincorridor.

Materials from the July 26, 2017 meeting are available at:

<https://www.codot.gov/projects/i-70mountaincorridor/concept-development-process>.

Comment #	Comment	Response
1	Consider the Cross Section width of WB. Make sure the MOU is followed.	CDOT has been working with Clear Creek County and has developed an approach to be consistent with the Record of Decision (ROD) and also address safety issues as needed. The National Environmental Policy Act (NEPA) process will determine the cross-section to be used in each location.
2	Need AGS or some other rail transit	CDOT completed an Advanced Guideway System (AGS) Feasibility Study in August 2014. An AGS was determined to be technically feasible but no funding was identified. The NEPA process for highway improvements does not preclude a future AGS.
3	Eastbound should have included a full shoulder	This was considered but was not implemented because it would have cost too much and had more environmental impacts than other options. CDOT and FHWA will be working through a CSS process to determine what the appropriate shoulder width is for the WB project.
4	Consider three lanes and a shoulder lane	From the top of Floyd Hill to the Veterans Memorial Tunnels, a three lane section with a full shoulder is planned.
5	WB doesn't need to be three lanes the entire corridor, consider passing lanes	Passing lanes would not meet the travel demand (for peak periods) and fix the bottleneck issues at Floyd Hill.
6	Empire Junction is dangerous - Exit 232W signs get knocked down, replace signs promptly	Safety of the existing infrastructure is a critical part of purpose and need development in the NEPA process to be initiated right after this Concept Development Process. CDOT Maintenance quickly takes care of knocked down signs as they are notified of those problems.
7	EB express lane is dangerous due to trucks, speed, stopping, and foliage blocking vision	The accident history of the EB express lane is being examined and this information will be used during the upcoming NEPA process for the westbound improvements. Preliminary information is that accidents have decreased compared to the situation before the Mountain Express Lane was constructed.
8	Traffic Management - need to consider Evergreen, acceleration lanes, focus on weekends	The focus of this improvements is primarily on peak period traffic. Acceleration lanes from Evergreen could be considered during the subsequent NEPA process.
9	Bike Paths – tunnel under landslide at US 6; take out horseshoe	Improvements to the bike infrastructure from US 6 to Hidden Valley Interchange is included in the 2011 Record of Decision. The Clear Creek Greenway Plan also addresses improved bicycle facilities.
10	Improvements for rafting companies @ US 6 interchange	This will be considered in the subsequent NEPA process.
11	Economic Impacts –don't want Clear Creek County to become a pass through. Would like to see data on economic impacts of EB PPSL	Some businesses in Idaho Springs businesses have reported that business conditions have improved after the EB PPSL was constructed. Data on economics will be collected for the subsequent NEPA study.
12	Need data on: economics, environmental (air emissions), noise	Data on economics, air quality and noise for the existing condition and for the future 2040 condition will be developed and considered in the subsequent NEPA process.
13	Make sure to pay attention to the areas of special attention identified in the I-70 CSS documents.	The Areas of Special Attention will be incorporated into the upcoming NEPA processes.
14	Need frontage roads and passing lanes – Central City Pkwy to bottom of Floyd Hill	The ROD commits to a frontage road between the bottom of Floyd Hill and Idaho Springs. The peak period traffic volumes are too high for passing lanes to address the problem.
15	Use real estate for highest and best use. Look at all opportunities for land use.	Land use will be a consideration in future NEPA studies.
16	Expand evaluation criteria specific to localities—include water, exit 247, emergency access	These evaluation criteria are included in the Concept Development work currently being done. They will also be included in future NEPA processes.
17	Interchange with US 6 near Mile Marker 244 is a problem	The problems with existing interchanges and possible ways to address those will be considered during the NEPA process.
18	Clear signage and instructional signage is needed	Signage will be added as needed, including speed limit signage.
19	Impact at top of Floyd hill due to closing US 6 – do not close US 6.	There are no plans to close US 6. Various changes to interchanges including the one at US 6 will be considering during the subsequent NEPA process.
20	Emergency access from neighborhoods – consider ingress/egress at the top of Floyd Hill	The NEPA process will analyze reasonable alternatives for addressing the purpose and need for WB I-70 improvements, including improvements to the interchange at the top of Floyd Hill. In the meantime, CDOT has graded in a second emergency access/egress point west of the Floyd Hill interchange.
21	Need access to I-70 for gamers/Casinos – this impacts Floyd Hill because traffic from the gaming areas affects residential traffic	Existing and future traffic from all destinations (such as gaming, recreational, residential) will be considered in the NEPA process.
22	Need assurance that concepts will comply with previous agreements – MOU/ROD	CDOT has been working with Clear Creek County to develop an approach consistent with the Record of Decision (ROD) and also address safety issues as needed. The NEPA process, corridor context and the CSS process will determine the cross-section to be used in each location.
23	Need noise mitigation east of Idaho Springs historic district	If it is determined to be needed, noise mitigation will be studied east of the historic district.
24	Geotechnical analysis needed early on, e.g. landslide	Geotechnical experts are involved in the Concept Development Process which is currently underway. They will also continue to be involved in the subsequent NEPA process.
25	Consider detours during construction and the effects of detours on truck traffic and gravel mine operations and traffic	Detours during construction will be considered during the NEPA process.
26	Need improved road closure information and residential traffic management	CDOT is continuing to develop improvements in traffic management and intelligent systems.
27	Wildlife Crossings need to be considered at Kermits and Two Bears	Wildlife crossings will be considered during the subsequent NEPA process.
28	Only one access/egress point from the four subdivisions that get access off MP 247. This is a problem.	CDOT has graded in a second emergency access/egress point for residents of the subdivisions that get access off MP 247.
29	Sight distance on frontage roads is a problem. Foliage needs to be managed.	Frontage roads are under the jurisdiction of Clear Creek County.
30	Need neighboring county support (Summit County).	Summit County is a member of the Project Leadership Team and the Technical Team.
31	The residents of Silver Lake in Lawson do not want this. Please build a beautiful greenway bike trail on the Northside of I70 from Dumont through Lawson. The bicycles use this already and have for many years.	We assume this comment is referring to the Greenway trail. The Clear Creek Greenway Authority finalized their plans in 2016 for the location of the Greenway trail. If you have comments, please contact Randall Navarro at 202-815-3461.
32	My concern is that you will spend a lot of money and the band aid fit will not be enough for the long-term growth of our state.	The Programmatic EIS looked out to the year 2050 for transportation improvements needed to respond to the growth of our state. The Programmatic EIS built in a process to include additional improvements over time as needed.
33	As a resident of Floyd Hill, I appreciate the effort CDOT is going through to improve I-70.	Comment noted.

Comment #	Comment	Response
34	There is a great deal of support for your initiative to relieve the congestion on westbound 1-70. Residents in the area can't go out or get back home on many weekends because of the traffic jams.	This information will be reflected in the purpose and need statement prepared for the NEPA processes.
35	Need AGS	CDOT in August of 2014 completed the AGS Feasibility Study. It determined that AGS was technically feasible but there was no funding for its construction cost or operating costs. The highway improvements are being done in a manner that will not preclude future AGS.
36	During summer month of June/July 2016, our neighborhood was routinely gridlocked. For example, 30-60 minutes to high school from Hwy 40.	One of the main reasons these projects are being considered is to address the problems with traffic congestion.
37	For Floyd Hill residents—Concerns regarding fire: There are 1100 people who live in the area to the south of 1-70. The only way that any of these people can get out is via Homestead Road. That is the road that crosses the bridge over 1-70, at Exit 247. It has one lane outbound, as the Northbound lane would be needed for emergency vehicle access to the community. Evergreen Fire Rescue (EFR) has designated the Floyd Hill area at Exit 247 as one of the 4 Most Dangerous places in their protection area, due to characteristics such as: steepness of terrain, vegetation, density of population.	The NEPA process for the Floyd Hill project will consider the need for a second emergency access point as a part of its purpose and need. In addition, recently, CDOT has graded in a second emergency access/egress point for residents of the subdivisions that get access off MP 247.
38	For Floyd Hill residents—Need to improve emergency egress to protect community from fire.	The NEPA process for the Floyd Hill project will consider the need for a second emergency access point as a part of its purpose and need. In addition, recently, CDOT has graded in a second emergency access/egress point for residents of the subdivisions that get access off MP 247.
39	For Floyd Hill residents—Improve the safety for Floyd Hill residents wherever you can. This includes doing things like an emergency egress at Sawdust Court.	The NEPA process for the Floyd Hill project will consider the need for a second emergency access point as a part of its purpose and need. In addition, recently, CDOT has graded in a second emergency access/egress point for residents of the subdivisions that get access off MP 247.
40	Issue to Consider—Too much traffic from gaming area on US 6 and US 40	Existing and projected traffic from all sources will be considered as alternatives are developed during the NEPA process.
41	Issue to Consider—Improvements on CO Blvd and on I-70 will help property values in Idaho Springs	Comment noted.
42	Issue to Consider—What will be the impact to mobile homes in Idaho Springs?	This will be considered as a part of the NEPA process that occurs after this Concept Development process. The NEPA process requires a full analysis of right-of-way, noise, and visual impacts which will include any impacts to mobile homes in Idaho Springs
43	Issue to Consider—Quality of life should be a priority	Effects to quality of life will be considered during the NEPA process
44	Issue to Consider—Locals should not have to pay a toll	CDOT is not considering tolling all lanes on I-70. There will be free lanes just like there are now for the EB direction.
45	Issue to Consider—My family owns the restaurant at Exit 244. I hope you take into consideration, the restaurant, rafting, and wildlife that are in the area.	Existing businesses, rafting and wildlife will all be taken into consideration as concepts are developed during the subsequent NEPA process.
46	Issue to Consider—Will improving access to this area increase the congestion?	Adding access (a new interchange) typically degrades mobility on the interstate. Improving access (making changes to an existing interchange) typically improves mobility.
47	Issue to Consider—Major concern for Floyd Hill residents: Safety, egress and evacuation.	The NEPA process for the Floyd Hill project will consider the need for a second emergency access point as a part of its purpose and need. In addition, recently, CDOT has graded in a second emergency access/egress point for residents of the subdivisions that get access off MP 247.
48	Issue to Consider—Avoid moving US 6 ramp traffic to Floyd Hill. Increasing traffic would pose traffic and safety issues for our community.	Increased traffic and safety issues will be considered during the NEPA process.
49	Issue to Consider—Traffic Noise Reduction and Visual Enhancements needed.	The NEPA process will consider impacts to noise levels and visual character.
50	Issue to Consider—Concerns relative to the specific locale around Exit #247. Decision Criteria seems to take into account greater regional needs, but does not indicate an understanding of specific concerns.	The local factors we are considering at this location are emergency access, land use, public safety, future recreational access, conflicts with trucks and residential traffic.
51	Issue to Consider—Criteria need to be added to decision matrix, specific to the needs of people who live at Exit 247. Additional criterion about public safety in the area, in case of the need for an emergency evacuation	The local factors we are considering at this location are emergency access, land use, public safety, future recreational access, conflicts with trucks and residential traffic.
52	Issue to Consider—Reevaluate several of the other criteria, particularly #2 and #7, as they impact the local considerations on Floyd Hill	The local factors we are considering at this location are emergency access, land use, public safety, future recreational access, conflicts with trucks and residential traffic.
53	Issue to Consider—The return on investment does not justify this project. There are more long-term investments worthy of taxpayer money.	The findings relative to the benefit provided for the cost of improvements for the recently completed Mountain Express Lane is that it was very cost-effective (I-70 Eastbound Peak Period Shoulder Lane TIGER Application, CDOT April 2014.)
54	Issue to Consider—The money used on this project should have been invested in a train instead.	CDOT studied the AGS system and found that it is technically feasible but there is no funding to build or operate it at this time.
55	Issue to Consider—Need speed limit enforcement in the WB PPSL. There is currently no enforcement on EB. People drive way too fast. Currently the PPSL width does not support law enforcement vehicles to enforce speed limit.	Speed limit enforcement is the purview of the State Patrol. CDOT will discuss more frequent speed enforcement with the State Patrol.
56	Issue to Consider—Need signage to deter speeding in the WBPPSL. People using these "express" lanes are jeopardizing local motorist safety.	Signage will be added as needed, including speed limit signage.

Comment #	Comment	Response
57	Issue to Consider—As a commercial shuttle operator, we could use better information on communications and safety closures. We had 15 vehicles in Silverthorne with passengers and no idea when the road might re-open. We could not make any decisions on what to do and when we did the road opened without warning.	CDOT has upgraded their intelligent highway systems along I-70 to help better respond to these needs. These upgraded systems will better inform users of road conditions in the future.
58	Issue to Consider—Concerns about water supplies – is there enough water to support the urban sprawl that will come with adding capacity?	This question is a land use question which is better answered by the local agency, which in this case is Clear Creek County. CDOT has no authority over local land use decisions.
59	Issue to Consider—Big horn sheep and river conservation.	Big horn sheep and river conservation will both be considered in the subsequent NEPA process.
60	Issue to Consider—May need to discuss a wildlife passage in Segment 1 depending on alignment.	The need for wildlife passages will be considered during the NEPA process for Segment 1.
61	Issue to Consider—Restore Clear Creek	The project team will look for opportunities to restore Clear Creek, however it is unlikely WB improvements will impact Clear Creek.
62	Design Solution to Consider—Connection to Jefferson County 65 will increase traffic.	Traffic impacts of all changes in transportation infrastructure will be considered during the NEPA process.
63	Design Solution to Consider—Add "on-ramp" on South side of bridge at Exit 247 off existing alignment will provide best finished highway and the least amount of congestion during construction.	This will be considered during the NEPA process.
64	Design Solution to Consider—Straightening curves will reduce accidents.	There is a correlation between tight curves and accidents. The subsequent NEPA process will include looking at opportunities to straighten curves.
65	Design Solution to Consider—Lessen the grade of hill from Exit 247 to Exit 244.	Alternatives will be considered in the NEPA process to lessen the grade of the road.
66	Design Solution to Consider—Limit big trucks to non-peak hours.	The motor carrier's groups are involved in these projects and will continue to work with CDOT to limit their traffic impacts.
67	Design Solution to Consider—Cantilever a highway to double tier it to add 2 additional lanes.	Cantilevering the highway similar to what was done in Glenwood Canyon is one of the design solutions that will be considered in the subsequent NEPA process.
68	Design Solution to Consider—Make mass-transit system -- Monorail.	CDOT studied the AGS mass transit system. It is technically feasible but there is no funding to build or operate it.
69	Design Solution to Consider—Offer more buses like Front Range Ski Bus.	The CDOT Bustang service has been recently increased and it is likely to be further increased as needs grow and if funding is available.
70	Design Solution to Consider—Need more passing lanes.	During peak periods, the traffic volumes indicate the need for a new lane. Passing lanes would not address the need.
71	Design Solution to Consider—Have peak lane open more often.	Because the Eastbound Mountain Express Lane is an interim project, the Federal Highway Administration and CDOT have agreed on maximum times the peak period shoulder lane can be open.
72	Design Solution to Consider—Design lanes wide enough to allow smooth traffic flow rather than what you did for Eastbound. Don't just repaint the line and say you added a lane. Give enough room for safe on and off exit-ramps.	The 2011 ROD set limits on what could be considered prior to 2020 in this section of the I-70 corridor. CDOT is working through the CSS process to develop recommendations that are safe but also remain an interim fix to address peak congestion needs until additional capacity can be added.
73	Design Solution to Consider—The roundabout on the north side of Exit 247 is a good idea; there is no need for an off-ramp at Exit 247	Modifications to interchanges will be considered during the subsequent NEPA process.
74	Design Solution to Consider—There is some land between this proposed roundabout and the building just to the west, signed as Marte. This land was intended to be parcels 2 and 3 of an overall PUD project, of which the Marte building was the first. There are several acres included in these parcels. However, there was an agreement not to develop parcels 2 & 3 until there was a supply of public water available; that supply now looks extremely unlikely, so these parcels cannot currently be developed. If they could be acquired, they could be used for a parking/staging area for trucks during emergency winter closures. This parking/staging area could be tied into either US-40 and/or the roundabout. Furthermore, this area could be used in the summer as parking and a trail-head for the land just above it that was just acquired jointly by the Jefferson County and Clear Creek County Open Space Commissions. This might help with a number of issues: improving traffic flow in general; managing the trucks, particularly in the winter; keeping the trucks and other traffic from congesting emergency egress routes on the south side; and providing value to the community for use of its open space.	Potential partnerships such as this can be considered and further explored during the subsequent NEPA process.
75	Design Solution to Consider—At exit 247, follow the principle that has evolved over years of study: keep as much of the congestion (development, trucks and other traffic, etc.) as possible on the NORTH side of I-70.	CDOT has no authority over local land use decisions. The improvements for WB I-70 will be focused on I-70 (rather than north or south of I-70) except as needed to address tight curves.
76	Design Solution to Consider—Do not ignore the county memorandum that stated NOT to have a full diamond interchange at this exit.	The NEPA process will address county planning documents.
77	Design Solution to Consider—Do not mix trucks and school buses.	There is no policy available to control mixed traffic use on an interstate.
78	Design Solution to Consider—Do not put a roundabout on the south side of I-70, or anything else that would impede the emergency egress of residents.	Interchange and intersection improvements will be considered more fully during the subsequent NEPA process.
79	Segment 1 Design (Top of Floyd Hill to VMT)—There will be more traffic noise if I-70 is elevated	Effects of traffic noise will be considered in the upcoming NEPA process.
80	Segment 1 Design (Top of Floyd Hill to VMT)—Object to two diamond interchanges at Exit 247 and 248	Interchange and intersection improvements will be considered more fully during the subsequent NEPA process.
81	Segment 1 Design (Top of Floyd Hill to VMT)—Should tunnel under the landslide. It straightens curves and eliminates the bridge issues at US 6	This was considered during the Programmatic EIS and the recently completed design speed study. This idea offers no mobility benefits when compared to a cheaper design, is less desirable from a safety perspective because of the speed differentials and would be more expensive and impactful to construct and maintain.

Comment #	Comment	Response
82	Moving US 6 interchange to Floyd Hill area—Inappropriate to the traveling public - It would take them far out of the direction in which they are traveling. Travelers going westbound from US-6 would have to go 3 or 4 miles out of their way, and then backtrack the same amount. They would also have to climb 800 feet of altitude, just to descend the hill to where they started.	This will be further considered during the NEPA process.
83	Moving US 6 interchange to Floyd Hill area—It is an anathema to the residents of Floyd Hill - It would draw traffic congestion just where they do not want it. It would further endanger people in case of an emergency evacuation.	This will be further considered during the NEPA process.
84	Moving US 6 interchange to Floyd Hill area—Find a way to create a full movement interchange from US-6 onto both eastbound and westbound I-70 at or near the current location of Exit 244. Do not move any part of this interchange to exit 243 or 247, as that would be inconsistent with many things, including: the specific guidance from the county, the safety of people on Floyd Hill, the consideration of highway travelers, who would be taken far out of their direction of travel.	Development of interchange modifications will be more fully considered during the NEPA process.
85	Moving US 6 interchange to Floyd Hill area—Add criteria in your decision matrix specifically relevant to the needs and safety concerns for people who live at the specific exits where you are considering modifications.	Safety is one of the evaluation criteria for this process and will continue to be for the upcoming NEPA process. Neighborhood issues will be also be considered during the NEPA process.
86	Segment 2 Design (Idaho Springs)—PPSL must have wider shoulders and better sight distance than EB does	The width of shoulders will be determined during the NEPA process through a CSS design.
87	Segment 2 Design (Idaho Springs)—Build bridges off line	This is being considered, particularly in Segment 1.
88	Segment 2 Design (Idaho Springs)—CC Parkway to US 6 should be considered a frontage road	A frontage road between Central City Parkway and US 6 is an improvement that is committed to in the ROD.
89	Segment 2 Design (Idaho Springs)—Need more parking in Idaho Springs	If parking is impacted due to the project, it will be mitigated. The City is working with CDOT on a plan to put in the parking garage.
90	Segment 2 Design (Idaho Springs)—Acceleration ramp from SH 103 to EB is too short	CDOT is aware of this issue and looking into ways to address it.
91	Segment 2 Design (Idaho Springs)—On the 1900 block of Miner St – we’ve been asking CDOT for a noise wall for 35 years. At exit 239 – the RR tie wall – how will it be impacted?	Noise abatement (if determined to be needed) will be a part of the subsequent NEPA process. If the RR tie wall is impacted, it or another wall will be added in the same location.
92	Segment 2 Design (Idaho Springs)—On the 2000 block of Miner St – the concern is the footprint behind the houses and what kind of impact or treatment will be provided	Effects to area behind the houses in Idaho Springs will be considered during the NEPA process.
93	Segment 2 Design (Idaho Springs)—Are the EB lanes required width by state law – they seem too narrow. So will WB be the legal width?	The improvements will be designed in a context sensitive manner. FHWA determines if any variances to normal interstate standards are acceptable
94	Segment 2 Design (Idaho Springs)—On the 400 block of Idaho there was a previous agreement with the property owner to not impact any additional property. How will this be dealt with?	One of the key factors in the NEPA process in the vicinity of Idaho Springs will be to minimize any new right-of-way needs.
95	Segment 2 Design (Idaho Springs)—The design of the SH 103 bridge is an accident waiting to happen. Visibility for off ramp drivers is terrible. Need to almost get into oncoming traffic to see adequately.	CDOT is aware of this issue and looking into ways to address it.
96	Segment 2 Design (Idaho Springs)—Would eventually like to see metering of traffic as it is with E-470 and/or west of the EJMT tunnel – when only a certain number of cars may pass. That way with continued new residents of Colorado the I-70 E/W can continue to carry traffic	CDOT conducted some experiments with speed harmonization and the benefits were not clear. This could be considered in the future
97	Segment 3 Design (Empire Junction to west of Idaho Springs)—Greenway should be on the north side of I-70 where bicyclists have been riding for years	The location of the Greenway has been finalized by the Greenway Authority. If you have further questions, please contact 202-815-3461.
98	Segment 3 Design (Empire Junction to west of Idaho Springs)—The Greenway could come up Stanley Road, cross I-70 at the overpass at Dumont then continue west along the north side of I-70 past Lawson.	The location of the Greenway has been finalized by the Greenway Authority. If you have further questions, please contact Randall Navarro at 202-815-3461.
99	Segment 3 Design (Empire Junction to west of Idaho Springs)—Need new bridge over to the frontage road from Fall River Road	This will be considered during the NEPA process.
100	Segment 3 Design (Empire Junction to west of Idaho Springs)—Need new access to Fall River Road	This will be considered during the NEPA process.
101	Segment 3 Design (Empire Junction to west of Idaho Springs)—Need to control speed to be more consistent – recommend speed signs to harmonize	Signage over all lanes was considered for the eastbound lanes but was not put in because it was too visually obtrusive. It could be considered in the future.
102	Segment 3 Design (Empire Junction to west of Idaho Springs)—The cross section of Eastbound is dangerous at MP 234	Safety data from the EB PPSL is being evaluated to be used on the upcoming NEPA processes.
103	Construction Feedback—Residents in Idaho Springs were experiencing deteriorating air quality during Eastbound construction with 10 – 12 black top trucks present.	Ways to address potential air quality impacts during construction will be considered during the NEPA process.
104	Construction Feedback—Use recycled pavement in road base.	Contractors frequently choose to use recycled pavement during construction. CDOT has specifications that encourage this.
105	Construction Feedback—Construction went on for too long.	Trying to minimize the disruption to travelers and communities during construction is one of the main aims of these projects.
106	Construction Feedback—A third party contractor installing fiber optic line was allowed to construct all night and noise was a real issue.	Minimizing noise during construction and especially at night will be considered during the NEPA process.

Comment #	Comment	Response
107	Construction Feedback—Noise from rumble strips Eastbound during construction and currently on MP 234 on Segment 3 is bad.	Minimizing noise during construction will be considered during the NEPA process.
108	Construction Feedback—What is the plan to keep I-70 open during construction?	Traffic management plans to minimize impacts during construction will be developed during the NEPA and final design processes.

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

WELCOME



COLORADO
Department of Transportation



Meeting Agenda

5:00 p.m. - Doors open and Open House

5:30 p.m. - Project Presentation

6:00 p.m. - Public Comment Period

6:45 p.m. - Open House

7:00 p.m. - Closing

PURPOSE FOR MEETING

CONCEPT DEVELOPMENT

- Present and discuss the recommendations out of the Concept Development Process.
- Solicit public feedback on the concepts presented.
- Discuss public input from March Public Meeting # 1.

NATIONAL ENVIRONMENTAL POLICY ACT: TWO PROJECTS

- Solicit public comment on two upcoming NEPA Projects
 - Floyd Hill
 - WB PPSL
- Receive input and advice around the community issues and concerns for design solutions for these two projects.

EASTBOUND DATA

WINTER 2016-2017 VOLUMES (HIGHER THAN PREVIOUS YEAR)

1.12 million vehicles

2015-2016 winter volumes: 1.03 million vehicles



Eastbound PPSL:
89,800 vehicles

2015-2016: 42,600 vehicles

CORRIDOR SAFETY IMPROVED



Corridor incidents were down 22 percent in the winter season.

Incident response times were 4 minutes quicker than last year.

TRAVEL TIMES IMPROVED

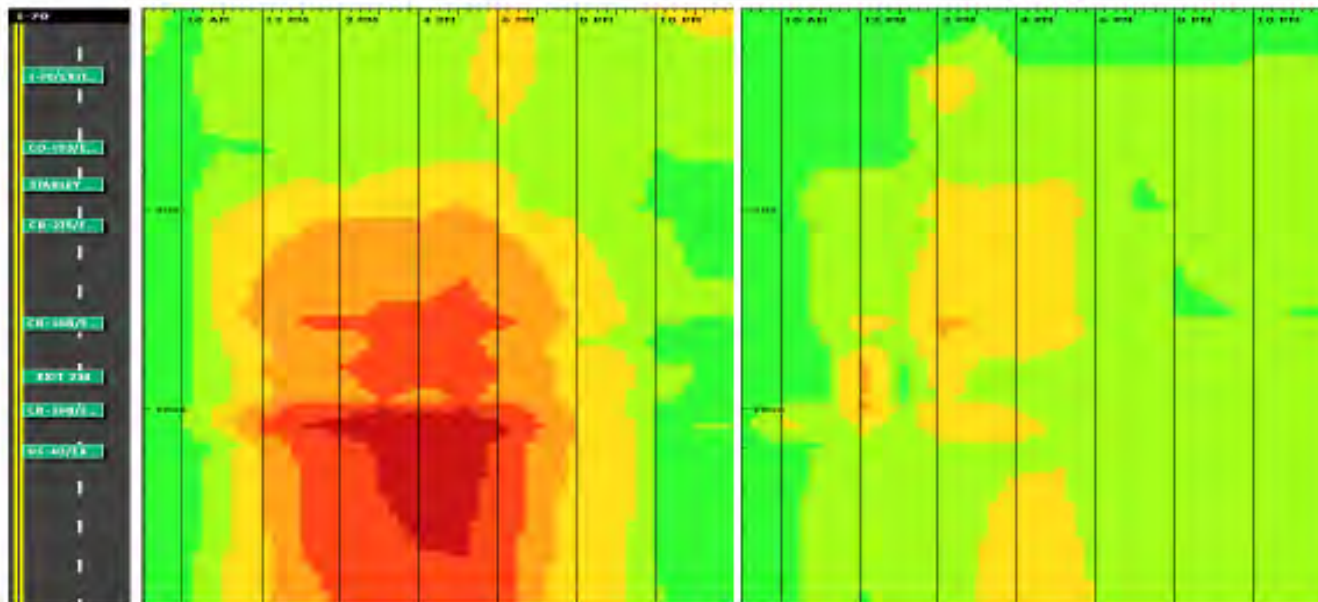


In a worst-day comparison between 2015 and 2016, eastbound travel times between Georgetown and US 40 improved by 21 minutes with Mountain Express Lanes.

EASTBOUND TRAVEL SPEEDS

Pre-EB Mountain Express
Lane

Post-EB Mountain Express
Lane



Travel Times Reduced 26% to 52%

These figures depict average speed by location and by time-of-day. Areas of dark green reflect normal highway speeds, while areas of dark red show times and locations of very slow congested speeds.

EASTBOUND IMPACT

POSITIVE EFFECT OF RECENT CONSTRUCTION



Travel times for all lanes has improved 22 to 52 percent



Time to clear corridor back-ups has substantially improved



Express Lane has been well received by public and the media



Time to clear incidents has improved



Frontage Road congestion has been alleviated

Data is from the I-70 Mountain Express Lane January 1 through April 10, 2016 and May 30 through September 5, 2016 Summary of Findings Report



CONCEPT DEVELOPMENT PROCESS AND CORE VALUES

CONCEPT SENSITIVE SOLUTIONS PROCESS



CORE VALUES

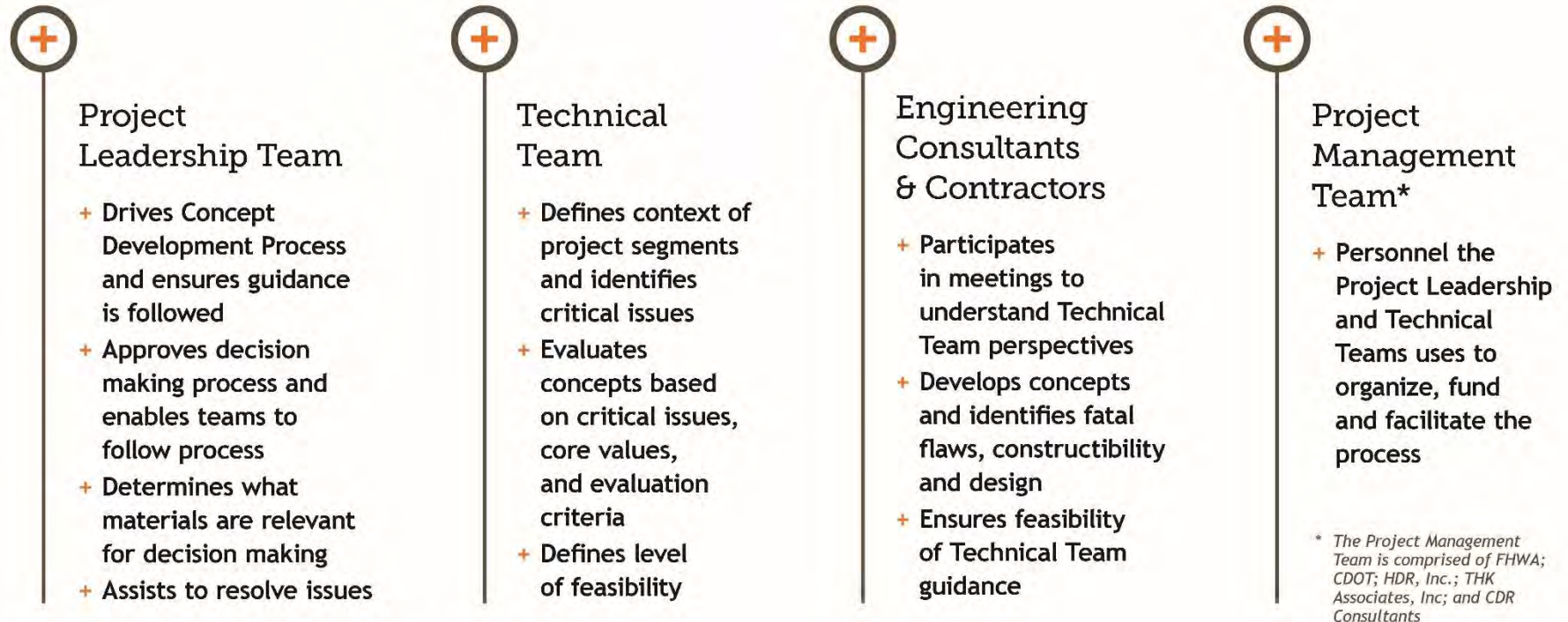


PROJECT CORRIDOR



WHO'S DOING THE WORK?

CONTEXT SENSITIVE SOLUTIONS



TEAM PARTNERSHIPS

PROJECT LEADERSHIP TEAM



- + CDOT
- + Central City
- + City of Idaho Springs
- + Clear Creek County
- + Eagle County
- + Federal Highway Administration
- + Georgetown
- + I-70 Coalition
- + Silver Plume
- + Summit County
- + Town of Empire
- + U.S. Forest Service

TECHNICAL TEAM*



* *Technical Team is made up of agencies that have been invited to participate*

- + CDOT
- + Central City
- + City of Black Hawk
- + City of Idaho Springs
- + Clear Creek Bikeway Users Group
- + Clear Creek County
- + Clear Creek County Archivist
- + Clear Creek County Emergency Services
- + Clear Creek County Sheriff
- + Clear Creek Economic Development Corp.
- + Clear Creek Fire Authority
- + Clear Creek Greenway Authority
- + Clear Creek Open Space
- + Clear Creek Rafting
- + Clear Creek School District
- + Clear Creek Tourism Bureau
- + Clear Creek Watershed Foundation
- + Colorado Motor Carriers Association
- + Colorado Parks and Wildlife
- + Denver Regional Council of Governments
- + Downieville, Lawson, and Dumont Neighborhood
- + Empire Junction
- + Federal Highway Administration
- + Floyd Hill Property Owners Association
- + Georgetown Loop Railroad
- + Gilpin County
- + Jefferson County
- + Loveland Ski Resort
- + Mile Hi Rafting
- + Summit County
- + Trout Unlimited
- + U.S. Forest Service
- + Vail Ski Resorts
- + Winter Park Ski Resort

COMMENTS HEARD AT MARCH 14TH PUBLIC MEETING

COMMENTS ON NEED

- Improvements are needed
- Make sure safety issues are addressed
- Existing interchanges have problems
- Emergency access needs to be considered
- At the bottom of Floyd Hill, consider improving conditions for the Greenway, existing businesses and rafting industry
- Account for traffic from the Gaming Areas in addition to traffic on I-70 and traffic generated from local developments and subdivisions

COMMENTS ON CONCERNS

- Neighborhood concerns must be incorporated
- Noise, air quality, historic building and economic development are important in Idaho Springs

(Please see handout for response to all comments received)



CRITICAL ISSUES: SEGMENT 1



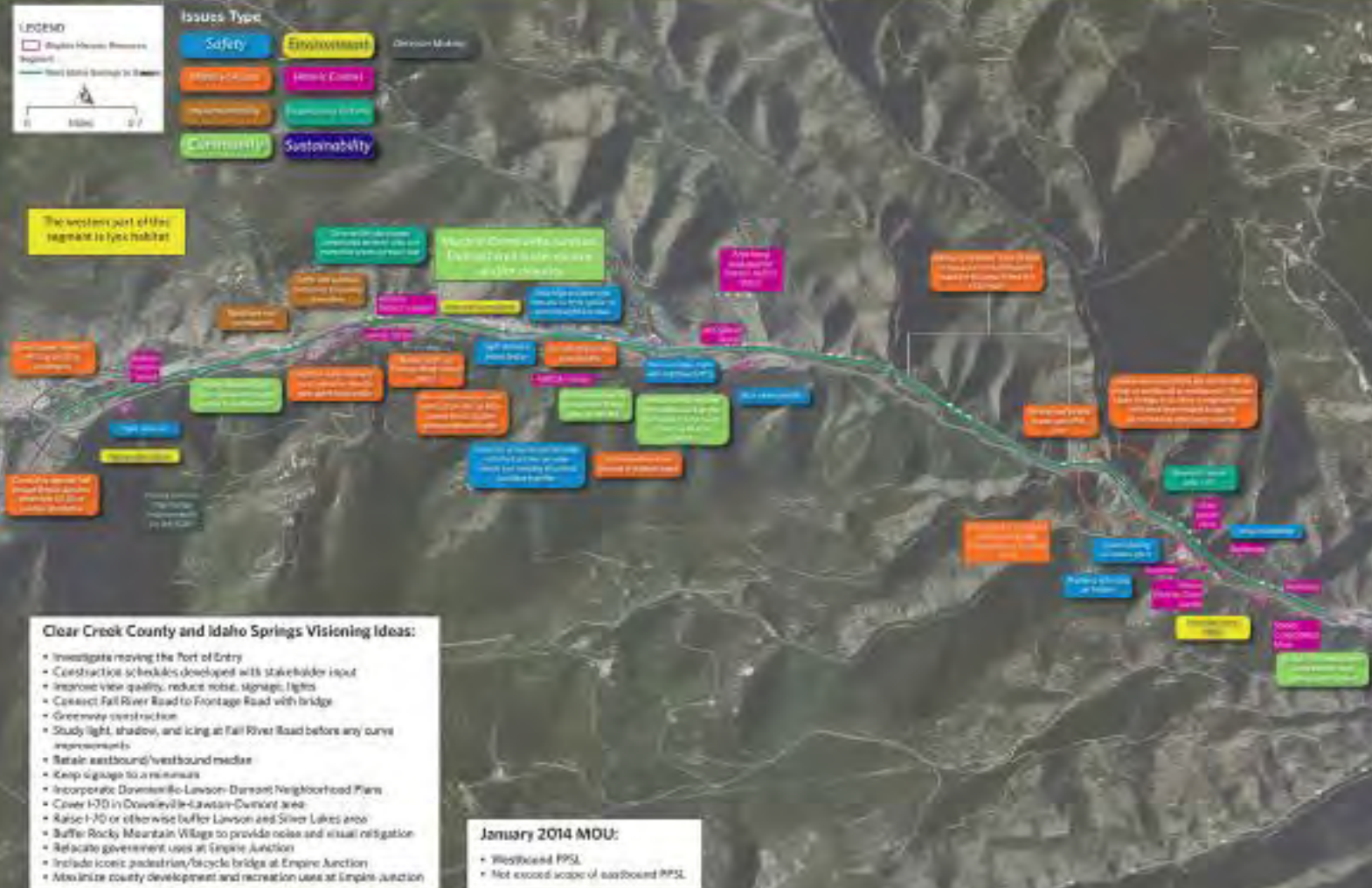
CRITICAL ISSUES: SEGMENT 2

Exhibit D



CRITICAL ISSUES: SEGMENT 3

Exhibit D



EVALUATION MATRICES

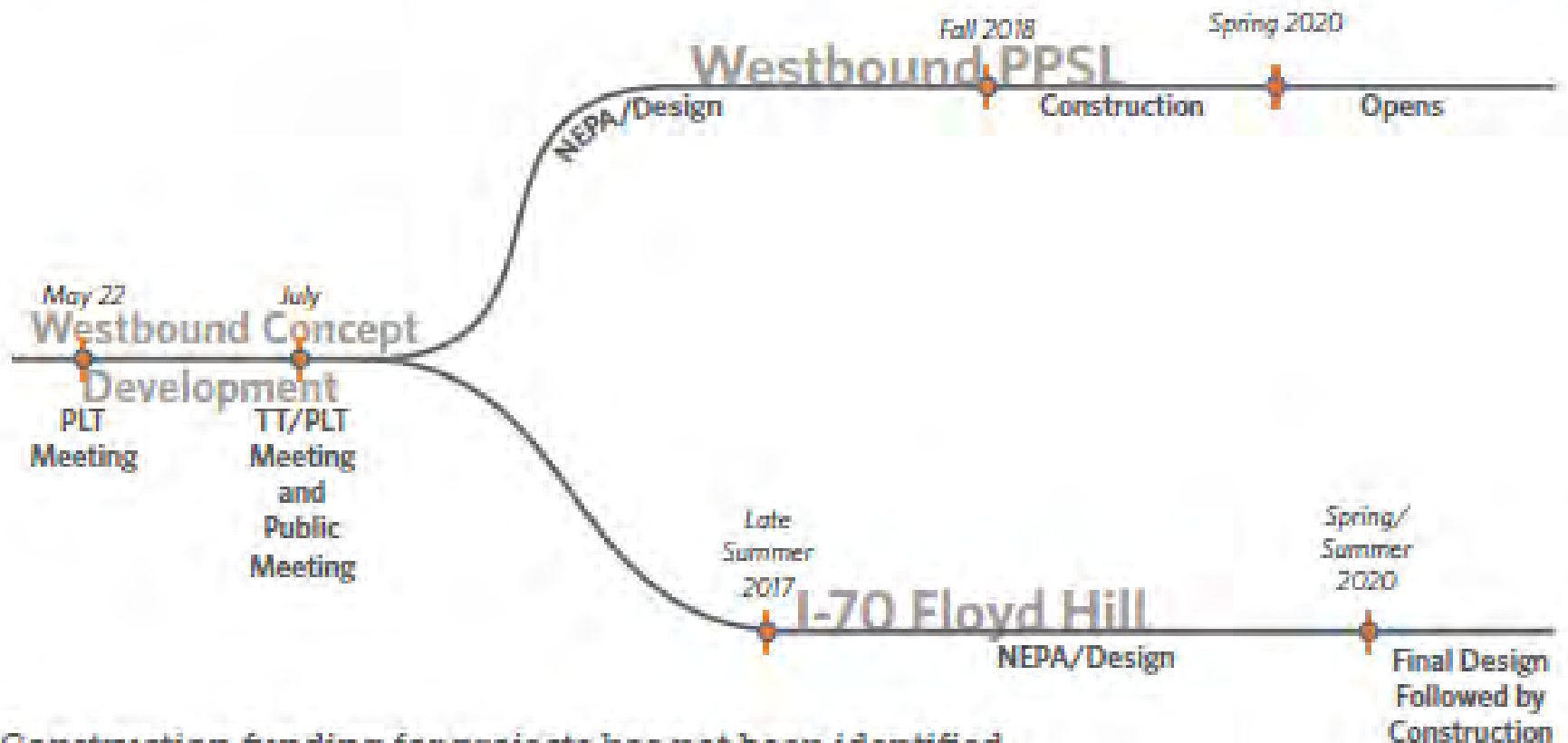
- Used to determine **alignment** and **interchange** concepts for Segment 1
- Used to determine **cross section concepts** for Segments 2 and 3
- Will be **brought to NEPA** for more detailed review and discussion
- Evaluation Criteria **developed by PLT and TT**
- Concepts **compared to each other** and then used to **develop recommendations.**

EVALUATION MATRICES

ID	Criteria	Segment 1: I-70 and US 6 Interchange				
		Options Ranking				
		Reconfigure - Full Movement at Current Location	Shift - Interchange slightly to the East (full closure option)	Close US 6 Interchange and move to the West (Hidden Valley)	Close US 6 Interchange and move to the East (Top of Floyd Hill)	
				Fair	Better	Best
RECOMMENDATIONS						
Summary of findings	Recommended to be advanced into the NEPA process. This concept has several benefits (provides additional access points, improves mobility and reliability, does not affect known historic resources and is fully responsive to CCC Master Plan) and more negative features (unresolved safety issues of steep grades, challenging geometry, extensive construction effects to the traveling public, reduced recreation access, most impacts to wildlife and Clear Creek, high impact to landslide, multiple structures in the canyon) but none that mean the concept should not be studied further in the NEPA process.	Recommended to be advanced into the NEPA process. This concept has many benefits (opens the canyon for AGS and Greenway alignments, enhances recreational potential, least impact to wildlife, no effects to known historic properties, consistent with Clear Creek County desires for the US 6 interchange, responsive to Clear Creek County 2017 Master Plan, provides direct access to the interstate) and some features that are not clearly benefits (impact to commercial vehicles, lessor impact to the landslide, reduced number of structures in the canyon) but none that mean the concept should not be further studied in the NEPA process.	Recommended to be advanced into the NEPA process. This concept has fewer benefits (it eliminates a confusing interchange) and more negative features (it requires out of direction travel, reduces travel options, results in extensive impacts to the traveling public during construction, affects an archaeological site, reduces tourism potential) but none that mean the concept should not be further studied in the NEPA process.	Recommended to be advanced into the NEPA process. This concept has some benefits (no impact to Clear Creek, no impact to the landslide, no impact to known archaeological or historic resources, opens the US 6 canyon for recreational potential, minimal impact to the traveling public during construction) but also some negative features (inconsistent with 2017 Clear Creek County master plan, out of direction travel up a steep hill, limits emergency access points, residents are not supportive of economic development potential on top of Floyd Hill) but none that mean the concept should not be further studied in the NEPA process.		
EVALUATION CRITERIA						
1.	Accommodates emergency access and response?	Provides additional access points.	Provides additional access points.	Limits emergency access points.	Limits emergency access points. A concentration of truck traffic conflicting with residential traffic could hinder operations	
2.	Addresses safety of the traveling public and the community?	Unresolved safety issues - steep grade and sharp curves. If a roundabout is part of the design, it will need to be designed for commercial vehicles.	Improves safety issues - steep grades possible 37	Eliminates conflicting and confusing interchange	Eliminates conflicting and confusing interchange at US6, however traffic will have to move up the steep hill in both directions. If a roundabout it part of the design, it will need to be designed to accommodate commerical vehicles.	

CONCEPT DEVELOPMENT TRANSITION TO TWO NEPA PROJECTS

NEPA = National Environmental Policy Act, a federal environmental law that applies to federally funded projects



* Construction funding for projects has not been identified

INFORMATION FROM THE CONCEPT DEVELOPMENT PROCESS TO BE INCORPORATED INTO TWO NEPA PROJECTS

- Issues of concern to the general public, the Project Leadership Team, the Technical Team and the Issue Task Force
- Issues of concern to state and federal resource agencies
- Environmental resources
- Alternatives that should be brought forward into the NEPA process
- Alternatives that should not be advanced into the NEPA process



SEGMENT 1 – FLOYD HILL PROJECT



ALIGNMENT CONCEPTS

SEGMENT 1 (FLOYD HILL)

NORTH ALIGNMENT CONCEPT

Consider an option of realigning I-70 slightly to the north of its current alignment, including a new bridge from Floyd Hill.

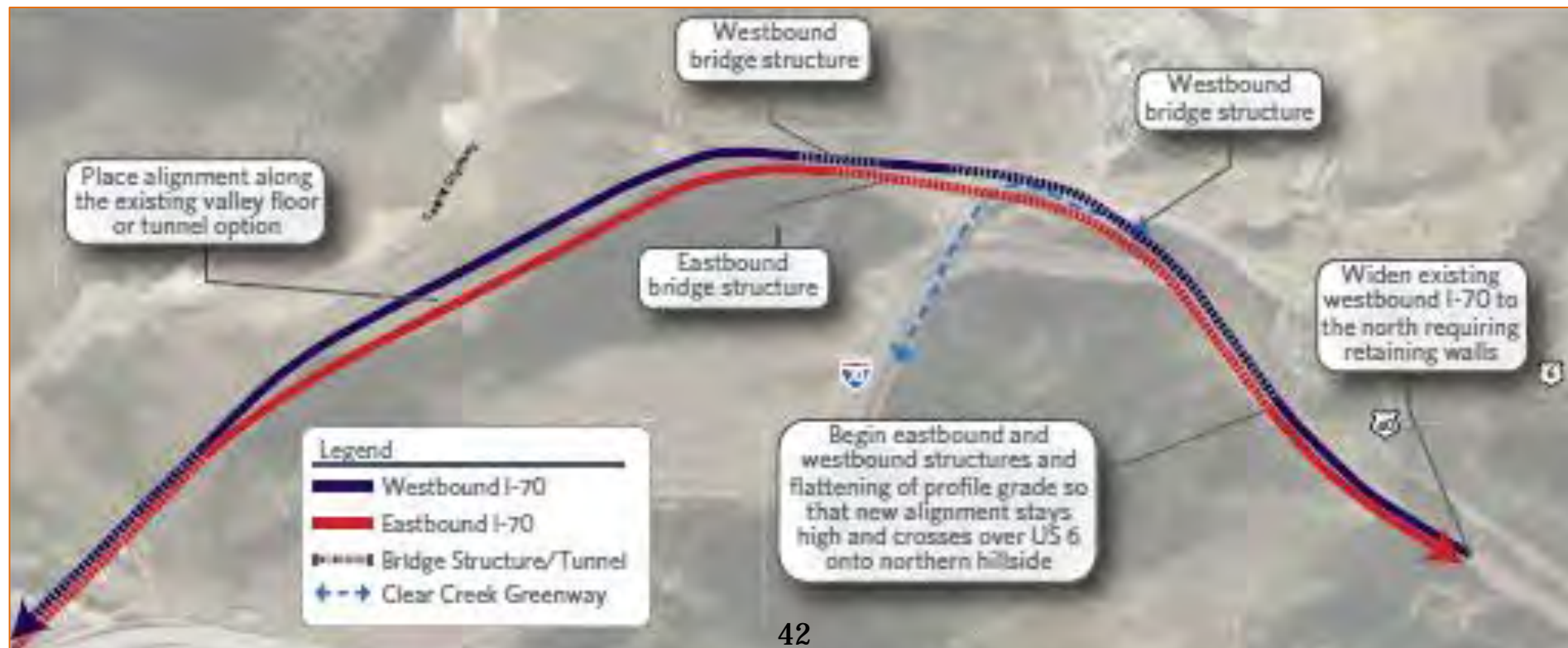


ALIGNMENT CONCEPTS

SEGMENT 1 (FLOYD HILL)

OFF ALIGNMENT CONCEPT

Consider an option of realigning I-70 to the north off of its current alignment, including new bridges from Floyd Hill and a tunnel on the west.

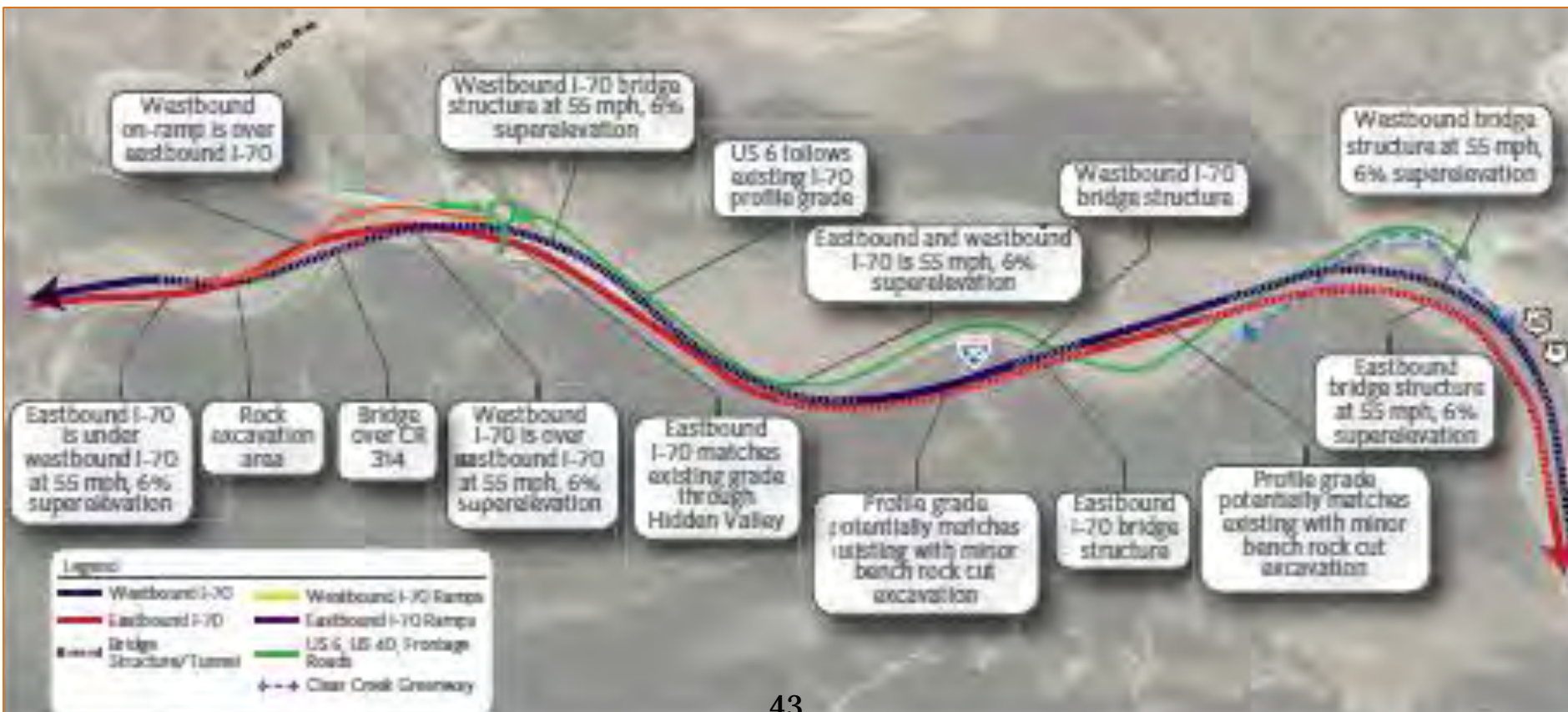


ALIGNMENT CONCEPTS

SEGMENT 1 (FLOYD HILL)

SOUTH ALIGNMENT CONCEPT

Consider straightening curves generally along the existing I-70 alignment, including new bridges from Floyd Hill and south of the existing alignment.

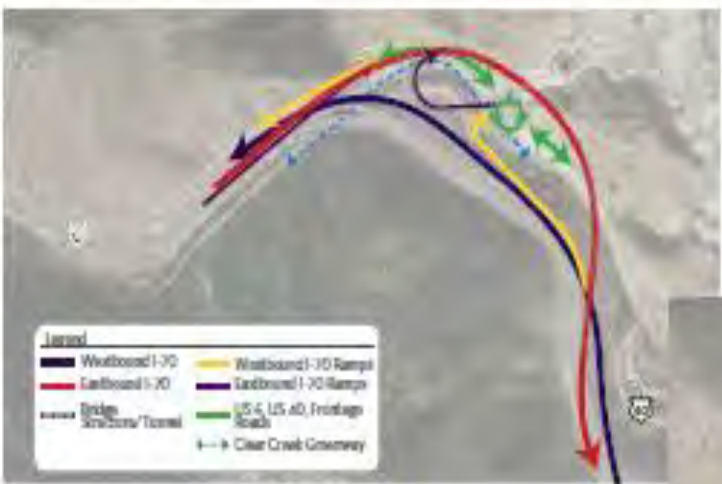


INTERCHANGE CONCEPTS

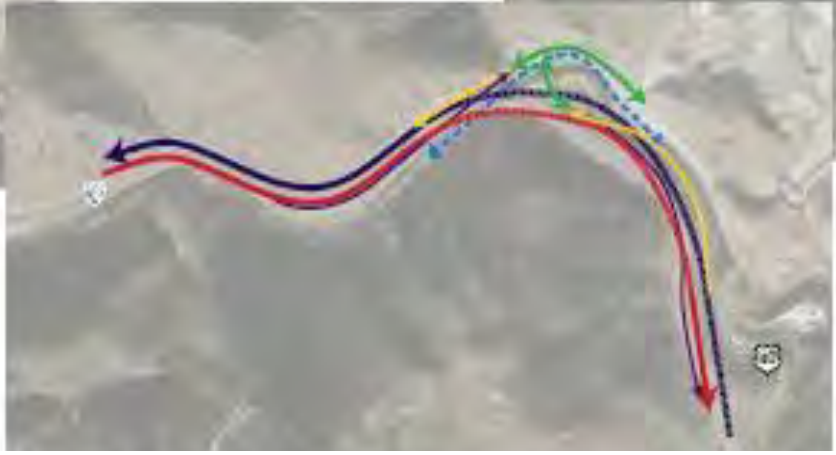
SEGMENT 1 (FLOYD HILL)

FULL MOVEMENTS AT CURRENT LOCATION

Consider reconfiguring the US-6 interchange at its current location. Options include consideration of roundabouts and flyover ramp structures, along with associated realignments of I-70.



Option 1



Option 2



Option 3

INTERCHANGE CONCEPTS

SEGMENT 1 (FLOYD HILL)

CLOSE INTERCHANGE AT US 6, MOVE TO WEST (HIDDEN VALLEY)

Consider closing the US-6 interchange access at its current location, and moving US-6 access to the Hidden Valley interchange. Some Hidden Valley interchange improvements would be included.



INTERCHANGE CONCEPTS

SEGMENT 1 (FLOYD HILL)

SHIFT OTHER MOVEMENTS TO THE EAST

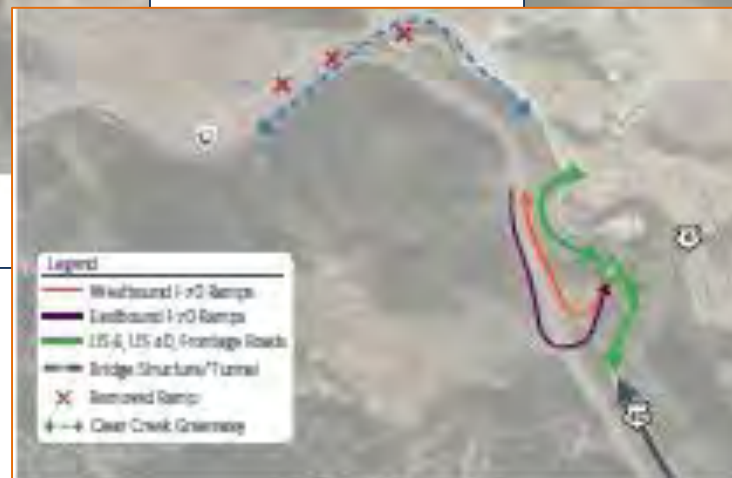
Consider moving some US-6 interchange movements up Floyd Hill to the east. Options include consideration of roundabouts and flyover or tunnel ramp structures.



Option 1



Option 2



Option 3

INTERCHANGE CONCEPTS

SEGMENT 1 (FLOYD HILL)

MOVE INTERCHANGE EAST (TOP OF FLOYD HILL)

Consider closing the US-6 interchange access at its current location, and moving US-6 access to the top of Floyd Hill. Options include consideration of roundabouts and ramp flyover or tunnel structures.



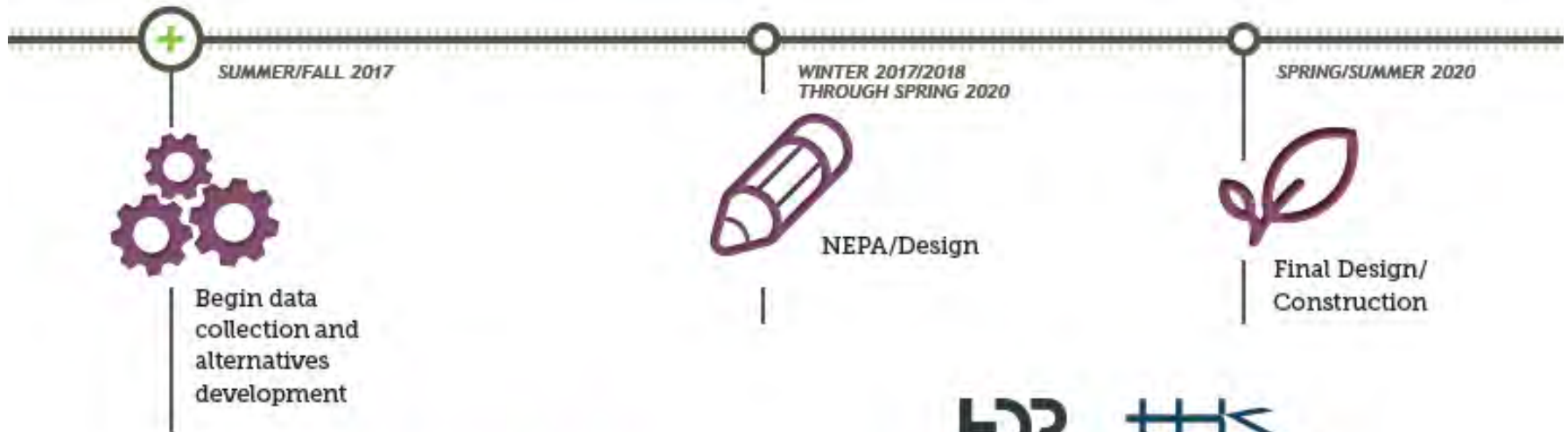
Option 1



Option 2

FLOYD HILL NEPA PROJECT

FLOYD HILL SCHEDULE AND PROJECT TEAM



Begin data collection and alternatives development

WINTER 2017/2018 THROUGH SPRING 2020

NEPA/Design

SPRING/SUMMER 2020

Final Design/Construction



SUBS

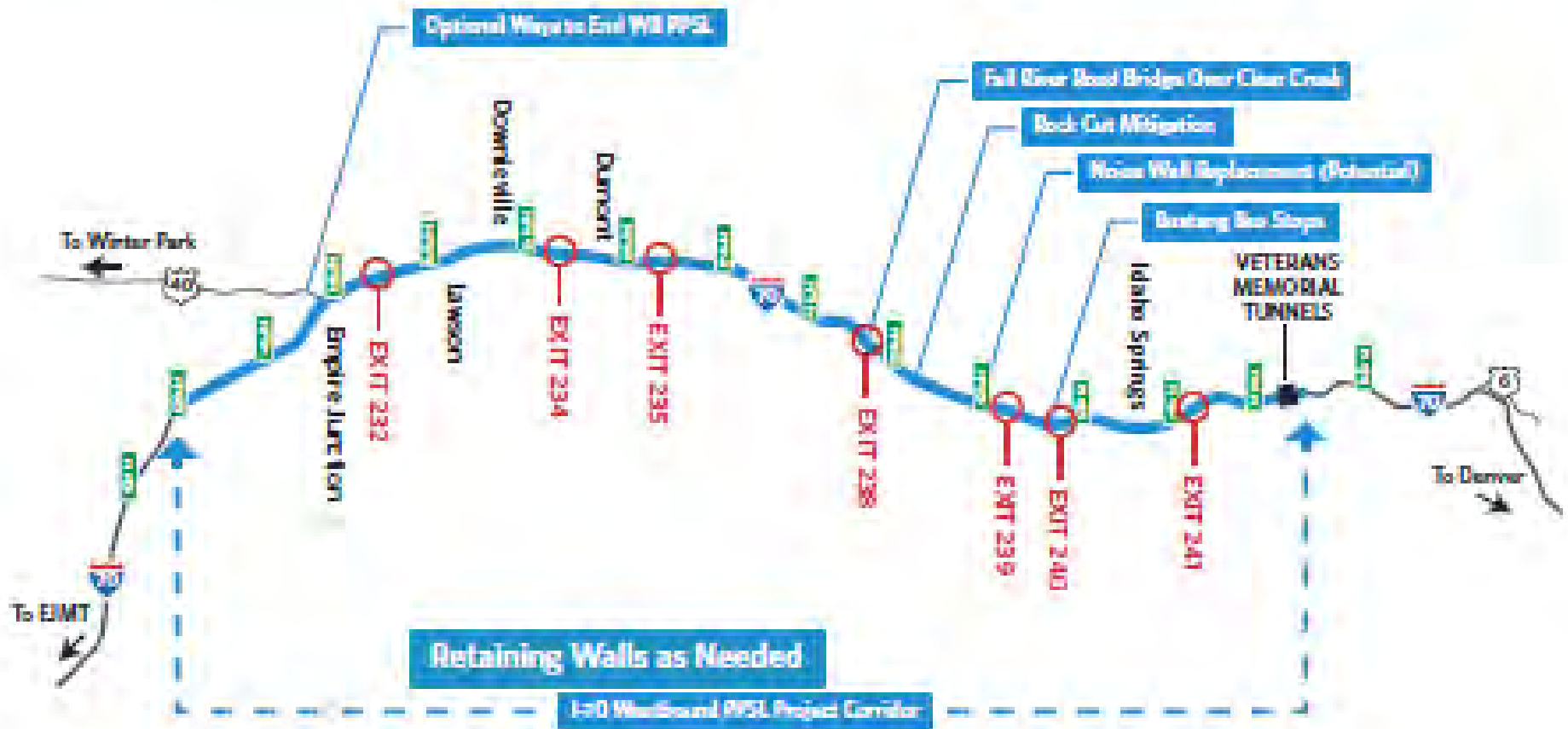
SEGMENTS 2/3 – Westbound Peak

Exhibit D

Period Shoulder Lane Project



WESTBOUND PEAK PERIOD SHOULDER LANE PROJECT ELEMENTS

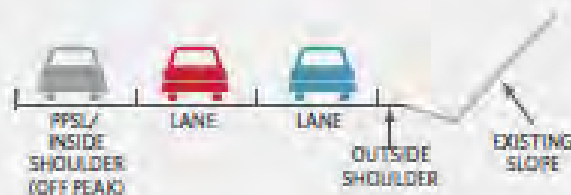


WESTBOUND PEAK PERIOD SHOULDER LANE PROPOSED CONCEPT

SEGMENTS 2 & 3



Existing Roadway Width



WB PPSL Proposed Concept

- Uses existing pavement to create PPSL
- Examine on a foot-by-foot basis to determine appropriate level of improvement
- Conforms to 2011 Record of Decision
- Interim Improvement

- The Project Leadership Team and Technical Teams agree on the proposed concept for a westbound peak period shoulder lane.
- It provides safety and mobility benefits while minimizing impacts to communities and natural resources.
- It is consistent with the 2011 Record of Decision and mirrors the improvements made in the eastbound direction.

INTERCHANGE CONCEPTS

SEGMENT 3

EMPIRE JUNCTION INTERCHANGE

Consider where peak period shoulder lane (PPSL) will end heading westbound. For PPSL traffic headed to US-40, cutting across the general purpose lanes is an option, with variations on where to end the PPSL lanes for westbound I-70 traffic.

Option 1: PPSL Traffic Weaves Across Other Lanes.
PPSL Lane Ends At US 40



Option 2: PPSL Traffic Weaves Across Other Lanes, But
PPSL Lane Continues Past US 40 Ramp



INTERCHANGE CONCEPTS

SEGMENT 3

EMPIRE JUNCTION INTERCHANGE

Consider where peak period shoulder lane (PPSL) will end heading westbound. For PPSL traffic headed to/from US-40, a direct connect flyover bridge across I-70 and Clear Creek ending at a T-intersection is an option.

Flyover Bridge with T at US 40 Ramp



INTERCHANGE CONCEPTS

SEGMENT 3

EMPIRE JUNCTION INTERCHANGE

Consider where peak period shoulder lane (PPSL) will end heading westbound. For PPSL traffic headed to US-40, a direct connect flyover bridge across I-70 and Clear Creek ending at a roundabout is an option.

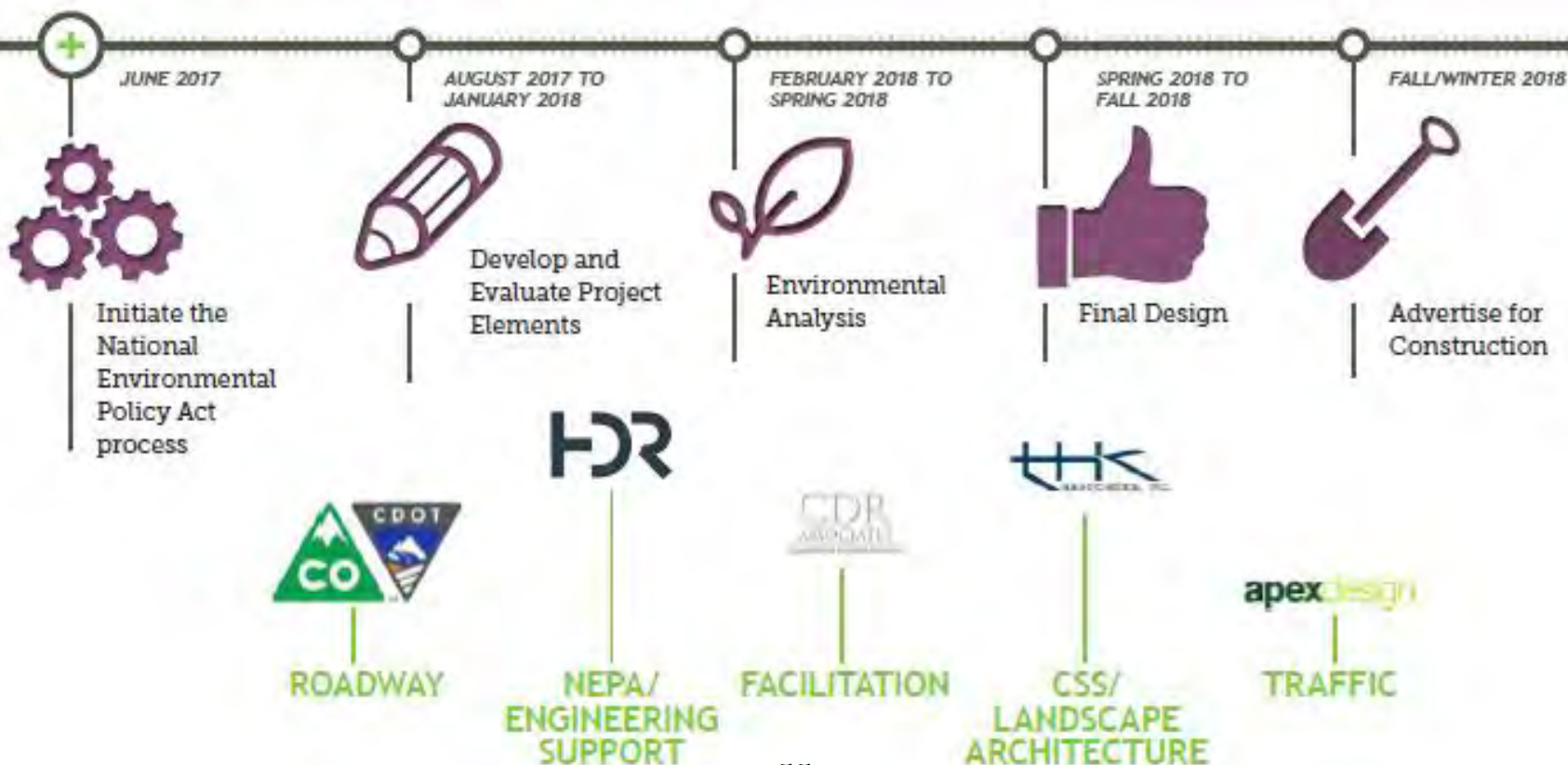
Flyover Bridge with Roundabout



WB PEAK PERIOD SHOULDER LANE (PPSL) NEPA PROJECT

Exhibit D

WB PPSL SCHEDULE AND PROJECT TEAM



TELL US YOUR IDEAS



A Path Forward

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

THANK YOU
FOR JOINING US



COLORADO
Department of Transportation

WB I-70 Concept Development Process Exhibit E	
Public Meeting 2 Comments from Comment Sheets or on Aerial Photos	
July 26, 2017	
Comment #	Comment
1	Extend the frontage road from US 6 to Idaho Springs [Segment 1]
2	Need exit and entrance for Two Bears [Segment 1]
3	Do not close exit/entrance 244 from US 6 [Segment 1]
4	Closure of Ext 247 overpass due to accident(s) completely isolates Floyd Hill – 1200 people who cannot get in or out [Segment 1]
5	Make all improvements to Floyd Hill interchange on the north side of I-70 [Segment 1]
6	Recommend including a truck staging area on the north side at the top of Floyd Hill (Marte area) that could also be a parking lot for hikers in the summer [Segment 1]
7	Neighborhoods who live on the south side of I-70 include Floyd Hill, Beaver Brook, Saddleback, Grand Preserve. Don't bring any truck or casino traffic on the south side of I-70 [Segment 1]
8	Should extend study area for Floyd Hill to exit 248 which is essentially the other end of Exit 247 [Segment 1]
9	Should move US 6 interchange west to Hidden Valley. This improves access. [Floyd Hill]
10	Put US 6 on the south side of I-70 to Hidden Valley interchange. [Floyd Hill]
11	Traffic is a concern – getting everyone (from Floyd Hill) off the hill daily and in emergencies.[Floyd Hill]
12	Highway improvements at the top of Floyd Hill should be concentrated on the north side of I-70. [Floyd Hill]
13	The best way to keep us involved is through homeowner's associations and Next Door. [Floyd Hill]
14	The Presidents of the Douglas Mtn. Resident's Association states that the big concern of residents is the possible closing of the westbound access off US 6 to I-70. Nobody wants to backtrack up US 40 to Floyd Hill and then continue WB on I-70. [Floyd Hill]
15	Contact Tom Ripley (Douglas Mtn Resident's Assn) – tripley1953@gmail.com [Floyd Hill]
16	175 homeowners live above the intersection of US 6 and 119. Access to I-70 via Exit 244 is important to shop in Idaho Springs and destinations further west. We do not want to go up Floyd Hill just to go back west. Do not close the US 6/I-70 interchange.[Floyd Hill]
17	Contact person: Lynn Agar at lagare@wispertel.net [Floyd Hill]
18	Floyd Hill citizens are most concerned with maintaining our quality of life. [Floyd Hill]
19	Keep all but local traffic on the north side of I-70. [Floyd Hill]
20	You will have lots of public meetings for show and then ignore the issues of the 527 households (1200 individuals) who live on Floyd Hill south of I-70. This has happened time and time again. [Floyd Hill]
21	Do not design a roundabout south of I-70 at Exit 247. Trucks and casino traffic need to stay on the north side of I-70 (US 40) to keep emergency egress of 1200 residents off Floyd Hill, which is the most extreme fire hazard neighborhood in Clear Creek County and Evergreen Fire/Rescue/Jeffco Districts. [Floyd Hill]
22	Trucks can be routed north of I-70 and west of the interchange. [Floyd Hill]

Exhibit E

23	Suggest a public meeting at CCC high school and invite Floyd Hill, Saddle Back, Beaver Brook and Grand Preserve once there is a plan. [Floyd Hill]
24	Why do you trash the light rail or AGS plan? [Floyd Hill]
25	If you build more lanes, they will come and you will always have congestion. [Floyd Hill]
26	18 months of construction sounds like hell. Tourists involved in traffic jams on I-70 will never return. [Floyd Hill]
27	Floyd Hill property values will plummet during construction [Floyd Hill]
28	Make sure to consider needs of commuters from Denver who come to work in the Henderson Mine [Segment 2]
29	Consider sound barriers in the Dumont area [Segment 3]
30	Put the bike path on the north side [Segment 3]
31	Build a bridge from Stanley Road to Fall River Road [Segment 3]
32	Consider closing the Fall River Road interchange [Segment 3]
33	Consider Wildlife Passages (over or under)
34	Consider Air Quality (more cars - particulates)
35	Consider Water Quality
36	Consider Fens
37	Consider Wetlands
38	Things start near El Rancho and we should look further than 65 and start closer to the top of the hill (Floyd Hill)
39	Noise and a staging area on the top of Floyd Hill should be considered
40	Homestead Road at Exit 247, 1100 people depend on that as their only way in and out leaving us with a safety problem. We appreciate what CDOT has done with the emergency exit.
41	Don't make the area on the southside of 247 any worst, keep as much traffic as possible away from that area. (Floyd Hill)
42	Don't carry all of the traffic up Floyd Hill
43	Opportunities to use a winter staging area as a summer open space access area (top of Floyd Hill)
44	Completing Frontage Road from bottom of Floyd Hill should happening before scaling, to use the frontage road as a construction detour
45	Dumont Lawson area--noise, jake brake law, sound barriers on both sides of the highway.
46	Rumble strip on the expanded side of the road (in the Dumont Lawson area) should be pushed to the edge of the road
47	Want to ensure the service to Quarry trucks, make sure access continues (Floyd Hill)
48	Want any additional projects to consider aesthetics
49	Is there a way to limit truck traffic during certain hours/weather to ensure traffic flows?
50	Consideration of a pedestrian bridge over I-70 in Idaho Springs?
51	Incorporate the Greenway in with the new construction of the westbound lane. A paved bike path will benefit all the pedestrians also. In 2016 a young women on her break from Starbucks was struck by a hit and run driver and was seriously injured. There's lots of foot traffic along the Frontage Road. A paved Greenway will provide safety for bicyclists as well as pedestrians.

52	We are very concerned about the Greenway. Referring to Public Comments 31, 97, and 98 all express concerns about the Greenway. Each of the 3 responses to these comments ay that the location of the Greenway has been finalized by the Greenway Authority. Is this true? Local residents have received no information about this and it's very concerning. Our request is that somehow the Greenway can be incorporated along with the creation of the westbound PPSL. The Greenway should follow Stanley Road west of Idaho Springs, cross I-70, the route where bicyclists have ridden for years. A paved bike/pedestrian trail will be much safer for everyone. Pedestrians need this.
53	Make Floyd Hill 3 lanes all the way [Segment 1]
54	Traffic noise—can there be a sound barrier for both sides of the DLD area. It's hard to sleep at night with all the traffic noise. Which may also apply to the other segments as well. [Segment 3]
55	Lots of ideas for segment 1 [benefits about the CDP]
56	Wildlife crossings, noise, water, and air pollution [question 3]
57	Public meeting [best way to engage]
58	Can Greenway in DLD area be a part of the project? Put Greenway path on North Frontage Road

The signers of this petition are all in agreement that the Greenway Trail cannot pass through Dumont, Lawson and the Silver Lakes Subdivision and that another viable location needs to be found.

The Greenway Authority's proposal will take away residents' quality of life and add congestion for someone else's convenience. The Greenway Authority is sacrificing the tax paying residents' good quality of life for the convenience of others who are non-tax payers to Clear Creek County.

We, the citizens of Dumont, Lawson and the Silver Lakes Subdivision, petition the Clear Creek County Board of Commissioners and the Clear Creek Greenway Authority to look at options for the Greenway Trail other than Dumont, Lawson and Silver Lakes Drive which passes through the residential community of Lawson. The best option would be the existing route bicycles follow, crossing Clear Creek at the overpass east of Charlie's Place and then heading west on the north side of I-70.

Dumont, Lawson and Silver Lakes are residential areas, not recreational areas other than for the residents' use, fishermen, rafters and kayakers. The residents of Silver Lakes already utilize Silver Lakes Drive for hiking, rafting, kayaking, biking, jogging, horseback riding, fishing and dog walking and will not benefit from congestion caused by the addition of a bike trail. The addition of more people biking through Dumont, Lawson and Silver Lakes infringes on the residents' privacy. Children walk to and from the school buses. They ride their bikes. They play near the ponds. They are safe. The dogs living at Charlie's Place are walked there also from Charlie's Place to the beginning of the Silver Lakes Subdivision.

Various species of wildlife abound in these areas. Deer, fox, bear, elk, lynx, beaver, raccoons, mountain lions, migratory birds, spring chorus frogs and a boreal toad have been seen there.

There's no proof that the trail will raise property values, if anything, property values will decrease due to the influx of people in an already well-populated area and the loss of private land that will be required for the new trail. There are places that will be too narrow for the width required for the trail to be safe. Property values will decline due to the congestion and inconvenience. Residents do not want their taxes to increase.

If property values do increase, so will taxes to the home owners. The value increase will not be advantageous to homeowners unless our homes are sold. Many homeowners in Dumont, Lawson and Silver Lakes have lived here for many years and most homeowners plan to stay. Residents move here because of the privacy.

Existing trees provide a slight sound barrier for the constant highway noise I-70 generates. If trees are removed for the bike trail, the sound levels will increase. Noise has already increased due to the addition of a rumble strip on the I-70 toll lane. Some residents have trouble sleeping

A goal of the Master Plan is to link recreation and business attractions to provide future economic development opportunities. There are no business attractions in the Dumont area or the Silver Lakes Subdivision, only private homes. Mile High Rafting is a good viable business but is west of the Silver Lakes subdivision next to the White Water Park.

Quoting the Clear Creek Greenway Authority's Mission Statement:
"Balancing the preservation of the Clear Creek Greenway's unique environments and the opportunity to enjoy and explore the Greenway, as well as maximizing the economic opportunities the Greenway provides is a task that requires a unified strategy with one unified voice. The Clear Creek Greenway Authority will provide that voice and use it to develop the Clear Creek Greenway into a recreational, educational, and economic haven for both residents and visitors alike."

If the proposed trail goes through Dumont, Lawson and the Silver Lakes Subdivision, it will not create an economic haven for residents. It will not balance and preserve the unique environments and will decrease the residents' opportunities for enjoyment and exploration. It will not be one unified voice for the residents. The homeowners in Dumont, Lawson and the Silver Lakes Subdivision already enjoy the beauties of the environment and recreational opportunities and do not want this to change.

At the meeting held June 9, 2016 at the Dumont Schoolhouse of the approximately 60 people in the audience, not one person was in favor of the bike trail going through Silver Lakes. One resident asked, "What are you going to give us that we don't already have?"

The proposed route for the Greenway Trail along Silver Lakes Drive will cause congestion by placing the trail on the county road and the bridge at the entrance to the community. A 20' one lane bridge provides access into and out of this area. There is no other outlet. Two cars can fit on the bridge, however, this is not a comfortable area in which to meet another car. The Greenway proposes to add a 10' wide bike path superimposed on this bridge creating a safety problem. There's a 90 degree turn at the corner from the bridge eastbound onto Silver Lakes Drive. The road is approximately 20' wide. Adding a 10' wide bike trail means the trail and the road will occupy the same width of roadway. The Greenway proposal does not consider bicycles and cars occupying the same road.

Dumont is a small community and the residents there do not want the increased traffic the Greenway will bring. Since Charlie's Place opened, traffic has increased significantly.

During a bike race that passed through Silver Lakes, one resident was not allowed to leave his home to go to a hospital appointment. Another resident had his truck fender dented by a bicyclist at the bridge.

One family with four children moved from Idaho Springs and bought a home in Silver Lakes because they felt their children would be safer there

A paved bike trail along the frontage road on the north side of the river will not only be safer for bicycles but for pedestrians also. Many people walk the frontage road on their way to work or as customers to Taco Bell, the Conoco, Subway, Starbucks, the marijuana businesses and the Dumont Post office. On May 3, 2016 Deseree Culver, age 33 and an employee at Starbucks, was walking along the road on her break and was struck by a hit-and-run driver. She suffered severe injuries. She regained consciousness in the hospital.

The signers of this petition are all in agreement that the Greenway Trail cannot pass through Dumont, Lawson and the Silver Lakes Subdivision and that another viable location needs to be found.

We, the residents of the Silver Lakes Subdivision and signers of this petition are all in agreement that the Greenway Trail cannot pass through the Silver Lakes Subdivision and that another viable location needs to be found.

Name	Home Address	Signature	Years There
Judith Petrovic	123 Silver Lakes Dr	Judith A Petrovic	23
MARISKA Petrovic	1235 Silver Lakes Dr	Maryann Petrovic	36
Debra A. Ator	53 Silver Lakes Dr.	Debra A. Ator	32
Nick Goymerac	507 Silver Lakes Dr	[Signature]	2 1/2
Michelle Goymerac	507 Silver Lakes Dr	[Signature]	2 1/2
Linda C. Goymerac	488 Silver Lakes Dr.	Linda C. Goymerac	25
TIM GOYMERAC	488 SILVER LAKES DR	Tim Goymerac	25
ELZBIETA CRAJA	577 SILVER LAKES DR	[Signature]	2
Shawn McElroy	597 Silver Lakes Dr	Shawn McElroy	2
SHEILA AKIRIN	543 SILVER LAKE DR	[Signature]	3
MELISSA M. CLARK	543 SILVER LAKE DR	Melissa Clark	3
ETISE L DEAN	543 SILVER LAKE DR	Etise Dean	3
KATHERINE E BUCKHOUSE	390 SILVER LAKE DR	Katherine E. Buckhouse	18
Jenni Bunn	370 Silver Lakes	Jenni Bunn	11
Jimmi Bunn	370 Silver Lakes	Jim Bunn	11
Kathleen Berry	244 Silver Lakes	Kathleen Berry	54 yrs
William E. Berry	244 SILVER LAKES	William E. Berry	20
ESTILL W. ATOR	53 SILVER LAKES DR	Estill W. Ator	32
Robin Douglas	116 Silver Lakes Dr.	Robin Douglas	1 1/2
Kirk Douglas	116 Silver Lakes Dr.	[Signature]	1 1/2

- We, the residents of Dumont and Lawson and signers of this petition are all in agreement that the Greenway Trail cannot pass through Dumont, Lawson and the Silver Lakes Subdivision and that another viable location needs to be found.

Printed Name	Signature	Physical Address	Years There
Aaron Fischer		939 Silver Lakes Lawson	22
Brook Howard		939 Silverlakes Dr	5
Jim Lawrence		440 Silver Lakes Dr.	3.5
AMANDA LAWRENCE		440 Silverlakes Dr.	3.5
Travis Winters		390 Silver Lakes Dr.	18
Leslie Blum		300 Capitol Road	15
Sharon Blum		300 Capital Rd	18
Donna Jump		103 Capital Rd	20
Leonard Olivas		57 Capital Rd	20
Connie Olivas		57 Capital Rd	20
Becky Railback		350 Silver Lake Rd	14
Mary D. Spies		270 Silverlakes Dr.	25
Troy D. Spies		270 SILVER LAKES DR	25
Merri Skeen		106 Willow Rd.	29
Gleede Skeen		106 Willow Rd	9
Kathleen Spraul		525 Silverlakes Dr	20
Paul Boymer		408 Silver Lakes Dr	25
ESOS ALVAREZ		622 silverlakes Dr	10
Angie mora		324 Silver Lakes Dr ^{LOWSON}	29
Willie MORA		324 SILVER LAKES DR	29

We, the residents of the Silver Lakes Subdivision and signers of this petition are all in agreement that the Greenway Trail cannot pass through the Silver Lakes Subdivision and that another viable location needs to be found.

Name	Home Address	Signature	Years There
RICHARD SPRUIEL	525 Silver Lakes Dr	<i>Richard Spruiel</i>	23
Lynnea Harsvick	74 Silver Lake Circle	<i>Lynnea Harsvick</i>	7
Nils Harsvick	74 Silver Lake Circle	<i>Nils Harsvick</i>	7
Sheila White	94 Silver Lake Circle	<i>Sheila White</i>	19
Robert E. White	94 Silver Lake Circle	<i>Robert E White</i>	19
Sally J Shaw	56 Silver Lake Circle	<i>Sally J Shaw</i>	15
Carmen Madrigal	622 Silver Lakes	<i>Carmen Madrigal</i>	10
Randall Smart	96 Capital Rd	<i>Randall Smart</i>	2
Tom Patrick Gill	123 Silver Lakes	<i>Tom Patrick Gill</i>	1
Tori Gill	123 Silver Lakes	<i>Tori Gill</i>	1
Pat Russell	137 Silver Lakes	<i>Pat Russell</i>	5
DEBRA WEBER	287 Capital Rd.	<i>Debra Weber</i>	7 1/2

8

We the citizens of Dumont and Lawson of Clear Creek County Colorado, petition the Clear Creek Greenway and Clear Creek County Commissioners to reconsider the current plans for the Greenway through our community.

- We are not in support of the current plans for the Greenway and would like the current plan to not include the Dumont and Lawson Community.
- There is great concern from our community including: impact of traffic, impact on wildlife, increased littering and noise in area, safety of citizens living in area, lack of staff to keep area clean, concerns that the current plan will attract even more transient people to the area and lack of County Sherriff dept. patrolling areas not visible from roads, concerns over attracting people to an area of the creek that at many times has swift flowing water and other concerns that will impact the communities current lifestyle.
- We are petitioning for members of the Clear Creek Greenway and County Commissioners to not plan on the Greenway through our Community of Dumont and Lawson and reconsider other options.

Name	Address	Phone #	Signature
Jim HACKMAN	1955 CHW 308		<i>Jim Hackman</i>
Richard Dougherty	1853 CR308 Lawson		<i>Richard Dougherty</i>
MARISAN Petrovic	123 Silver Lakes Dr	3035679562	<i>Maryann Petrovic</i>
Judith A. Petrovic	123 Silver Lakes Dr	3035679562	<i>Judith A. Petrovic</i>
Robin Douglas	116 Silver Lakes Dr.	770-853-6199	<i>Robin Douglas</i>
Kirk Douglas	116 Silver Lakes Dr	770-851-3747	<i>Kirk Douglas</i>
IAN PAOLA BALOTA	194 SILVER LAKES DR	3035674557	<i>Ian Paola Balota</i>
RITA CORDOUEZ	194 SILVER LAKES DR	3035674557	<i>Rita Cordouez</i>
Aaron Fischer	939 Silver Lakes Dr.	303.519.0385	<i>Aaron Fischer</i>
Cheri Finn	55 Silver Lode Cir	3035670723	<i>Cheri Finn</i>
John Finn	55 SILVERLODE CIR	720-956-5853	<i>John Finn</i>
JOE LOCHNIKAR	154 Silver Lakes DR.	303-567-4026	<i>Joe Lochnikar</i>
Viola Lochnikar	154 Silver Lakes Dr	303-567-4026	<i>Viola Lochnikar</i>

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Name	Address	Phone #	Signature
Becky Rickard	37 Fox fire trail Dumont	303 802 7309	Becky Rickard
David A. Hornack	319 CR 310 Dumont Co	303-567-2231	David Hornack
Steve Watts	498 CR 310 Dumont Co	303-567-2522	Steve Watts
Debra Watts	498 CR 310 Dumont Co	303-567-2522	Debra Watts
Cheyenne Zullka	37 Fox fire trail Dumont	865-308-2441	Cheyenne Zullka
Douglas W. Jurdandr	37 Fox fire trail Dumont	865-308-0766	Douglas W. Jurdandr
Christopher Cicchiccia	37 Fox fire trail Dumont	720 431 9951	Christopher Cicchiccia
Zachery Bull	363 CR 310 Dumont Co <small>(cut off by the rd)</small>	720 675 9511	Zachery Bull
Jodie S. Hartman Bull	363 CR 310 Dumont Co <small>8-13-12</small>	303-567-2985	Jodie S. Hartman Bull
Shirley A. Bull	363 CR 310 Dumont Co <small>12/16/12</small>	303-567-2983	Shirley A. Bull
Judith A. Farris	158 West Dumont Rd	303 567 2850	Judith A. Farris
KANE R FARRIS	158 WEST DUMONT ROAD	303-567-2850	Kane R Farris
Linda Jeske Anita Jeske	218 West Dumont Rd Dumont	303-567-4936	Anita Jeske
Narcie King	72 W. Dumont Rd, Dumont	303-567-2885	Narcie King

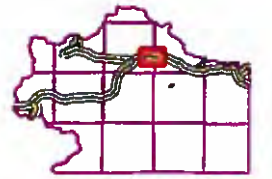
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- We are petitioning for members of the Clear Creek Greenway and County Commissioners to not plan on the Greenway through our Community of Dumont and Lawson and reconsider other options.

Name	Address	Phone #	Signature
Marilyn Broughton	1954 County Rd. 308 Idaho Springs, CO 80452	303-567-4760	Marilyn Broughton
JOHN BROUGHTON	1954 COUNTY RD 308 IDAHO SPRINGS CO 80452	303-567-4760	[Signature]
Joseph Ball	95 Capital Rd. Dumont CO 80436	720-384-8892	[Signature]
Charlene Ball	95 Capital Rd Dumont, CO 80436	303-241-0388	Charlene Ball

Bike Trail Proposal

Exhibit F



- Legend**
- Roads (1 inch = 800 feet)
- HIGHWAY
 - MAJOR ARTERIAL
 - COLLECTOR
 - LOCAL
 - SERVICE
 - 4WD
- Streams
- Streams
- Lakes
- Lakes
- Towns (zoomed in)
- Towns (zoomed in)



1:10,922

1,820.3 0 910.14 1,820.3 Feet

NAD_1983_2011_StatePlane_Colorado_Central_FIPS_0502_FL_US
Map Created: March 3, 2017



This map is a visual representation generated from an Internet Mapping site. Do not use for legal, construction, survey or real estate transaction purposes. This map is not survey accurate and may not comply with National Mapping Accuracy Standards. This map may or may not be accurate, current or otherwise reliable. The presence of a road feature on the map does not imply the existence of public access or ownership.

Notes

Jim White's Email Correspondence
Received: Friday August 4th, 2017

As you know, lots of people on Floyd Hill have major problems with CDOT's 4th concept for the interchange between US-6 and I-70. This is the concept of moving that interchange up to the top of Floyd Hill. (See the attached excerpt from the storyboards at the July 28 public meeting.)

The idea of a roundabout on the north side of I-70 could be helpful. It would improve a dangerous intersection. In fact there is adjacent land available that could be acquired, and in conjunction with a north-side roundabout could help staging and managing truck traffic in winter weather. However the idea of moving interchange traffic to this point has so many severe issues that it should be abandoned as an alternative.

The routing of through traffic 3-4 miles up the hill and then the same distance back down the hill is a terrible idea. That idea is made even worse since through-traffic motorists who had to take the trip could see how far they had been taken out of their way, as the downhill route is visible from the uphill route. Motorists from Golden and Boulder who use US-6 as a way to get to recreation in Clear Creek and Summit Counties would find that they had 7 miles and 800 feet of altitude added to a 15-mile trip up the creek. This would create such a problem that it would probably divert a fair amount of traffic from US-6 onto I-70 up Mount Vernon Canyon; this is the opposite of what we are trying to achieve for I-70.

Yet more importantly, the evaluation of criteria #1 through #4 in the Evaluation Matrix for the interchanges focuses only on through traffic. There is also a lot of local traffic through the interchange at the top of the hill.

Criterion #1 evaluation admits that the concept would limit emergency access to residents (and the school) in this area. But it does not document that there is not enough capacity for emergency EGRESS from the area. Residents greatly appreciate the work that CDOT did to facilitate the use of Sawdust Court as an emergency egress route; in an emergency that will save lives. However, the capacity of the remaining egress route is still insufficient to get all of the people whose sole option is the road over the bridge on the top of Floyd Hill at MM 247 (Homestead Road). The concept of bringing more truck and gaming traffic up to this point is directly counter to the safety of residents and students at the school; in the event of an emergency, more people would not survive.

Criterion #2 evaluation again addresses only the safety of through traffic. It does not consider the safety of the 1100 residents, plus several hundred school students, who would have to use this route in an emergency evacuation. Evergreen Fire Rescue has told us that this is a life-and-death issue.

Criterion #3 evaluation admits that this alternative would add out of direction travel and reduce travel options for through traffic, but it does not address the potential for adding traffic to I-70 through Mount Vernon Canyon. Furthermore, the evaluation ignores the problem of how hard it is for LOCAL traffic to go out and get home during peak traffic periods. Through traffic already uses US-40 as an additional lane of traffic during peak periods, effectively blocking local access to and from their homes. Bringing more truck and gaming traffic to this critical juncture would just make this aggravating problem much worse.

Criterion #4 evaluation admits that multiple operational conflicts have been identified, even as far as through traffic is concerned. These operational conflicts increase many times as local traffic for residents and for the school are considered.

When the local traffic considerations are taken into account, the concept of bringing the interchange traffic up to the top of Floyd Hill becomes unthinkable.

What would it take to make sure that this alternative is NOT advanced to the NEPA process?

- Jim White



Meeting Summary

Public Meeting #1

June 12, 2018 | 5 p.m. - 7 p.m.

Clear Creek High School and Middle School | Evergreen, CO

1.0 Background and Purpose of Public Meeting #1

On June 12, 2018, the project team held a meeting to discuss feedback on the project's Purpose and Need, Preliminary Proposed Action, and Environmental Assessment (EA) process.

2.0 Chronology and Brief Summary

5:00-5:30 p.m. - Sign-in and Open House

- Members of the public (“Attendees”) arrived and signed in at the front desk and were greeted by a project team member. There were 125 people who signed in.
- Handouts were distributed to attendees as they signed in. The handouts included:
 - Agenda and Contact Information (**Appendix A**)
 - Context Sensitive Solutions (CSS) Flow Chart (**Appendix B**)
 - Project Location (**Appendix C**)
 - Comment Form (**Appendix D**)
- Attendees then went to the open house to review the project boards and talk to project staff before the presentation and discussion began. Project boards (**Appendix E**) included:
 - Project Background Information
 - NEPA Overview
 - Context Sensitive Solutions (“CSS”) Process
 - Major Elements of Proposed Action Considered
 - Evaluated Resources
 - Project Schedule
 - How to Stay Involved

5:30-6:00 p.m. - Presentation, Questions, and Answers

- Stephen Harelson presented on the project background, purpose and need, CSS process, and an overview of the Floyd Hill improvement options and the preliminary Proposed Action (**Appendix F**).
- Jonathan Bartsch facilitated the question-and-answer session following the presentation. The following questions were asked:



Q: Will the Frei Quarry mining operation and old mining claims impact the stability of the highway?

A: We will perform geotechnical investigations and traffic analysis of the project area to assess these operations and claims through the project development process.

Q: How has geologic impacts and movement been accounted for during the engineering and design of the options presented?

A: Several landslides exist and have been identified in earlier projects. We will avoid or mitigate any impact to landslide areas. Additional rockfall mitigation will also be evaluated and added where necessary. We will collect additional data and will evaluate these items during the project development process.

Q: How is the project addressing and accommodating mass transit?

A: An Advanced Guideway System (AGS) (High Speed Rail) is part of the Preferred Alternative in the I-70 Mountain Corridor Record of Decision from 2011. A feasibility study was completed in 2014 that found it was technologically feasible, but not financially feasible. It's still part of the Preferred Alternative, but will not be constructed as part of this project. This project will be designed to accommodate future construction of the alignment from the feasibility study.

Q: How will property values and impacts be considered?

A: We are evaluating property impacts through the environmental process. If properties need to be acquired for the project, CDOT will follow the Federal Uniform Act to ensure fair compensation.

Q: Who is responsible for the infrastructure on Soda Creek Road?

A: Jefferson County.

Q: What is the timing for construction and how long will it take?

A: CDOT is in the process of identifying and securing funding for the project. If funding becomes available, construction could begin as soon as 2021 and last for approximately 3 years.

Q: Is there accommodation for an emergency landing zone?

A: CDOT is evaluating potential locations with the local stakeholders at the top of Floyd Hill. It is unclear if it will be included in the project.

Q: How are the noise impacts of the project, particularly the top of Floyd Hill, being considered?

A: CDOT will evaluate any noise impacts from the project to determine if and where noise mitigation is required.

Q: Can we bring utilities from Idaho Springs to Floyd Hill as part of this project?

A: CDOT is willing to partner with local utilities if they want to add new utility lines within the I-70 right of way.



6:00-7:00 p.m. - Open Housep

- Attendees used this time to review the project boards in more detail and ask additional questions of project team members.
- Attendees were encouraged to document their comments and place them in comment boxes.

7:00 p.m. - Closing

3.0 Comments from Comment Sheets

All written comments from the public meeting can be found in **Appendix G**. All comments will be considered in the development of the project.

“Thank you for providing this opportunity to be informed and making so many staff members available to answer questions. I am sorry there aren't more citizens in attendance. Great handouts.”

“Thank you to the local citizens who have served in providing input and opinions.”

“Although a project like this is difficult for many citizens to endure, the information eases some of the concerns and frustrations.”

“Thanks for your vision for our future.”

“If we are taking a vote, I would vote to convert both Beaver Brook and Hyland Hills into full interchanges. Remove the traffic from the frontage road.”

“Good job”

“I received my CO on Jan 31, 2018. Clear Creek County did not disclose this project nor did CDOT when I called. This east section impacts me 100%. I-70 is my backyard.

- *Fire mitigation*
- *Noise*
- *Property value*
- *Air quality*
- *All concerns*
- *Wildlife*
- *Bear family on NE of Floyd Hill. Deer and Elk”*



- “1) I overall like the project - much needed.
– Tunnel is a great idea
2) Strongly encourage full interchange at exit 248. Makes access from 65 to I-70 simpler, more efficient.
3) Please consider open space property at top of Floyd Hill
4) Improve Clear Creek Greenway as part of project. Thx!”*

“Is CDOT aware of the groundwater situation in the mountain that will be tunneled on the north side of WB. Will the tunnel cause a release of pressure that will drain the groundwater? ‘Lake encased in the mountain’?”

Evac:

- Back of Saddleback*
- Increased population. How do you evac on north side and get to I-70?”*

“Build it. Great, well thought out design. Much needed improvement. Many of us in the county are in favor of these improvements, despite what you hear from the people at the county government. They don't seem to represent a lot of us.”

“My comment regarding the impact to property values was misunderstood and was interpreted to mean that my home at 586 Hyland Drive would certainly not be impacted at any time during the project. I strongly support that Hwy 40 at Floyd Hill be kept on the north side of I-70 by routing it further northward on a traffic circle that allows traffic to continue to the west but that prevents truck traffic to exit into the Floyd Hill area on the south side of I-70.”

“This seems to be a well thought through plan. Quite a huge project for a small county to experience. Have you considered any impact financial help for Clear Creek County to aid them in improving the dirt roads to make them safer for the residents? Many need guard rails on the hills next to steep drop-off areas.”

“Owner would like to have the CDOT Region 1 consider the overall consequences of new construction (i.e. alternate routes and the opportunity for inclusion of utilities from Idaho Springs).”

“Apparently a carefully thought through plan. Like that both major and minor issues have been addressed. I favor this project as presented and look forward to its completion.”



Appendix A

Agenda and Contact Information



I-70 Floyd Hill to Veterans Memorial Tunnels



Welcome to the I-70 Floyd Hill to Veterans Memorial Tunnels Public Meeting

June 12, 2018

5:00-5:30 p.m. Sign-in and Open House

5:30-6:00 p.m. Presentation, Questions, and Answers

6:00-7:00 p.m. Open House

Project staff can be identified by their name tags and are available to answer any questions.

Don't forget to stop by our comment station to write down your comments!

Stay Involved!



Subscribe to our email list

bit.ly/FloydHill



Leave a voicemail

303-512-4408



Send an email

cdot_floydhill@state.co.us



Write a letter

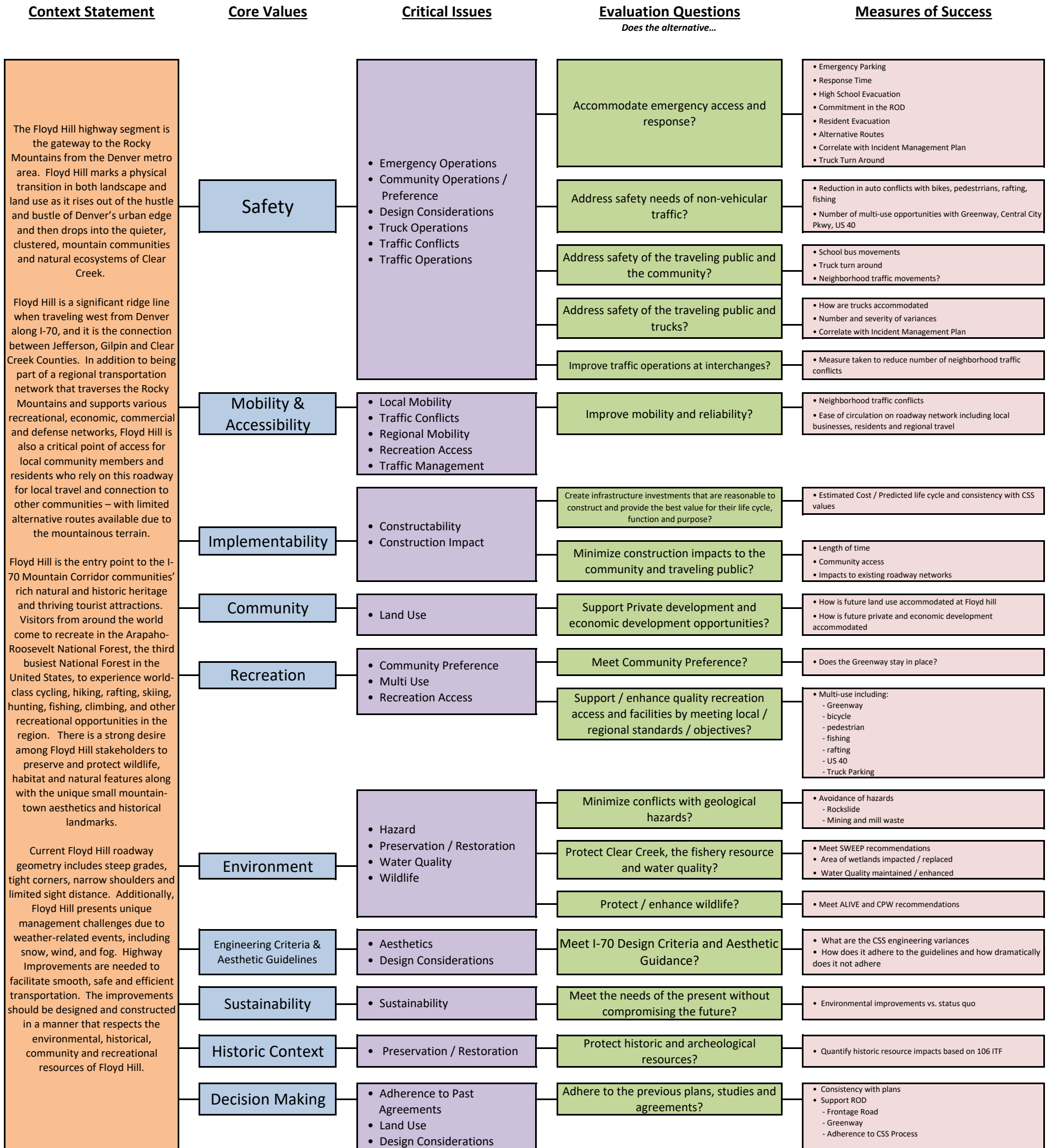
Floyd Hill Project Team
425A Corporate Circle
Golden, CO 80401



Appendix B

Context Sensitive Solutions (CSS)

CSS Flow Chart



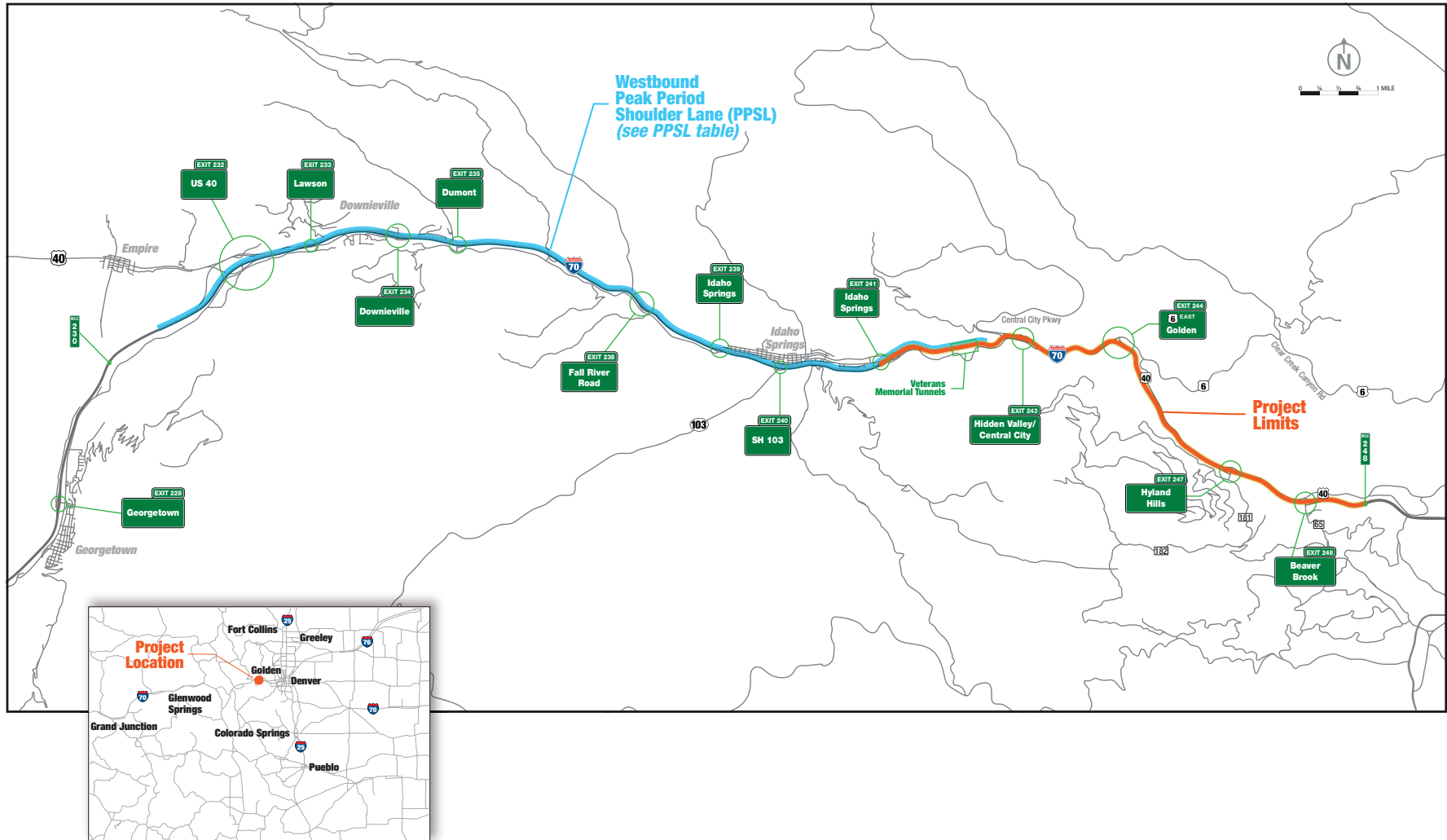


Appendix C

Project Location



Project Location

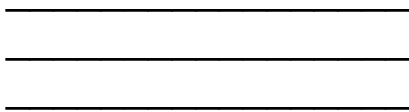




Appendix D

Comment Form

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Place
First Class
Stamp
Here

Colorado Department of Transportation
Region 1 West Program
425A Corporate Circle
Golden, CO 80401
Attn: Floyd Hill Project Team

-----fold here-----



Appendix E

Project Boards



I-70 Floyd Hill to Veterans Memorial Tunnels

Welcome to the

I-70 Floyd Hill To Veterans Memorial Tunnels Public Meeting

June 12, 2018

5:00-5:30 p.m. **Sign-in and Open House**

5:30-6:00 p.m. **Presentation, Questions, and Answers**

6:00-7:00 p.m. **Open House**

Project staff can be identified by their name tags
and are available to answer any questions.

**Don't forget to stop by our comment station
to write down your comments!**



Project Background



The ROD outlines the following improvements specific to the Floyd Hill area:

- ▲ Six-lane component from Floyd Hill through the Veterans Memorial Tunnels including a bike trail and frontage roads from Idaho Springs to Hidden Valley and Hidden Valley to US 6

* *Environmental Impact Statement*

** *Record of Decision*

Three roadway concepts were recommended for further investigation through the Concept Development Process:

- ▲ Off Alignment
- ▲ North Alignment
- ▲ South Alignment

Additionally, multiple interchange access concepts were considered for further investigation

We are here

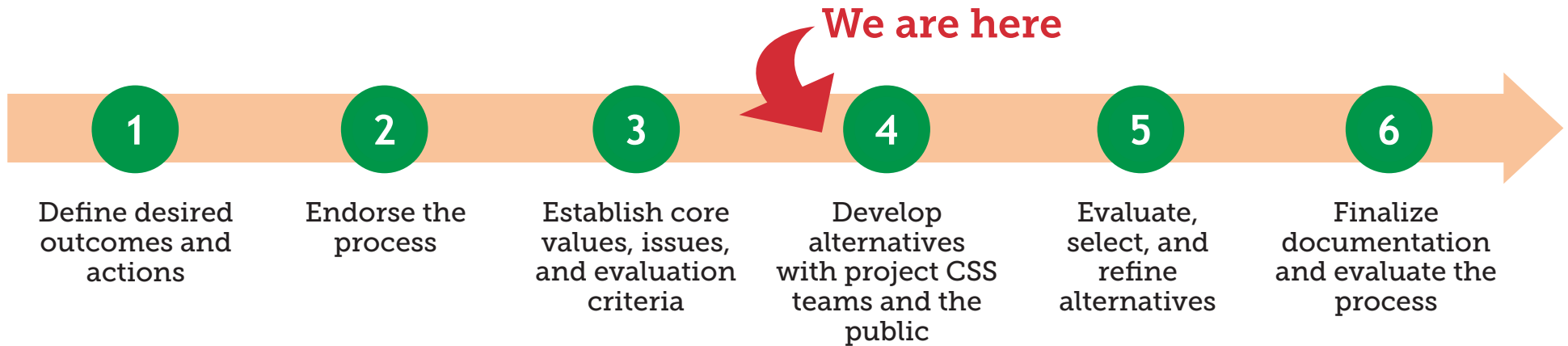
Floyd Hill Environmental Assessment (EA)

After further analysis of the concepts, the North Alignment moved forward with multiple options to be fully analyzed in the EA (see Preliminary Proposed Action Map Boards)



Context Sensitive Solutions Process

The I-70 Mountain Corridor Context Sensitive Solutions (CSS) process is a required part of every project on the I-70 Mountain Corridor. It includes establishment of a Project Leadership Team, a Technical Team, and Issue Task Forces as needed. It also includes the following six-step decision-making process:



Floyd Hill Project Stakeholders

Project Leadership Team (PLT)

- Central City
- Clear Creek County
- Colorado Department of Transportation
- Consultant Team
- Federal Highway Administration
- Gilpin County
- I-70 Coalition
- City of Idaho Springs
- Town of Empire
- US Forest Service

Technical Team (TT)

- Central City
- City of Blackhawk
- City of Idaho Springs
- Clear Creek Bikeway User Group
- Clear Creek County
- Clear Creek County Open Space
- Clear Creek County School District/Board
- Clear Creek Greenway Authority
- Clear Creek Watershed Foundation
- Colorado Department of Transportation
- Colorado Motor Carriers Association
- Colorado Parks and Wildlife
- Consultant Team
- Denver Regional Council of Governments
- Federal Highway Administration
- Floyd Hill Community
- Gilpin County
- I-70 Coalition
- Jefferson County
- Law Enforcement and Emergency Services
- Trout Unlimited
- US Forest Service

Appendix E



Issue Task Force

Issue Task Forces (ITF) are multidisciplinary teams that include stakeholders and experts in the Core Values surrounding a single issue.

A Landscape Level Inventory of Valued Ecosystem Components (ALIVE)

A Memorandum of Understanding established a program of cooperation for the purpose of early and full implementation of corrective actions to solve roadway crossing problems and streamline the consultation process. The ALIVE ITF is convened during Tier 2 NEPA processes to address issues related to improving wildlife movement and reducing habitat fragmentation.



Section 106

A Programmatic Agreement developed principles and stipulations for complying with Section 106 of the National Historic Preservation Act in the I-70 Mountain Corridor. The Section 106 ITF is convened during Tier 2 NEPA processes to identify historic properties, determine effects on historic properties, and consult on measures to avoid, minimize, or mitigate any adverse effects.



Stream and Wetland Ecological Enhancement Program (SWEEP)

A Memorandum of Understanding established a framework for cooperation and formed the foundation of mitigation for aquatic resource impacts during projects along the I-70 Mountain Corridor. The SWEEP ITF is convened during Tier 2 NEPA processes to address issues related to water quality, stream and riparian habitats, and aquatic life and, where applicable, identifies opportunities to improve stream conditions.



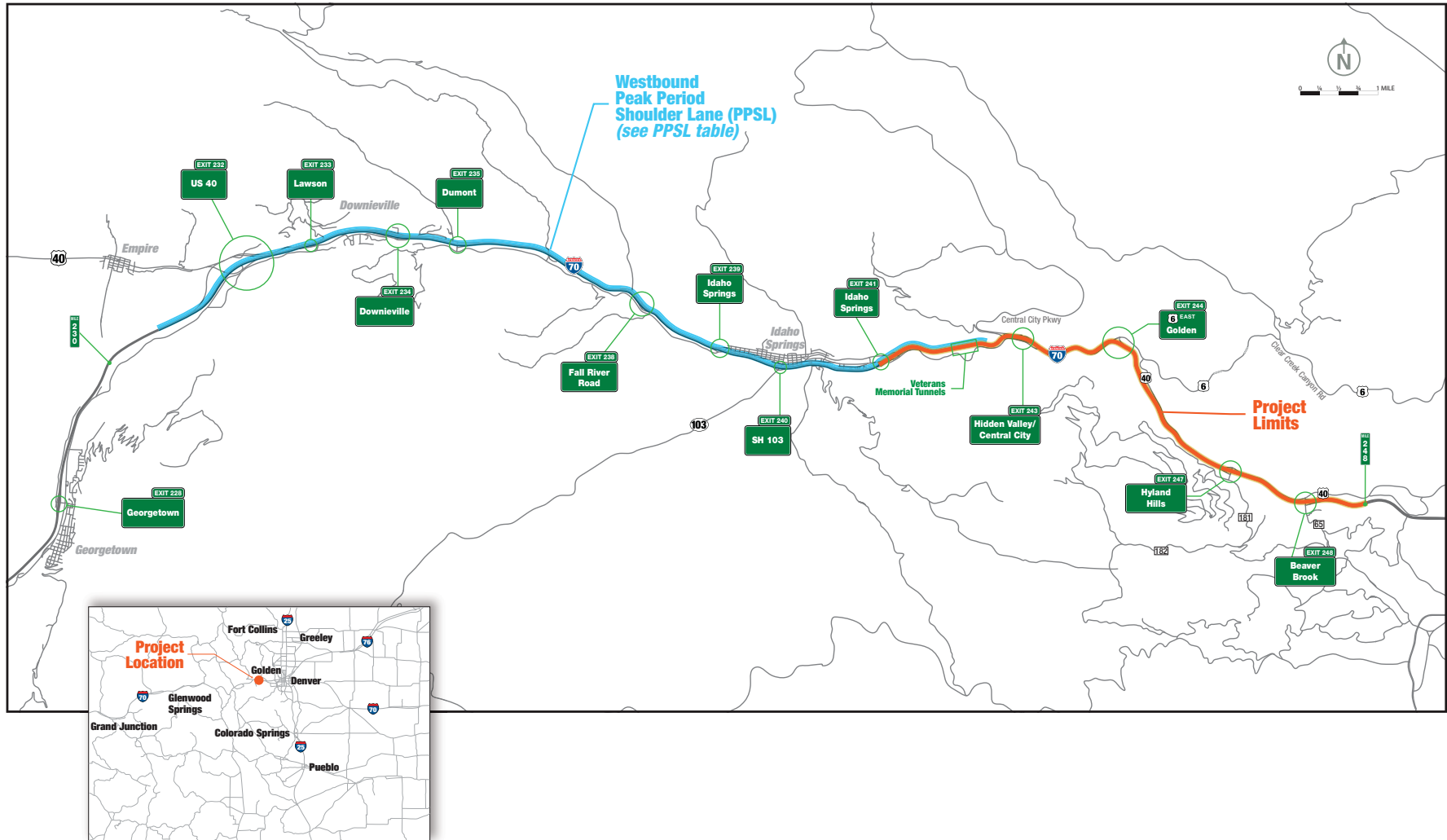


CSS Flow Chart

Context Statement	Core Values	Critical Issues	Evaluation Questions <i>Does the alternative...</i>	Measures of Success
<p>The Floyd Hill highway segment is the gateway to the Rocky Mountains from the Denver metro area. Floyd Hill marks a physical transition in both landscape and land use as it rises out of the hustle and bustle of Denver's urban edge and then drops into the quieter, clustered, mountain communities and natural ecosystems of Clear Creek.</p> <p>Floyd Hill is a significant ridge line when traveling west from Denver along I-70, and it is the connection between Jefferson, Gilpin, and Clear Creek Counties. In addition to being part of a regional transportation network that traverses the Rocky Mountains and supports various recreational, economic, commercial, and defense networks, Floyd Hill is also a critical point of access for local community members and residents who rely on this roadway for local travel, and a connection to other communities – with limited alternative routes available due to the mountainous terrain.</p> <p>Floyd Hill is the entry point to the I-70 Mountain Corridor communities' rich natural and historic heritage and thriving tourist attractions. Visitors from around the world come to recreate in the Arapaho-Roosevelt National Forest – the third busiest National Forest in the United States – to experience world-class cycling, hiking, rafting, skiing, hunting, fishing, climbing, and other recreational opportunities in the region. There is a strong desire among Floyd Hill stakeholders to preserve and protect wildlife, habitat, and natural features along with the unique small mountain-town aesthetics and historical landmarks.</p> <p>Current Floyd Hill roadway geometry includes steep grades, tight corners, narrow shoulders, and limited sight distance. Additionally, Floyd Hill presents unique management challenges due to weather-related events; including snow, wind, and fog. Highway Improvements are needed to facilitate smooth, safe, and efficient transportation. The improvements should be designed and constructed in a manner that respects the environmental, historical, community, and recreational resources of Floyd Hill.</p>	Safety	<ul style="list-style-type: none"> Emergency Operations Community Operations /Preference Design Considerations Truck Operations Traffic Conflicts Traffic Operations 	<ul style="list-style-type: none"> Accommodate emergency access and response? Address safety needs of non-vehicular traffic? Address safety of the traveling public and the community? Address safety of the traveling public and trucks? Improve traffic operations at interchanges? 	<ul style="list-style-type: none"> Emergency Parking Response Time High School Evacuation Commitment in the ROD Resident Evacuation Alternative Routes Correlate with Incident Management Plan Truck Turn Around Reduction in auto conflicts with bikes, pedestrians, rafting, fishing Number of multi-use opportunities with Greenway, Central City Pkwy, US 40 School bus movements Truck turn around Neighborhood traffic movements How are trucks accommodated Number and severity of variances Correlate with Incident Management Plan Measure taken to reduce number of neighborhood traffic conflicts
	Mobility & Accessibility	<ul style="list-style-type: none"> Local Mobility Traffic Conflicts Regional Mobility Recreation Access Traffic Management 	<ul style="list-style-type: none"> Improve mobility and reliability? 	<ul style="list-style-type: none"> Neighborhood traffic conflicts Ease of circulation on roadway network including local businesses, residents, and regional travel
	Implementability	<ul style="list-style-type: none"> Constructability Construction Impact 	<ul style="list-style-type: none"> Create infrastructure investments that are reasonable to construct and provide the best value for their life cycle, function, and purpose? Minimize construction impacts to the community and traveling public? 	<ul style="list-style-type: none"> Estimated Cost / Predicted life cycle and consistency with CSS values Length of time Community access Impacts to existing roadway networks
	Community	<ul style="list-style-type: none"> Land Use 	<ul style="list-style-type: none"> Support Private development and economic development opportunities? 	<ul style="list-style-type: none"> How is future land use accommodated at Floyd Hill How is future private and economic development accommodated
	Recreation	<ul style="list-style-type: none"> Community Preference Multi Use Recreation Access 	<ul style="list-style-type: none"> Meet Community Preference? Support / enhance quality recreation access and facilities by meeting local / regional standards / objectives? 	<ul style="list-style-type: none"> Does the Greenway stay in place? Multi-use including: <ul style="list-style-type: none"> Greenway Bicycle Pedestrian Fishing Rafting US 40 Truck parking
	Environment	<ul style="list-style-type: none"> Hazard Preservation / Restoration Water Quality Wildlife 	<ul style="list-style-type: none"> Minimize conflicts with geological hazards? 	<ul style="list-style-type: none"> Avoidance of hazards <ul style="list-style-type: none"> Rockslide Mining and mill waste
			<ul style="list-style-type: none"> 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
			<ul style="list-style-type: none"> Protect / enhance wildlife? 	<ul style="list-style-type: none"> Meet ALIVE and CPW recommendations
	Engineering Criteria & Aesthetic Guidelines	<ul style="list-style-type: none"> Aesthetics Design Considerations 	<ul style="list-style-type: none"> Meet I-70 Design Criteria and Aesthetic Guidance? 	<ul style="list-style-type: none"> What are the CSS engineering variances How does it adhere to the guidelines and how dramatically does it not adhere
	Sustainability	<ul style="list-style-type: none"> Sustainability 	<ul style="list-style-type: none"> Meet the needs of the present without compromising the future? 	<ul style="list-style-type: none"> Environmental improvements vs. status quo
	Historic Context	<ul style="list-style-type: none"> Preservation / Restoration 	<ul style="list-style-type: none"> Protect historic and archeological resources? 	<ul style="list-style-type: none"> Quantify historic resource impacts based on 106 ITF
	Decision Making	<ul style="list-style-type: none"> Adherence to Past Agreements Land Use Design Considerations 	<ul style="list-style-type: none"> Adhere to the previous plans, studies, and agreements? 	<ul style="list-style-type: none"> Consistency with plans Support ROD <ul style="list-style-type: none"> Frontage Road Greenway Adherence to CSS Process



Project Location





NEPA Process Overview

- ▲ A Tier 1 National Environmental Policy Act (NEPA) process was completed in 2011 for the I-70 Mountain Corridor from C-470 in Golden to Glenwood Springs. Tier 1 NEPA processes focus on strategies for an entire corridor to make broad policy decisions. The I-70 Mountain Corridor Tier 1 NEPA process made decisions on general location, mode, and capacity.
- ▲ A Tier 1 ROD was approved for the I-70 Mountain Corridor that provided a long-term vision for the 144-mile corridor that includes a program of transit, highway, safety, and other improvements to increase capacity, improve accessibility and mobility, and decrease congestion. This decision provided a framework for implementation of specific projects, which are then evaluated through Tier 2 NEPA processes.
- ▲ Tier 2 NEPA processes can then focus on analyzing project-specific impacts and issues since the broad decisions are made at the Tier 1 level. The Floyd Hill to Veterans Memorial Tunnels project is currently being evaluated through a Tier 2 NEPA process (EA).





Project's Purpose

The purpose of the project is to improve travel time reliability, safety, and mobility, and address the deficient infrastructure on westbound I-70 through the Floyd Hill area of the I-70 Mountain Corridor. The project advances improvements on the I-70 Mountain Corridor that were identified in the 2011 I-70 Mountain Corridor ROD.

An additional purpose to the project is to address tight horizontal curves on eastbound I-70 causing safety concerns.

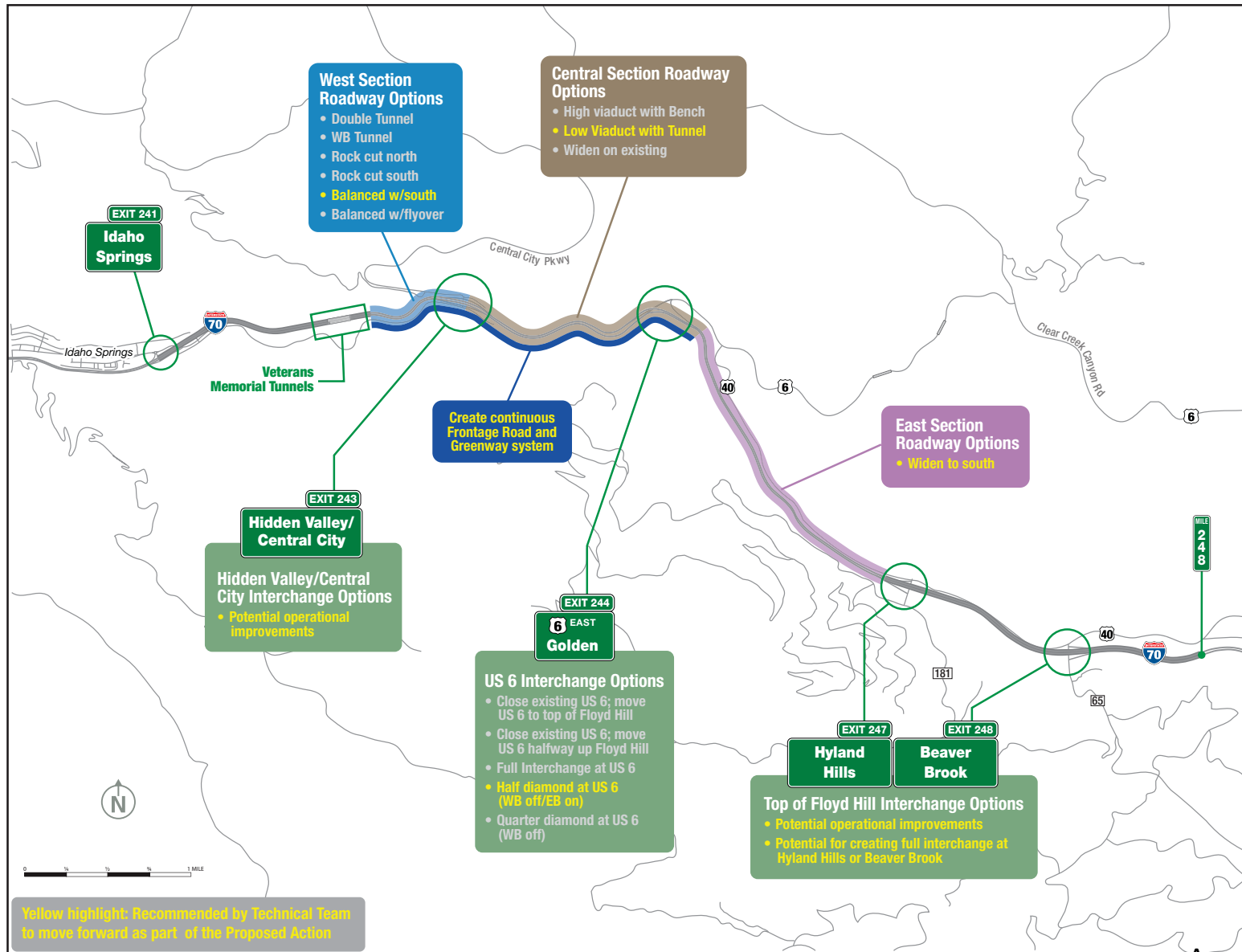
This project also addresses two improvements included in the ROD from US 6 to Hidden Valley and Hidden Valley to Idaho Springs. The purpose of these improvements is to improve multimodal connectivity and to provide an alternate route parallel to the interstate mainline in case of emergency or severe weather conditions.

Project's Needs

- ▲ High traffic volumes and limited capacity on I-70 in the westbound direction which affects regional and local mobility and accessibility
- ▲ Unreliable travel times and frequent delays due to traffic congestion on I-70 in the westbound direction
- ▲ Occasional severe weather conditions causing closures on the interstate which results in congestion, mobility, and local accessibility challenges
- ▲ Safety concerns due to congestion, substandard geometry with tight curves, and steep grades
- ▲ Aging and deficient infrastructure
- ▲ Insufficient infrastructure for pedestrian and bicycle users between US 6 and Idaho Springs
- ▲ Lack of road redundancy and parallel routes between US 6 and Idaho Springs which hinders emergency response times in case of emergencies



Major Elements of Proposed Action Considered





Major Elements of Proposed Action

Top of Floyd Hill



- Legend**
- Proposed Roadway
 - Advanced Guideway System (AGS) underground, not pictured (not part of this project)



Major Elements of Proposed Action

East Section: Widen to South

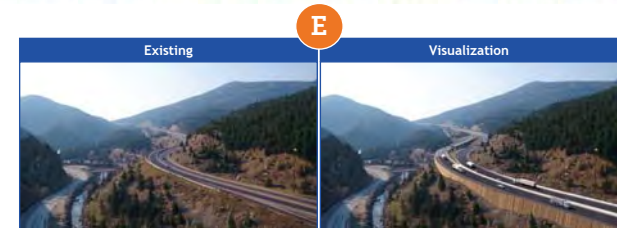
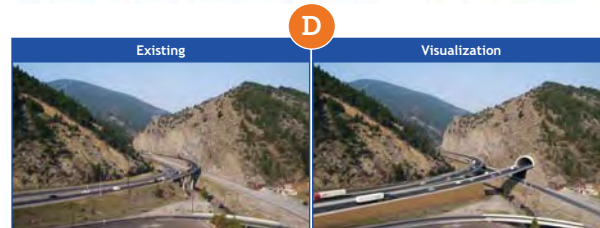
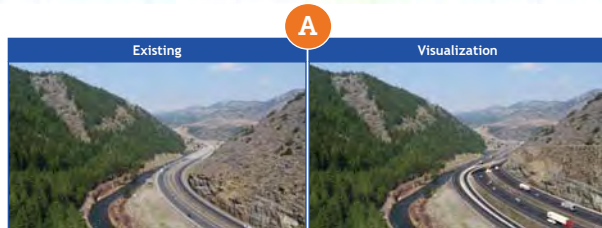
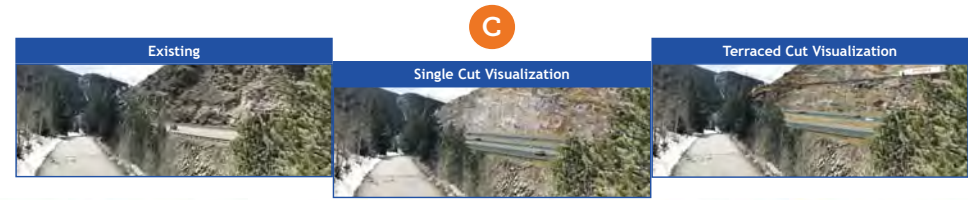
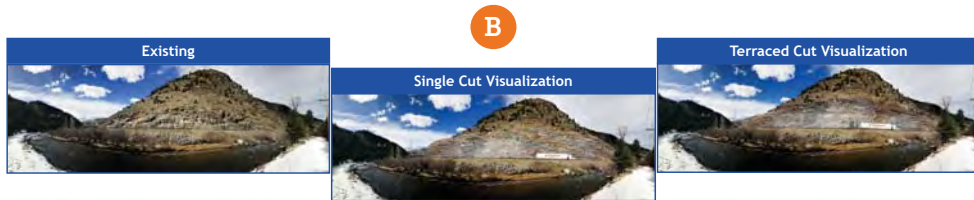


- Legend**
- Proposed Roadway
 - Advanced Guideway System (AGS) (not part of this project)



Major Elements of Proposed Action

Central Section: Low Viaduct with Tunnel

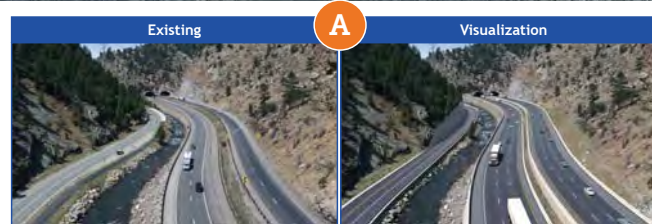
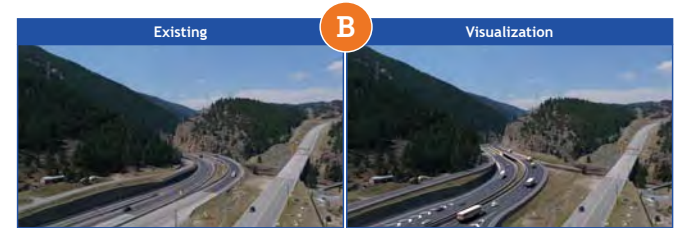


- Legend**
- Proposed Roadway
 - Frontage Road
 - Greenway
 - Advanced Guideway System (AGS) (not part of this project)



Major Elements of Proposed Action

West Section: Balanced with South



- Legend**
- Proposed Roadway
 - Frontage Road
 - Greenway
 - Advanced Guideway System (AGS) (not part of this project)



Resources Being Evaluated

The following resources will be evaluated as part of the EA:



Water Resources



Air Quality & Traffic Noise



Archaeological & Historic Resources



Land Use & Park Land



Social & Community Impacts



Section 4(f) & Section 6(f)



Vegetation & Wildlife



Threatened & Endangered Species



Indirect & Cumulative Impacts



Hazardous Materials



Transportation/Multimodal



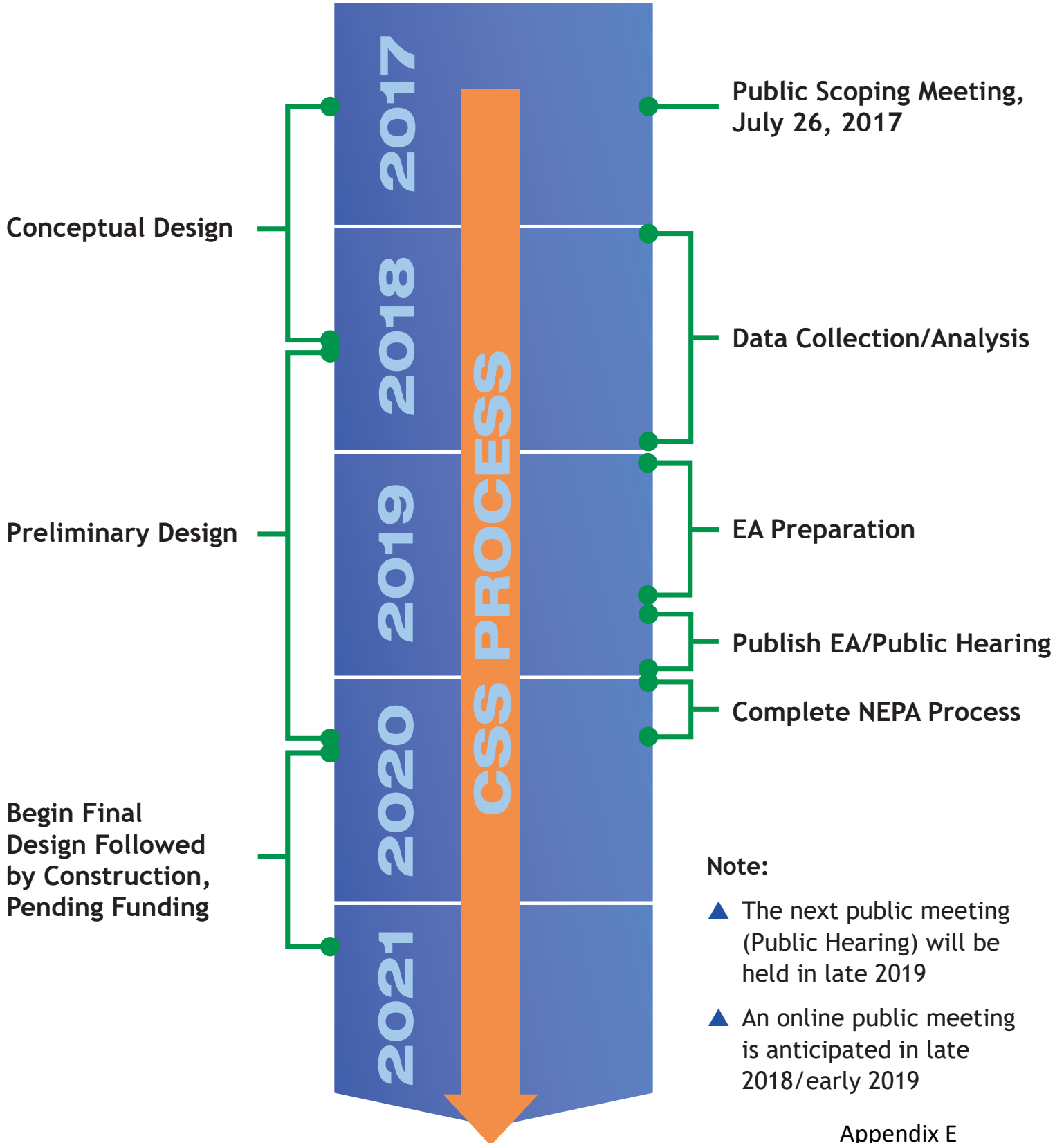
Geological & Paleontological Resources

There will be a public review period with a public hearing once the EA is completed.

Please fill out a comment form if you have any concerns that should be considered during the resource evaluation process.



Project Schedule





Stay Involved



Subscribe to email list:
bit.ly/FloydHill



Leave a voicemail:
303-512-4408



Send an email:
cdot_floydhillproject@state.co.us



Send a letter:
425A Corporate Circle
Golden, CO 80401
Attn: Floyd Hill Project Team

**Or simply stop by the comment station
to write down your comments!**





Appendix F Presentation



Public Meeting

June 12, 2018



I-70 Floyd Hill to Veterans Memorial Tunnels

*Welcome to the I-70 Floyd Hill To
Veterans Memorial Tunnels
Public Meeting*

Meeting Agenda

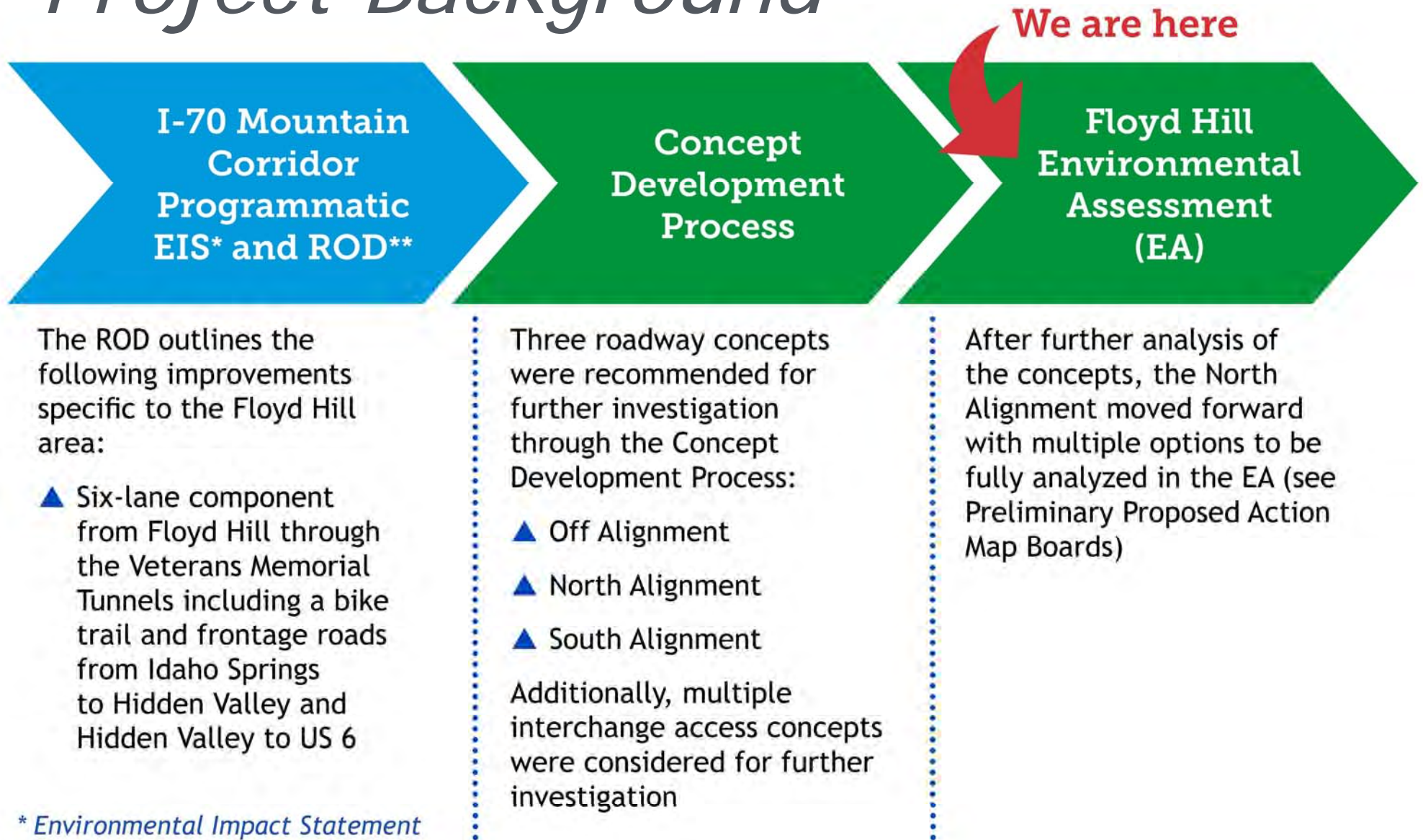
5:00 pm - Sign-in and Open House

5:30 pm - Presentation, Questions, and Answers

6:00 pm - Open House



Project Background



* Environmental Impact Statement

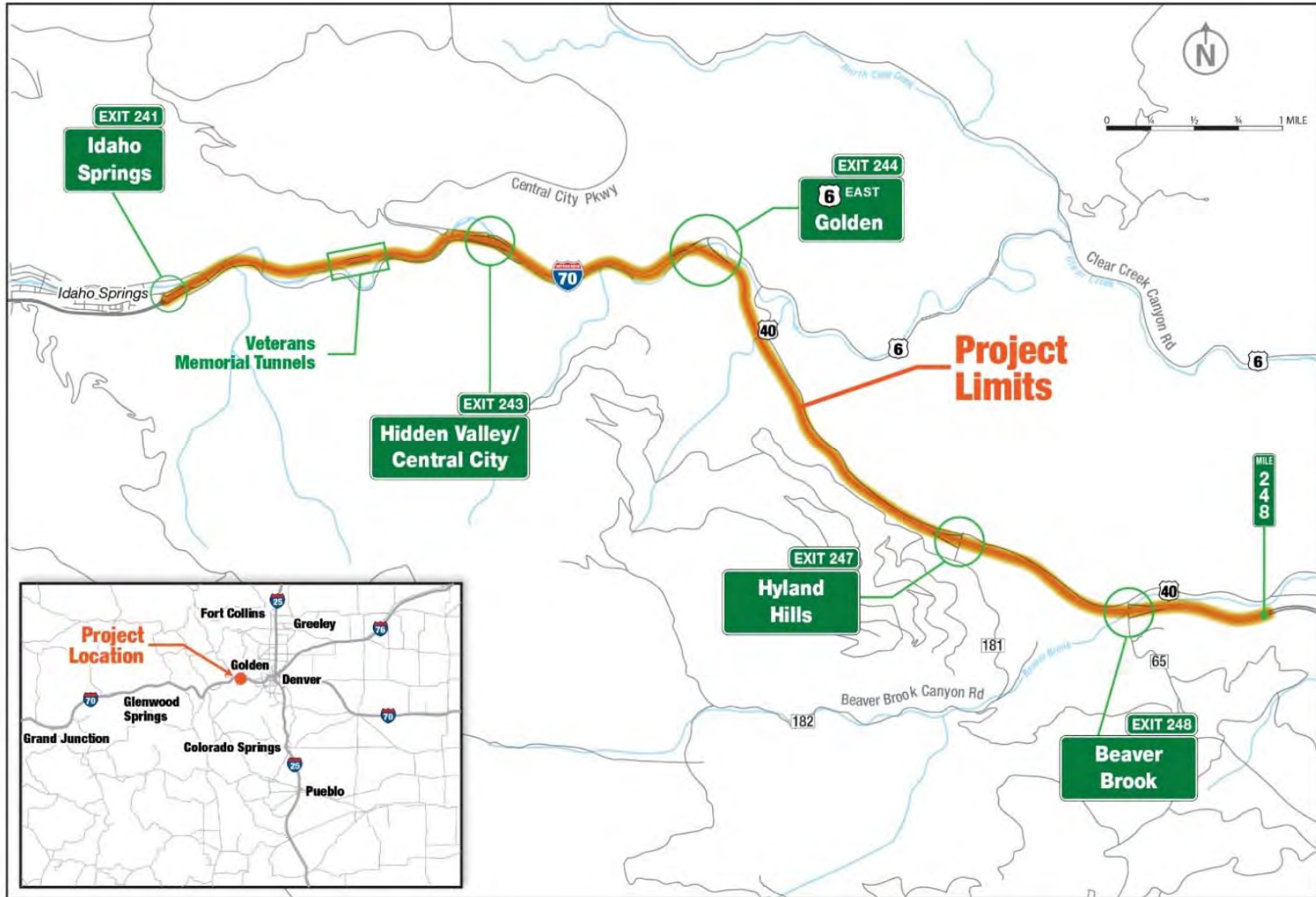
** Record of Decision



CSS Process

- Public scoping in July 2017
- 4 PLT Meetings
 - Established Charter, context statement, core values, reviewed public outreach plan, reviewed major elements, reviewed public meeting materials, introduced draft project goals
- 12 TT Meetings
 - Worked through 6-Step decision making process. Started with context mapping of three sections. Used matrices to evaluate and recommend options.
- Multiple ITFs
 - Developed measures of success, CSS flow chart, evaluated option for interchanges and roadway design
 - Held SWEEP, ALIVE and Section 106 ITFs

Project Location Map



NEPA Process Overview

- Tier 1 NEPA completed in 2011
- Tier 1 ROD was approved for the I-70 Mountain Corridor
 - Provided a long-term vision for the 144-mile corridor
 - Includes a program of transit, highway, safety, and other improvements to increase capacity, improve accessibility and mobility, and decrease congestion
- Tier 2 NEPA processes focus on analyzing project-specific impacts and issues
- Floyd Hill to Veterans Memorial Tunnels project is currently being evaluated through a Tier 2 NEPA process (EA)



Project's Purpose

The purpose of the project is to **improve travel time reliability, safety, and mobility**, and **address the deficient infrastructure on westbound I-70** through the Floyd Hill area of the I-70 Mountain Corridor. The project advances improvements on the I-70 Mountain Corridor that were identified in the 2011 I-70 Mountain Corridor Record of Decision (ROD).

An additional purpose to the project is to **address tight horizontal curves on eastbound I-70** causing safety concerns.

This project also addresses two improvements included in the ROD from US 6 to Hidden Valley and Hidden Valley to Idaho Springs. The purpose of these improvements is to **improve multimodal connectivity** and to **provide an alternate route parallel to the interstate mainline in case of emergency** or severe weather conditions.



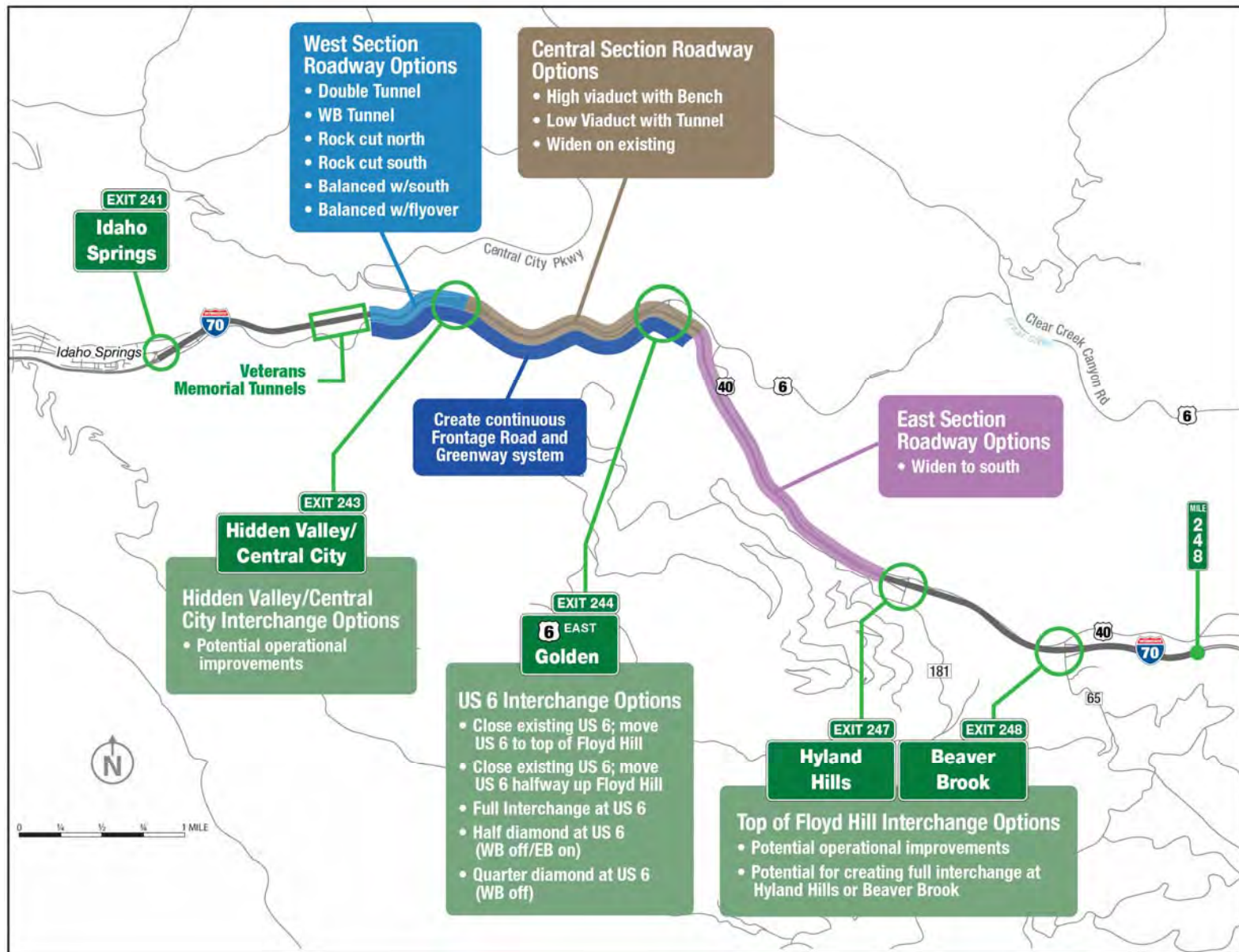
Project's Needs

- High traffic volumes and limited capacity on I-70 in the westbound direction which affects regional and local mobility and accessibility
- Unreliable travel times and frequent delays due to traffic congestion on I-70 in the westbound direction
- Occasional severe weather conditions causing closure on the interstate which results in congestion, mobility and local accessibility challenges

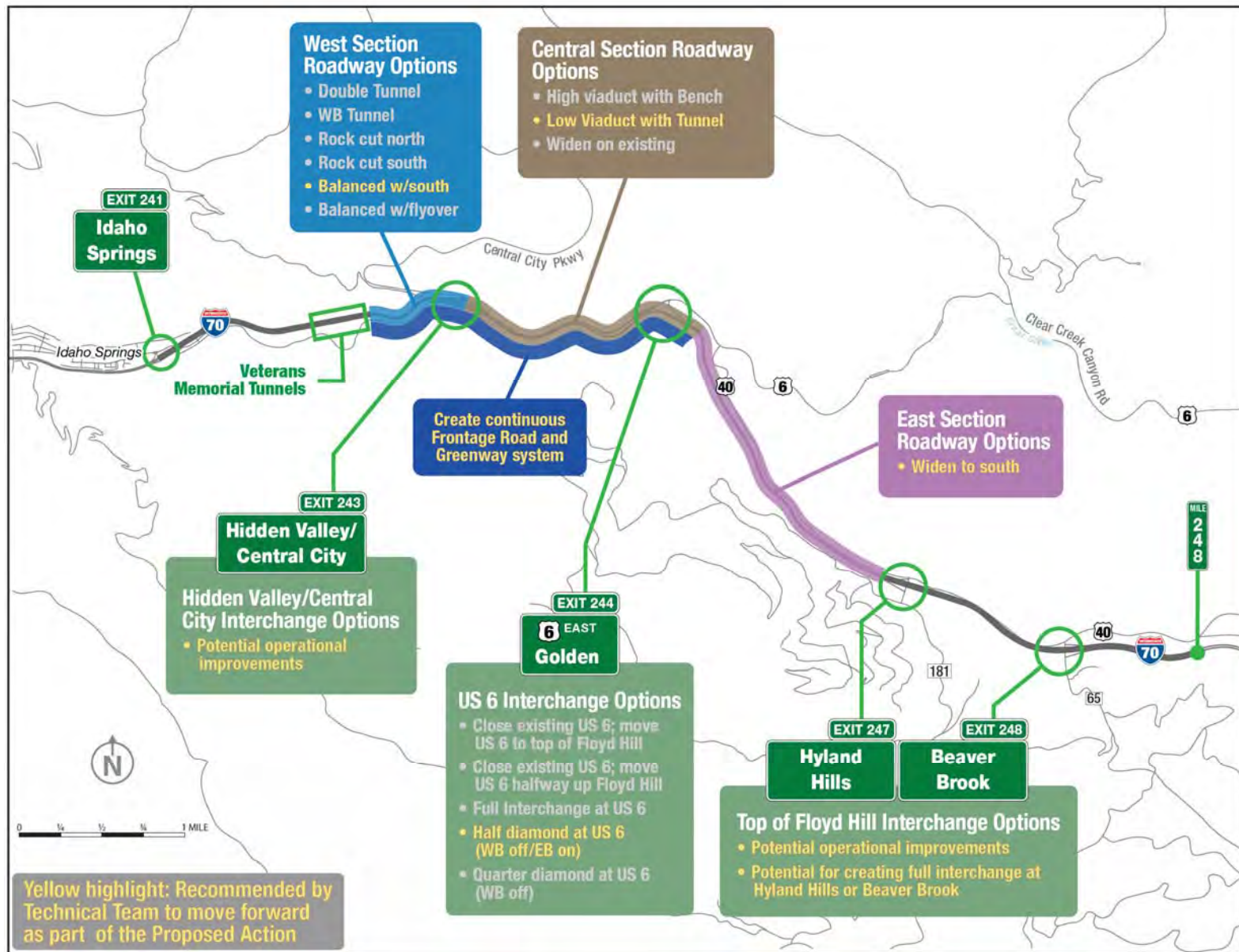
Project's Needs

- **Safety concerns** due to congestion, substandard geometry with tight curves, and steep grades
- **Aging and deficient infrastructure**
- **Insufficient infrastructure** for pedestrian and bicycle users between US 6 and Idaho Springs
- **Lack of road redundancy** and parallel routes between US 6 and Idaho Springs which **hinders emergency response times** in case of emergencies

Major Elements of Proposed Action Considered



Major Elements of Proposed Action Recommended



Current NEPA Process

The following resources will be evaluated as part of the Environmental Assessment (EA).

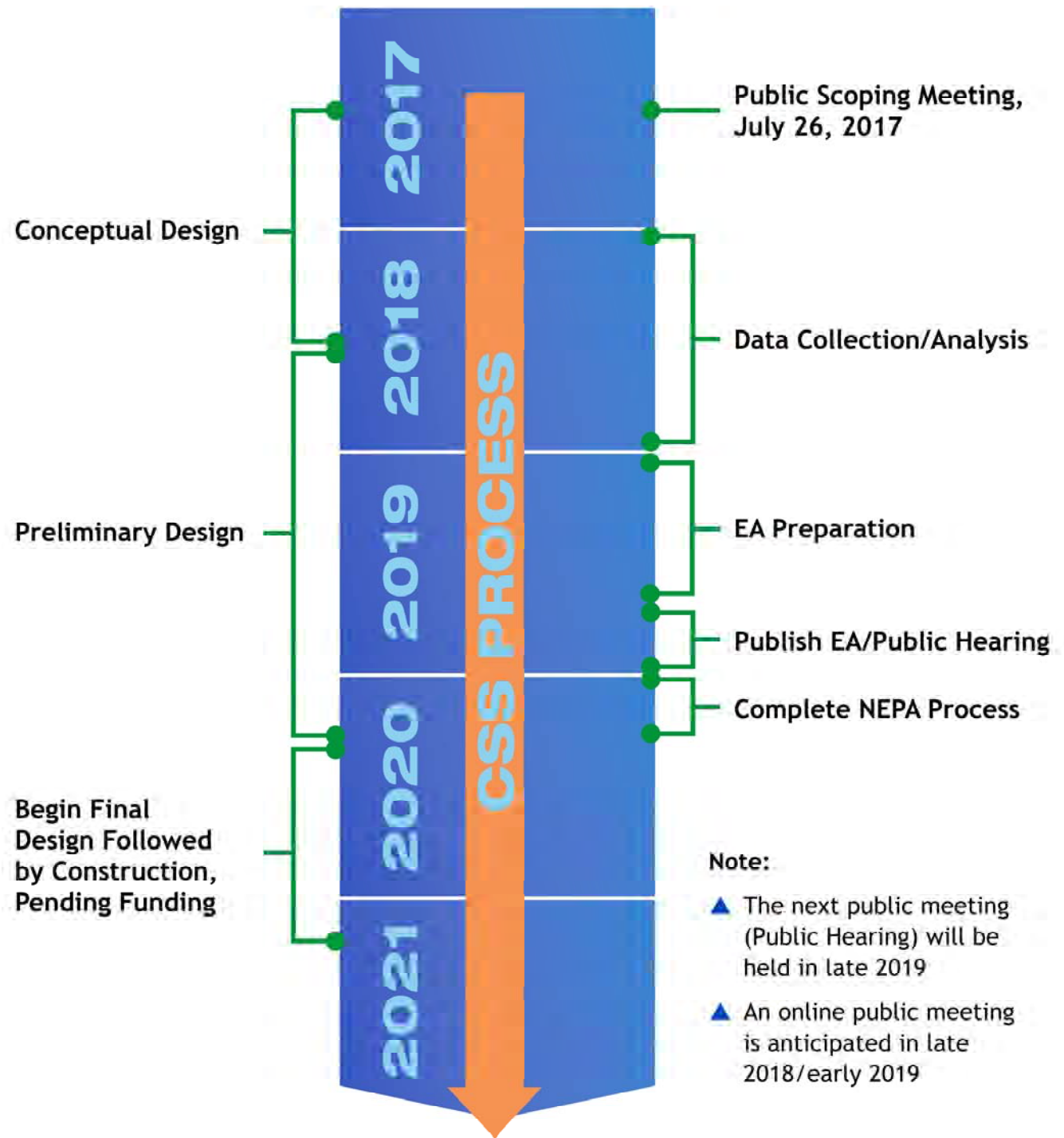
- ▲ Air Quality
- ▲ Archaeology
- ▲ Bicycle and Pedestrian Facilities
- ▲ Cumulative Impacts
- ▲ Environmental Justice
- ▲ Energy
- ▲ Farmlands
- ▲ Floodplains
- ▲ Geologic Resources and Soil
- ▲ Hazardous / Solid Wastes
- ▲ Historic Resources
- ▲ Land Use
- ▲ Noise
- ▲ Noxious Weeds
- ▲ Paleontology
- ▲ Recreation
- ▲ Right of Way
- ▲ Section 4(f)
- ▲ Section 6(f)
- ▲ Socioeconomics
- ▲ Threatened and Endangered Species
- ▲ Transportation
- ▲ Utilities
- ▲ Vegetation
- ▲ Visual / Aesthetics
- ▲ Water Quality
- ▲ Wetlands and other Waters of the US
- ▲ Wildlife / Fisheries

There will be a public review period with a public hearing once the EA is completed.

Please fill out a comment form if you have any concerns that should be considered during the resource evaluation process.



Project Schedule





Appendix G

Written Comments



I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1
June 12, 2018

COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME: [REDACTED]

ORGANIZATION: _____

ADDRESS: [REDACTED]

CITY: IS STATE: Co ZIP CODE: 80452-1079

EMAIL: [REDACTED]

COMMENTS: Thank-you for providing this opportunity to be informed and making so many staff members available to answer questions. I am sorry there aren't more citizens in attendance. Great handouts.
Thank you to the local citizens who have served in providing input & opinions.
Although a project like this is difficult for many citizens to endure, the information eases some of the concerns and frustrations.
Thanks for your vision for our future.



I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1
June 12, 2018

COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME: [REDACTED]

ORGANIZATION: _____

ADDRESS: [REDACTED]

CITY: Evergreen STATE: _____ ZIP CODE: _____

EMAIL: _____

COMMENTS: If we are taking a vote, I would vote to convert both Beaver Brook & Hyland Hills into full interchanges. Remove the traffic from the frontage road.



I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1
June 12, 2018

COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME:

ORGANIZATION:

FHAPOA

ADDRESS:

CITY:

Evergreen

STATE:

CO

ZIP CODE:

80439

EMAIL:

COMMENTS:

GOOD

JOB



I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1
June 12, 2018

A2

FIRE Comment

SADDLEBACK RIDGE ESTATES

COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME:

[REDACTED]

ORGANIZATION:

ADDRESS:

[REDACTED]

CITY:

EVERGREEN

STATE:

CO

ZIP CODE:

80439

EMAIL:

[REDACTED]

COMMENTS:

I received my CO on Jan 31, 2018
Clear Creek County did not disclose
THIS PROJECT NOR DID CDOT
WHEN I CALLED.

THIS EAST SECTION IMPACTS ME
100% I-70 IS MY BACKYARD

- FIRE MITIGATION
 - NOISE
 - PROPERTY VALUE
 - AIR QUALITY
- ALL CONCERNS

→ WILD LIFE

BEAR FAMILY on NE of Floyd Hill
DEER & ELK →



I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1
June 12, 2018

COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME: [REDACTED]

ORGANIZATION:

Clear Creek Open Space; EMERGS

ADDRESS: [REDACTED]

CITY:

Evergreen

STATE:

CO

ZIP CODE:

80439

EMAIL: [REDACTED]

COMMENTS:

1) Overall, like the project - much needed - Tunnel is a great idea.

2) Strongly encourage full interchange at Exit 248. Makes access from Hwy 65 to I-70 simpler, more efficient.

3) Please consider Open Space property at top of Floyd Hill.

4) Improve Clear Creek Greenway as part of project.

Thx!



I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1
June 12, 2018

COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published.

NAME: [REDACTED]

ORGANIZATION: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL: _____

COMMENTS: Is CDOT aware of the groundwater situation in Floyd Hill the mountain that will be tunneled on the north side of WB. Will the tunnel cause a release of pressure that will drain the groundwater? 'Lake encased in the mountain?'

Evac:
• back of Saddleback
• ↑ population, how do you Evac of N. side of Mt to I-70?



I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1
June 12, 2018

COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME: [REDACTED]

ORGANIZATION: Empire Co. Resident

ADDRESS: [REDACTED]

CITY: Empire STATE: CO ZIP CODE: 80439

EMAIL: [REDACTED]

COMMENTS: Build it. Great, well thought out
designs. Much needed improvement.
many of us in the county are in favor of
these improvements, despite ~~the~~ what you hear from
the people at the county government. They
don't seem to represent a lot of us.



I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1
June 12, 2018

COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME: [REDACTED]

ORGANIZATION: N/A

ADDRESS: [REDACTED]

CITY: Evergreen STATE: CO ZIP CODE: 80439

EMAIL: [REDACTED]

COMMENTS: My comment re: impact to property values was
misunderstood, and was interpreted to be a loss to
my home at 586 Highland Drive which would certainly not be
impacted at any time during the project

I strongly support that Hwy 40 at Floyd Hill be kept on
the north side of I-70 by creating it further northward on a

traffic circle that allows traffic to continue to the west but that
prevents truck traffic to exit into the Floyd Hill area on the
south side of I-70



I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting 1
June 12, 2018

COMMENT FORM

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published

NAME: [REDACTED]

ORGANIZATION: Saddleback HOA - [REDACTED]

ADDRESS: [REDACTED]

CITY: Evergreen STATE: Colorado ZIP CODE: 80439

EMAIL: [REDACTED]

COMMENTS: This seems to be a well thought thru plan. Quite a huge project for a small county to experience. Have you considered any impact financial help for Clear Creek County to aid them in improving the dirt roads to make them safer for the residents. Many need guard rails on the hills next to steep drop off areas.



I-70 Floyd Hill to Veterans Memorial Tunnels



Public Meeting #2 Summary Report

March 2020

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18 List of Acronyms

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

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

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

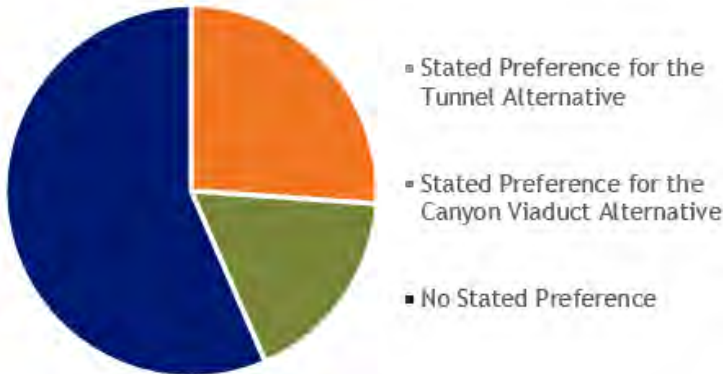
- Westbound on-ramp from Hidden Valley is too short for acceleration

1 **2.3. Summary of Written Comments**

2 Stakeholders provided 26 sets of written comments via 14 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 Canyon Viaduct Alternative because it would cause fewer visual impacts than the Tunnel
- 2 Alternative, with fewer tall rock cuts
- 3 - Prefer the Canyon Viaduct Alternative because it would better improve eastbound I-70 curves
- 4 - Prefer Canyon Viaduct Alternative (two comments)
- 5 - Select the lowest cost alternative
- 6 - Select the alternative that is the least expensive to maintain and least affected by snow and ice

7 Preference for other solutions

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

12 Support or requests for other action alternative elements

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

21 Express Lane component

- 22 - Prefer no tolls
- 23 - Support tolls

24 Safety

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

31 Community and environmental impacts

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

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**

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

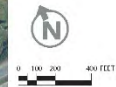
27

Appendix A

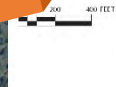
Roll Plot Comments



Floyd Hill Overview: Canyon Viaduct Alternative



Comment
Prefer the viaduct because the tunnel will cause people to slow



Comment
Build WB first and phase as money is available.



LEGEND	
	NEW PAVEMENT
	EXISTING BRIDGES
	TUNNEL
	NEW BRIDGES
	CLEAR CREEK REALIGNMENT
	GREENWAY TRAIL
	ROCKCUT
	NEW RETAINING WALLS
	EXISTING CDOT RIGHT OF WAY
	MP MILEPOST
	WB WESTBOUND
	EB EASTBOUND
	CR COUNTY ROAD

Floyd Hill Overview: Tunnel Alternative - Frontage Road North Design Option



Comment
Clear Creek County has fought CDOT for over 30 years on improvements. How did you get those fools at the county building to finally cooperate?



Comment
EB I-70 to US 6 will not be able to access 2 Bears as easily as today.

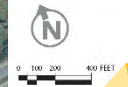
Comment
What about hazmat trucks? Will they use the tunnel?



Comment
Build WB first and phase as money is available.

LEGEND	
	NEW PAVEMENT
	EXISTING BRIDGES
	TUNNEL
	NEW BRIDGES
	CLEAR CREEK REALIGNMENT
	GREENWAY TRAIL
	ROCKCUT
	NEW RETAINING WALLS
	EXISTING CDOT RIGHT OF WAY
	MP MILEPOST
	WB WESTBOUND
	EB EASTBOUND
	CR COUNTY ROAD

Floyd Hill Overview: Tunnel Alternative - Frontage Road South Design Option



Comment

Build WB first and phase as money is available.

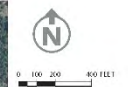


Comment

Clear Creek County has fought CDOT for over 30 years on improvements. How did you get those fools at the county building to finally cooperate?

Comment

EB I-70 to US 6 will not be able to access 2 Bears as easily as today.



LEGEND	
	NEW PAVEMENT
	EXISTING BRIDGES
	TUNNEL
	NEW BRIDGES
	CLEAR CREEK REALIGNMENT
	GREENWAY TRAIL
	ROCKCUT
	NEW RETAINING WALLS
	EXISTING CDOT RIGHT OF WAY
	MP MILEPOST
	WB WESTBOUND
	EB EASTBOUND
	CR COUNTY ROAD

East Section, Plot 1 of 2 (Same Under Either Alternative)

Comment
Add a short extra lane in the Floyd Hill roundabout for traffic continuing west on US 40.



Comment
No backups east of CR 65. The neighborhood wants to get home.







LEGEND

 NEW PAVEMENT	 GREENWAY TRAIL	MP MILEPOST
 EXISTING BRIDGES	 ROCKCUT	WB WESTBOUND
 TUNNEL	 NEW RETAINING WALLS	EB EASTBOUND
 NEW BRIDGES	 EXISTING CDOT RIGHT OF WAY	CR COUNTY ROAD
 CLEAR CREEK REALIGNMENT		

East Section, Plot 2 of 2 (Same Under Either Alternative)



Comment
 Add another EB lane
 because traffic
 weaves in and out
 during peak period




LEGEND

<ul style="list-style-type: none"> NEW PAVEMENT EXISTING BRIDGES TUNNEL NEW BRIDGES CLEAR CREEK REALIGNMENT 	<ul style="list-style-type: none"> GREENWAY TRAIL ROCKCUT NEW RETAINING WALLS EXISTING CDOT RIGHT OF WAY 	<ul style="list-style-type: none"> MP MILEPOST WB WESTBOUND EB EASTBOUND CR COUNTY ROAD
--	--	---

Central Section: Canyon Viaduct Alternatives

Comment
 This doesn't seem to eliminate the dangerous curve. That causes everyone to hit their brakes and causes the backup.

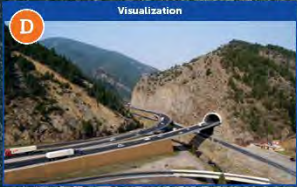
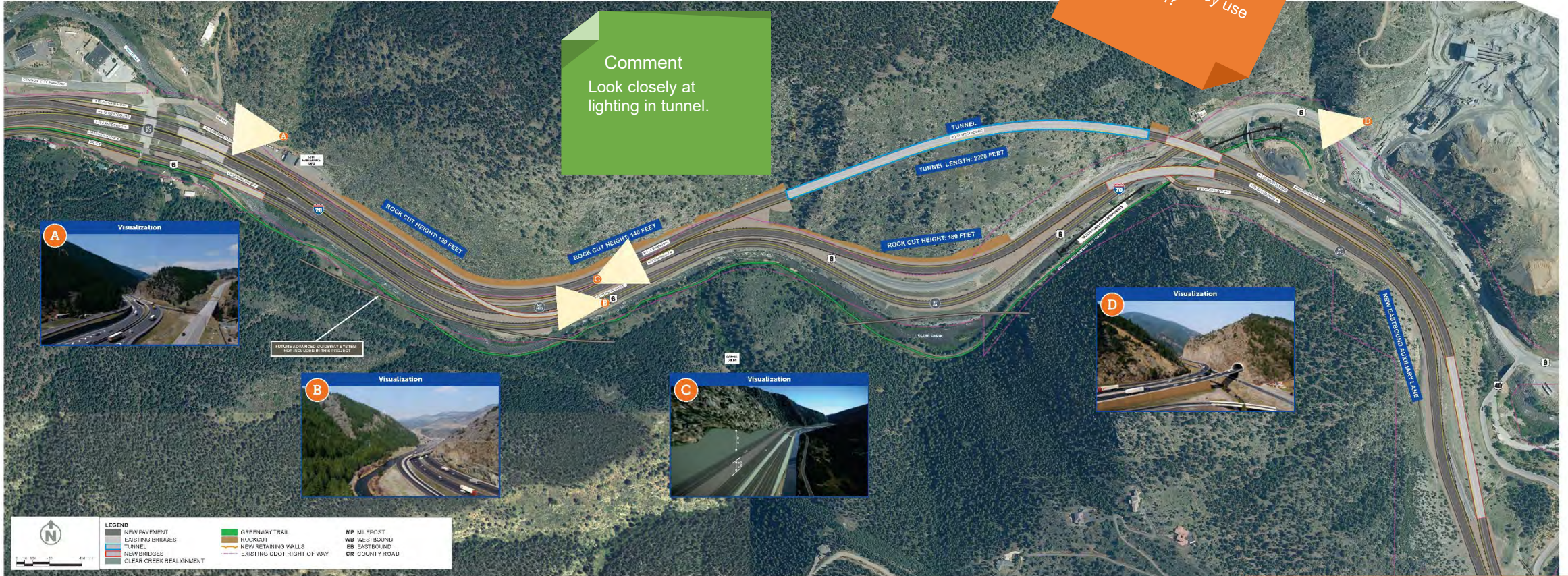


Comment
 Flyover top of EB - leave EB alone.

Central Section: Tunnel Alternative - Frontage Road North D

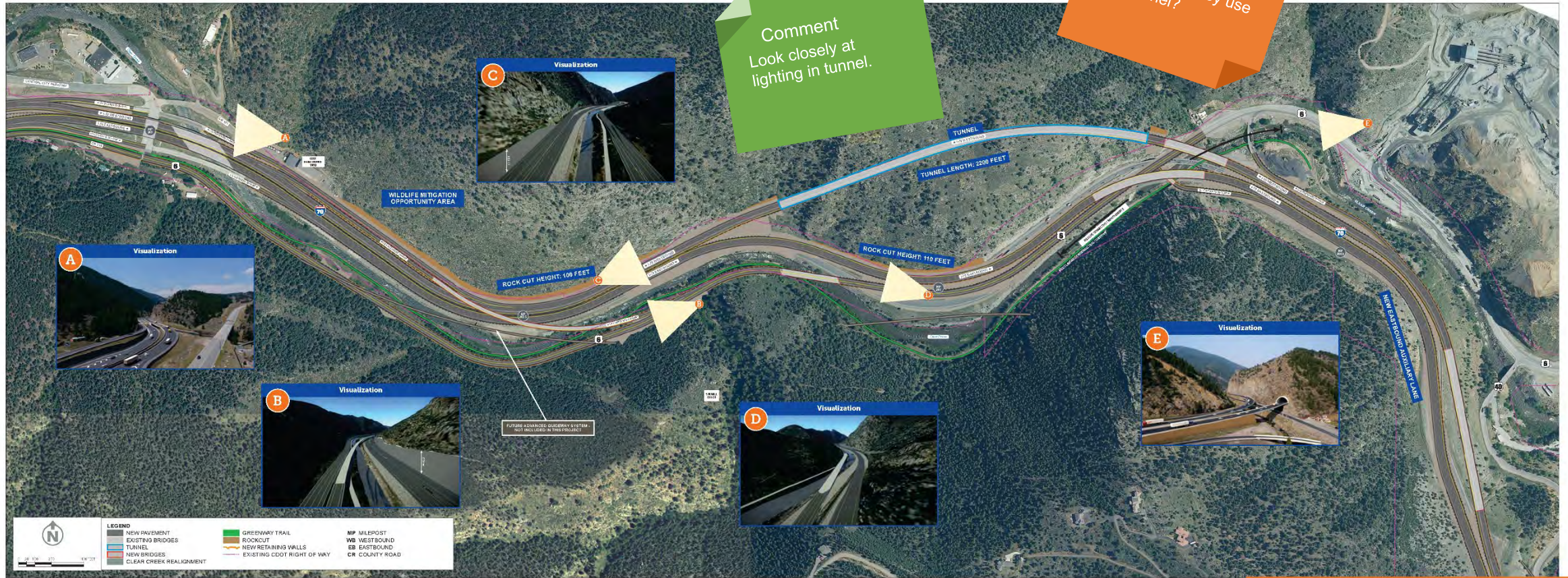
Comment
What about hazmat trucks? Will they use the tunnel?

Comment
Look closely at lighting in tunnel.



LEGEND		
	NEW PAVEMENT	
	EXISTING BRIDGES	
	TUNNEL	
	NEW BRIDGES	
	CLEAR CREEK REALIGNMENT	
	GREENWAY TRAIL	
	ROCKCUT	
	NEW RETAINING WALLS	
	EXISTING CDOT RIGHT OF WAY	
	MP MILEPOST	
	WB WESTBOUND	
	EB EASTBOUND	
	CR COUNTY ROAD	

Central Section: Tunnel Alternative - From Road South D



Comment
 Look closely at lighting in tunnel.

Comment
 What about hazmat trucks? Will they use the tunnel?

West Section (Same Under Either Alternative)



Comment
 Acceleration lane westbound from 243 to merge with I-70 west needs to be longer! It is a suicide merge since the intersection was built. If two trucks westbound at the merge point a disaster is likely!



LEGEND			
	NEW PAVEMENT		GREENWAY TRAIL
	EXISTING BRIDGES		ROCKCUT
	TUNNEL		NEW RETAINING WALLS
	NEW BRIDGES		EXISTING CDOT RIGHT OF WAY
	CLEAR CREEK REALIGNMENT		MP MILEPOST
			WB WESTBOUND
			EB EASTBOUND
			CR COUNTY ROAD

Appendix B

Comments Received



I-70 Floyd Hill to Veterans Memorial Tunnels

COMMENT FORM

Public Meeting 2
February 27, 2020

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you do not wish for your address and email to be published

NAME: _____

ORGANIZATION: _____

ADDRESS: _____

CITY: Evergreen STATE: CO ZIP CODE: 80439

EMAIL: none

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the initial information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

get better microphones so the speakers could be understood!!!

Do you have any other thoughts about the Project that CDOT should consider in the EA?

Limit staff spend money on the project



I-70 Floyd Hill to Veterans Memorial Tunnels

COMMENT FORM

Public Meeting 2
February 27, 2020

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NAME: 

ORGANIZATION: CCC Open Space

ADDRESS: 

CITY: Silver Plume STATE: CO ZIP CODE: 80476

EMAIL: 

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the Initial Information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

Prefer Tunnel alternative w/ N frontage road.

Do you have any other thoughts about the Project that CDOT should consider in the EA?

Create minimum impact or improve:

- Greenway route
- fishery resources
- public access to Clear Creek



I-70 Floyd Hill to Veterans Memorial Tunnels

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NAME: _____

ORGANIZATION: _____

ADDRESS: _____

CITY: Idaho Springs STATE: _____ ZIP CODE: _____

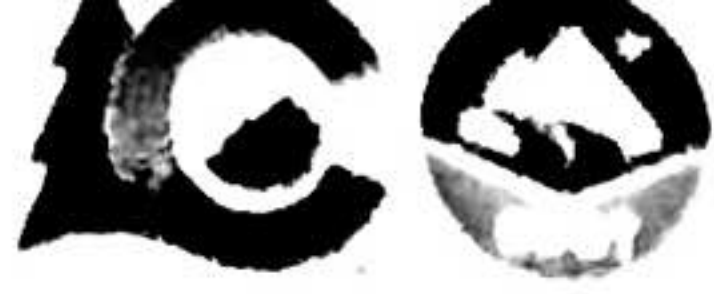
EMAIL: _____

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the Initial Information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

Do you have any other thoughts about the Project that CDOT should consider in the EA?

Why Try to get more people up to the next pinch points — Georgetown Hill + Eisenhower Tunnels

Higher gas tax - Taxes on recreation industry,



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NAME: _____

ORGANIZATION: _____

ADDRESS: _____

CITY: Evergreen STATE: CO ZIP CODE: 80439

EMAIL: _____

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the initial information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

- ① I like the viaduct since it also improves EB I-70, that is a very bad curve at 6-I-70 by Two Bears
- ② I thought the Idaho Springs City Council voted to adopt the viaduct option early in the planning phase

Do you have any other thoughts about the Project that CDOT should consider in the EA?

- ① kindly re-stock fish (brown trout) in Clear Creek after the project is completed; good PR move and help the fish



I-70 Floyd Hill to Veterans Memorial Tunnels

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NAME: _____

ORGANIZATION: Two Bears Tap and Grill

ADDRESS: _____

CITY: Idaho Springs

STATE: CO

ZIP CODE: _____

EMAIL: _____

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the initial information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

The current exit 244 going eastbound is being eliminated in each alternative. That would have a negative impact on a long standing business. 50% of our business is from people heading home from the mountains.

Do you have any other thoughts about the Project that CDOT should consider in the EA?



I-70 Floyd Hill to Veterans Memorial Tunnels

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NAME: _____

ORGANIZATION: _____

ADDRESS: _____

CITY: Loveland

STATE: Co

ZIP CODE: 80537

EMAIL: _____

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the Initial Information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

Based on information from tonight's meeting it seems that both alternatives are well developed and thought out.

I prefer the "CANYON VIADUCT ALTERNATIVE" however as costs are developed, whichever alternative costs the least amount is best.

Do you have any other thoughts about the Project that CDOT should consider in the EA?

For next mtg I suggest better sound system, larger screen and more visible laser pointer.

- better (more) snacks would be nice.

Thanks for all your work. Neil and Vanessa very good!



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NAME: [REDACTED]

ORGANIZATION: _____

ADDRESS: [REDACTED]

CITY: Idaho Springs STATE: CO ZIP CODE: 80452

EMAIL: [REDACTED]

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the Initial Information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

tunnel

Do you have any other thoughts about the Project that CDOT should consider in the EA?

- Love the roundabout idea
- would prefer this to not lead to more toll lanes



I-70 Floyd Hill to Veterans Memorial Tunnels

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NAME: _____

ORGANIZATION: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP CODE: _____

EMAIL: _____

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the initial information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

Canyon Viaduct!

Do you have any other thoughts about the Project that CDOT should consider in the EA?



I-70 Floyd Hill to Veterans Memorial Tunnels

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February 27, 2020

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you do not wish for your address and email to be published

NAME: _____

ORGANIZATION: Citizen

ADDRESS: _____

CITY: Dumont STATE: CO ZIP CODE: 80436

EMAIL: _____

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the Initial Information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

At this point I prefer the tunnel option - it preserves the opportunities for recreation activities in the valley bottom and mountain-sides. Probably allows for fewer impacts to the creek (avoid channelization, mitigate existing channelization). Avoid turning the valley into a huge slot.

Do you have any other thoughts about the Project that CDOT should consider in the EA?

FUNDING Since this project is primarily driven by the recreation traffic seriously explore recreation service tax - tax lift to tickets, rafting trips, zip lines, camping sites.

of @ncr
Look
Glen
can
an
e



I-70 Floyd Hill to Veterans Memorial Tunnels

COMMENT FORM

Public Meeting 2
February 27, 2020

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you do not wish for your address and email to be published

NAME: _____

ORGANIZATION: _____

ADDRESS: _____

CITY: GEORGETOWN STATE: CO ZIP CODE: 80444

EMAIL: _____

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the Initial Information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

ASTHETICALLY (SP) THE CANYON VIADUCT
LOOKS / FEELS BETTER THAN THE TUNNEL.
THERE WOULD BE FEWER BIG & CUTS
COVERED BY CONCRETE WALLS. - THINK
VISTAS IN GLENNWOOD CANYON.

Do you have any other thoughts about the Project that CDOT should consider in the EA?

WEATHER IMPACTS & MAINTENANCE?
PICK THE ONE LEAST IMPACTED BY SNOW
& ICE AND THE EASIEST / LEAST
EXTENSIVE TO MAINTAIN.

GREAT MEETING & PRESENTATION!
GOOD JOB CDOT FLOYD HILL TEAM!



I-70 Floyd Hill to Veterans Memorial Tunnels

COMMENT FORM

Public Meeting 2
February 27, 2020

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you do not wish for your address and email to be published.

NAME: _____

ORGANIZATION: _____

ADDRESS: _____

CITY: _____

STATE: _____

ZIP CODE: _____

EMAIL: _____

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the initial information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

In the tunnel proposal - Will hazmat trucks be allowed to access the tunnel? If not where will they be routed? Bottom at westbound exit 244 could be a very hazardous and congested interchange.

Do you have any other thoughts about the Project that CDOT should consider in the EA?



I-70 Floyd Hill to Veterans Memorial Tunnels

COMMENT FORM

Public Meeting 2
February 27, 2020

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you do not wish for your address and email to be published

NAME: _____

ORGANIZATION: private citizen

ADDRESS: _____

CITY: Evergreen STATE: CO ZIP CODE: 80439

EMAIL: _____

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the initial information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

- long term cost / maintenance / durability of the three alternatives.

- schedule / sequencing options of alternatives.

- Safety (i.e. Hazardous materials in tunnel; ice on elevated bridges; over all Emergency Access (time difference) of alternatives.

Do you have any other thoughts about the Project that CDOT should consider in the EA?

↳ not enough info right now to decide on which alternatives are preferred.

Also, cost difference between options both initial and long term?



I-70 Floyd Hill to Veterans Memorial Tunnels

COMMENT FORM

Public Meeting 2
February 27, 2020

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you do not wish for your address and email to be published

NAME: [REDACTED]

ORGANIZATION: Citizen

ADDRESS: [REDACTED]

CITY: Empire

STATE: Co

ZIP CODE: 80438

EMAIL: [REDACTED]

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the initial information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

What consideration has been given to traffic control for exit + entrance to rd from frontage roads during I-70 closures.

Do you have any other thoughts about the Project that CDOT should consider in the EA?

Keep service road manageable with metering to prevent gridlock, ex. at G.T. rd and WAI routing people around Floyd Hill to Central City Park way, Design control now not just I-70 road bed.



I-70 Floyd Hill to Veterans Memorial Tunnels

COMMENT FORM

Public Meeting 2
February 27, 2020

Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you do not wish for your address and email to be published

NAME: [REDACTED]

ORGANIZATION: Clear Creek County / Special Projects Manager

ADDRESS: [REDACTED]

CITY: Georgetown STATE: CO ZIP CODE: 80444

EMAIL: [REDACTED]

The Environmental Assessment (EA) will identify CDOT's preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the Initial Information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

Do you have any other thoughts about the Project that CDOT should consider in the EA?

Clear Creek County has a decreed water storage right for a reservoir at Upper Johnson Gulch (south side of I-70). This wildfire mitigation / water supply partnership opportunity is perfect for this project! Please incorporate it in the planning and design.

From: [REDACTED]
To: cdot_floydhillproject@state.co.us
Subject: Floyd hill
Date: Friday, February 14, 2020 7:48:07 AM

In the mid 1960s my father developed
Hyland Hills on the east side of Floyd hill

.He was asked to build a trail for core drilling on the bottom west side of the hill. As I remember, the bottom of the hill there was a granite wall with US6 joining I70! After the core drillers left, dad took me to the core drill area on the left of I70 before adjoining US6. Near the top of that hill was a split three plus feet wide and about ten foot long. The core was all gravel and the engineers told dad that that mountain would slide into clear creek, between the next day and a thousand years. I wonder if anything has been done in the ensuing fifty five years to remedy the pending disaster ?

[REDACTED]

From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us
To: noreply@state.co.us
Cc: cdot_floydhillproject@state.co.us
Subject: Floyd Hill Comments Received
Date: Friday, February 28, 2020 12:56:02 PM

First and Last Name

[REDACTED]

Address

[REDACTED] Denver, [REDACTED]

Your E-Mail Address

[REDACTED]

Comments

\$600 million dollars being spent on this project could provide for excellent bus service along the entire route. Toll the Eisenhower tunnel and provide free bus service on weekends and there will be no need for endless highway widening on I70.

Do you want to be added to our email distribution list?

[REDACTED]

From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us
To: noreply@state.co.us
Cc: cdot_floydhillproject@state.co.us
Subject: Floyd Hill Comments Received
Date: Friday, February 28, 2020 10:59:27 AM

First and Last Name

[REDACTED]

Address

[REDACTED] Kennesaw, Georgia [REDACTED]

Your E-Mail Address

[REDACTED]

Comments

I approve of the Tunnel Alternative because the Tunnel will not get icy during the winter as the Canyon Viaduct Alternative will.

Do you want to be added to our email distribution list?

[REDACTED]

From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us
To: noreply@state.co.us
Cc: cdot_floydhillproject@state.co.us
Subject: Floyd Hill Comments Received
Date: Friday, February 28, 2020 5:14:07 AM

First and Last Name

[REDACTED]

Address

Denver, CO [REDACTED]

Your E-Mail Address

[REDACTED]

Comments

The de-icing system "F.A.S.T." manufactured by Boschung America, LLC that is integrated into the road surface would be ideal on this section of I-70. It sprays a de-icing solution on the roadway in timed intervals based on the sensors report of road conditions. Please look into this technology.

Do you want to be added to our email distribution list?

From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us
To: noreply@state.co.us
Cc: cdot_floydhillproject@state.co.us
Subject: Floyd Hill Comments Received
Date: Friday, February 28, 2020 5:08:13 AM

First and Last Name

[REDACTED]

Address

Denver, CO [REDACTED]

Your E-Mail Address

[REDACTED]

Comments

On the steepest hills and curves, think about adding an automatic de-icing system that would spray solution on the roadway.

Do you want to be added to our email distribution list?



- [Close Window](#)
- [Print This Page](#)
- [Expand All](#) | [Collapse All](#)

Case: 00058762

Case Contact Detail

Contact Name	██████████	Contact Email	██
Response Necessary?	Yes	Contact Phone	██████████
Preferred Method Of Contact		Date/Time Opened	2/28/2020 8:35 AM
Priority	Medium	Created By	Contact CDOT Site Guest User, 2/28/2020 8:35 AM
Follow up with Constituent?	<input type="checkbox"/>		

Case Description

Date of Occurrence	2/28/2020 8:35 AM	Status	In Progress
Case Category	Engineering	Case Aging	4
Issue Type	Future Development	Age (Workdays)	2
Case Origin	Web	Parent Case	
Subject	I-70 Floyd Hill proposal 58762		

Issue Details	<p>I saw the proposal to do work to Floyd Hill to possibly make a tunnel, make a raised bridge, etc. I just wanted to say; I think that another tunnel will SLOW down traffic even more. Right now, part of the traffic going to the mountains and coming back is because of the existing tunnel. For some reason, people seem to be scared to go through it and slow way down. It's always grid lock to the tunnel and then picks up after the tunnel. I also think a raised bridge will cause lots of accidents because it will get so icy. I don't see how that will help with traffic congestion. My suggestion is that you spend the 700 million on a monorail train that can take people to the mountains, or make an additional/alternative route since right now, everyone has to take</p>	Case Resolution
----------------------	--	------------------------

the same way and there is to much traffic. I also think some of the problem is the Floy hill is so steep of a hill.
I'm sure you have thought of all sorts of alternatives, I just wanted to mention my opinion/though.
Thank you.

Confidential

Legal Issue

Incident Location

Incident Location Floyd Hill **County**

Region 1

Route

Area

Patrol

Contractor Information

Project

Account Name Community

Case Owner

Case Owner [REDACTED] **Responsible Party** [REDACTED]

Case Record Type Customer Service Case

Work Order Information

Work Order Notes

Project PIM Email

Contact Information

Name [REDACTED] **Contact Owner** Contact CDOT Site Guest User

Account Name Community **Reports To**

Contact Type **Last Stay-in-Touch Save Date**

Title **Fax**

Email [REDACTED]

Phone [REDACTED]

From: [REDACTED]
To: CDOT_floydhillproject@state.co.us
Cc: [REDACTED]
Subject: Floyd Hill Public Meeting
Date: Saturday, February 29, 2020 11:21:42 AM

Thank you for conducting the meeting last Thursday.

1. I favor the tunnel option with US 6 on the North side of Clear Creek. Assuming there is minimal cost difference between the two proposals, a tunnel is the best option. You all stated the bridge at the bottom of Floyd Hill is reaching the end of its life thus needs to be replaced. And you all said this project is the most expensive project CDOT is facing. The viaduct also would have a finite lifespan and replacing it would be astoundingly expensive. In the long run, a tunnel and using the existing ROW for Eastbound I-70 and US 6 is the best, most cost effective way to solve the Floyd Hill dilemma.
2. I wholeheartedly support the two roundabouts at on the North side of I-70 on the frontage road.
3. I also support making the new Westbound lane a toll lane.
4. Thank you for the commitment to a bicycle/path included in the project.
5. Finally, it's good to hear from you all that CDOT is committed to this expensive (and worth it) project.

[REDACTED]
Floyd Hill Resident

Sent from [Mail](#) for Windows 10

From: [REDACTED]
To: [Shonna Sam](#)
Subject: I-70 Floyd Hill to Veterans Memorial Tunnels Improvements Project
Date: Monday, March 2, 2020 1:50:03 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi there,

I unfortunately missed last week's meeting. Can you tell me if a contractor has already been selected to complete the EIS for this work?

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] INFORMATION: This electronic message is intended only for the use of the person or entity to which it is addressed and may contain information that is privileged and confidential, the disclosure of which is governed by applicable law. If the reader of this message is not the intended recipient, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any dissemination, distribution or copying of this information is STRICTLY PROHIBITED. If you have received this message in error, please immediately notify the sender by either email or telephone. Please destroy the related message. Thank you for your cooperation.

From: [REDACTED]
To: cdot_floydhillproject@state.co.us; Shonna Sam
Subject: Floyd Hill Project Questions
Date: Monday, March 2, 2020 4:30:11 PM

Hi,

I'm a Floyd Hill resident, and was unable to attend the public update meeting from last week. I had a couple of questions regarding the project:

- Given that the westbound expansion from two lanes to three lanes will increase noise to the surrounding homes on Floyd Hill, is there anything planned to be done to mitigate the noise increase from I70? As a homeowner on Floyd Hill I'm concerned that this could affect my home's value and how easily I'm able to sell in the future.
- In the meeting were there any more specific plans for animal migration pathways over/under I70 laid out? I looked at the documents online, but was curious if there was any additional information given in the meeting as to where they'd most likely be located, and whether they'd be underpasses or overpasses.
- Will this infrastructure plan affect or be affected by any real estate development plans in the Floyd Hill meadow (south of I70)?

Please let me know!

Regards,

[REDACTED]

From: noreply=state.co.us@codot.gov on behalf of noreply@state.co.us
To: noreply@state.co.us
Cc: cdot_floydhillproject@state.co.us
Subject: Floyd Hill Comments Received
Date: Sunday, March 1, 2020 7:54:41 PM

First and Last Name

[REDACTED]

Address

[REDACTED] Breckenridge CO [REDACTED]

Your E-Mail Address

[REDACTED]

Comments

Increase capacity asap. We're decades behind on a solution.

Do you want to be added to our email distribution list?

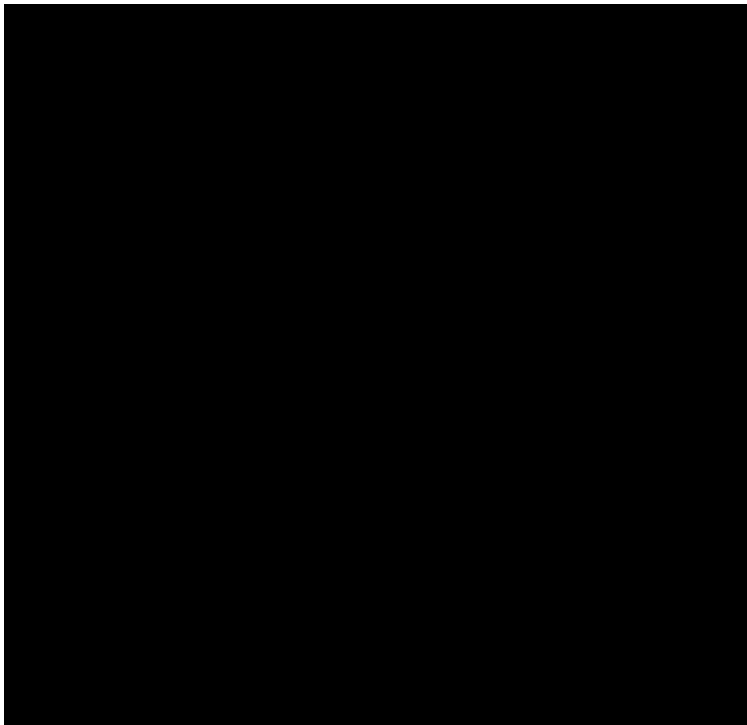
[REDACTED]

From: [REDACTED]
To: ["cdot_floydhillproject@state.co.us"](mailto:cdot_floydhillproject@state.co.us)
Subject: Floyd Hill Project - Procurement Schedule
Date: Wednesday, March 4, 2020 9:15:15 AM
Attachments: [image9e1126.PNG](#)
[image4b6124.PNG](#)
[imagee62d44.PNG](#)
[imagef3dbd3.PNG](#)
[image2994c6.PNG](#)

Good Morning,

I'm writing from [REDACTED] and we're a large heavy-civil / highway contractor headquartered in Dallas. We're very interested in the Floyd Hill Project and was hoping to understand the project procurement schedule. Are you able to tell me when the project RFQ is anticipated to release?

Thank you,



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Address Information

Mailing Address 80012
United States

CDOT Information

Region

Department

System Information

Created By Contact CDOT Site Guest User, 2/28/2020 8:35 AM Last Modified By Contact CDOT Site Guest User, 2/28/2020 8:35 AM

Custom Links [Google Maps](#) [Google Search](#)

Case History

3/3/2020 11:54 AM

User **Chris Robbins**
Connection
Action **Changed Subject from I-70 Floyd Hill proposal to I-70 Floyd Hill proposal 58762.**

3/2/2020 8:05 AM

User **Chris Robbins**
Connection
Action **Changed Responsible Party from Betty Braaten to Chris Robbins. Changed Case Owner from Region 1 Queue to Chris Robbins.**

3/2/2020 7:17 AM

User **Betty Braaten**
Connection
Action **Changed Case Owner from Betty Braaten to Region 1 Queue.**

3/2/2020 7:16 AM

User **Betty Braaten**
Connection
Action **Changed Responsible Party from Contact CDOT Site Guest User to Betty Braaten. Changed Case Owner from HQ Queue to Betty Braaten. Changed Status from New to In Progress.**

2/28/2020 8:35 AM

User **Contact CDOT Site Guest User**
Connection
Action **Changed Owner (Assignment) from Contact CDOT Site Guest User to HQ Queue. Changed Responsible Party to Contact CDOT Site Guest User. Changed Contact Name to Tracey Trout. Created.**

Chatter

Text Posts

Betty Braaten this is a HQ ticket and Region 1 ticket
March 2, 2020 at 7:16 AM

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Twin Tunnels Development, LLC
27880 Pine Drive
Evergreen, CO 80439
303-674-2208
[*dcrevergreen@msn.com*](mailto:dcrevergreen@msn.com)

March 6, 2020

To: Neil Ogden
Steve Long
Mike Hillman

From: Dave Reid

Subject: The Floyd Hill to Idaho Springs Project

The Public Meeting last Thursday evening up at the High School was well done, and quite helpful in presenting what the alternatives are for completing I-70 from Floyd Hill to Idaho Springs. Some observations and recommendations, however, need to be made with regard to the Frontage Road and the Greenway Park/Path.

The statement was made that the bridges at the base of Floyd Hill will be dealt with within the next ten years without regard to which of the alternatives are ultimately chosen for I-70 itself.

An observation: Accommodations have been made for, and millions of dollars have been spent on, the Greenway Park and Path over the past 15 years. Virtually no accommodations have been made, nor money spent, however, for the benefit of the folks on Floyd Hill, the City of Idaho Springs, or the Private Property Owners between Floyd Hill and Idaho Springs. In fact, significant financial damages have been inflicted on all of the above parties over that period of time (primarily by the County).

RECOMMENDATION: The Frontage Road should be completed to full-width, with the Greenway Trail on its shoulder, on the south side of the River, from the MM 241 Roundabout to the base of Floyd Hill – **NOW!!**:

So – What are some of the factors involved in making this recommendation?

1. This would create two permanent full lanes of traffic, providing the connectivity between Floyd Hill and Idaho Springs now that should have been created 60 years ago when I-70 was originally constructed.
2. This is the only area where there is no frontage road between West Denver, and Georgetown.
3. This would create two additional permanent lanes of traffic, 10 years sooner, to alleviate congestion, and provide emergency access for I-70.
4. This could be used as a detour during the construction of whatever alternative is chosen eventually for I-70 itself, and when funds are raised to do so.

5. There is room for upward to 500 parking spaces along this rout that would provide “park-n-ride” lots for commuting to work in Denver to the East, and Clear Creek County to the West; as well as for access up into several premier County Open Space Lands on trails that should be developed between Idaho Springs and Floyd Hill.
6. The County already owns every property between the base of Floyd Hill and Hidden Valley, necessary to make ALL of this possible.
7. A roundabout can easily be constructed on the MM 244 Westbound I-70 exit ramp to make this possible. The two way bridge needed already exists, connecting to the Frontage Road that also already exists, up to Floyd Hill.
8. This would require no bridges, no “fly-overs”, and no massive rock scaling projects.
9. This would also allow the School Buses, and “Locals” in Clear Creek County, the opportunity to get off of the Freeway at least 10 years ahead of even starting the actual I-70 alternatives.

CDOT reportedly now has \$100M for the project. They should arguably do something “constructive” (pun intended) now, that is going to have to be completed anyway, and 10 years earlier, while they are trying to figure out what they are ultimately going to actually do to I-70, and are able to raise the remaining \$500M to \$600M to do so.

Respectfully Submitted;

**Dave Reid
Managing Partner
Twin Tunnels Development, LLC**

Appendix C

Sign-in Sheet



Sign-In Sheet

Project: Floyd Hill to Veterans Memorial Tunnels

Meeting: Public Meeting #2

Date/Time: February 27, 2020

Location: Clear Creek High School & Middle School (185 Beaver Brook Canyon Road, Evergreen, CO 80439)

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail
	John Crowder	Business (Parsons)	[Redacted] Denver	[Redacted]	[Redacted]
	Karen/John Hager		[Redacted]	[Redacted]	[Redacted]
	Jon Byrne	C	[Redacted] Arvada Evergreen	[Redacted]	[Redacted]
	John Muscatelli	C	[Redacted]	[Redacted]	[Redacted]
	Cory Baker	C	Dumont		
	Jan Doell	C	[Redacted] Back Hawk		
	Sue Howell	C	Idaho Springs		
	Sidney Hanks	C	Idaho Springs		
	Kandace Lukow	C/Biz/Retired	Idaho Springs		

Gilpin
Registr
call

postcard
postcard
postcard





Sign-In Sheet

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail	
	Ron Earthman	C	Idaho Springs			County e-mail CDOT notification
	Mountain Ministries	Business/C	Evergreen/18/Evergreen			
	Rick Andrew	Business/C	Evergreen			CDOT email
	Don Stanton	Transparency Comm	Jeffco			Vanessa CDOT
	Matt Hogan	Kramer	Littleton			website
	Tim Harris	Business/WSP	Denver			website
	Fred Hulderness	Business/consulting				we FB postcard
	Nancy Johnson	Citizen	Idaho Springs			
	Peter Gibala	Business	Lakewood			
	David Herzog	GeoCal/Business	Centennial			engineering
	Stacy Streepey	Agency/CCC	Clear Creek			post card
	Rachel Sharp	C	Denver			e-mail notification



Sign-In Sheet

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Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail	
	Dennis Fast	C	Douglas Mtn			CDOT email
	Gail Gilszmer	C	[REDACTED]			SOLVE meeting
	Brenna Harbeck	C	[REDACTED]			word of mouth
	Jim White	C	Floyd Hill			nextdoor
	Ray Stranberg					
	Tyla Stone	Business/C	Comfee	[REDACTED]		CDOT e-mail
	David Martinez	C	Fort Collins	[REDACTED]	[REDACTED]	friends website
	Nate Poer	Business	Texas!	[REDACTED]	[REDACTED]	[REDACTED]
	Melanie ^{Leatherwood} Fast	C	Idaho Spring			postcard
	Bernie Lafleur	C	Floyd Hill			CDOT email
	Sarah Sander	Business	Colorado			CDOT email
	Phil Buckland	C	Empire		[REDACTED]	paper



Sign-In Sheet

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail	
	Megan Caswell	C	Denver			CDOT website
	Joe Quillin	C	Idaho Springs			facebook
	Snook Anderson	Clear Creek Open Space	Georgetown			
	Steve Fultz	Business	Denver			Email
	Christie Greene	C	Evergreen			Postcard
	Albert Frei	Bus/Res				e-mail
	Jim Adreon	C	Evergreen			postcard
	Bert Sommers	BIZ	Denver			e-mail
	JoAnn Soremer	C	Dumont			postcard
	Sparr Sapyta	C	Floyd Hill			HBA Saddleback
	Barbara Bullock	C	Saddleback			postcard
	Deborah Butler	C	Clear Creek County/Georgetown			facebook



Sign-In Sheet

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail
	Randall Mayne	C	Floyd Hill		
	Erik Foster	C	Soda Creek		
	Meghan Vickers	c(Facebook)	Idaho Springs		
	Carthey Sealley	c(Flyer)	Saddleback	—	—
	Peach Keller	c(FB)	Fall River		
	Jack Hidahl	City ^{of} Central Council	Central City	—	—
	Bill Ronald Lewis	c(email)			
	Lisa Laben	c(email)			
	Tyler Stone	CP&Y	Colo Spgs		
	Karl Schell	Clear Creek	Dumont		
	Peter Gibala	Harrison Western	Lakewood		
	Brano Michalik	C			

nextdoor
e-mail.



Sign-In Sheet

postcard, city council

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail
	Richard Staller				
	Terry & Nita Schickler				
	REG FLEMING				
	Bill Lang				
	Tom DelFu	AECOM			
	AIAH Tiefenbach		City of Idaho Springs		
	Frank Young		Silver Plume		
	Bucky Ammon	CCC	USPA		
	Diane Rahn	C			
	Ryan North	C/B	Evergreen CO		
	Jay Ledwith		Evergreen		
	RON BARTA	BARTA & ASSOC	EVERGREEN		



Sign-In Sheet

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail
	Lynna Beckwe	CITIZEN			
	Jonathan Cain	Assistant City Admin Idaho Spring			
	Bill Allen	Resident	Floyd Hill		
	Bill Lee	C	Exit 40		
	Carolyn Hohne	C		-	
	John Michael Flocks	C			
	Chris Maunzer	Kiewit#			
	Pam + Kalon Beltmaker	Two Bears			
	#Will Cassidy	c(email)			
	#Sierra Stauffer	c(Flyer)			
	Tom Ripley	c(email)			
	Tim Harris	WSP			



Sign-In Sheet

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail
AMK	Patty McGord	Citizen	[Redacted] Energizer	[Redacted]	[Redacted]
	William Tilley	c (Flyer) email			[Redacted]
	Andrew Marsh	City of Idaho Spgs			[Redacted]
	Nancy Jo Kevin O'Malley	c (news, email)			
AMK	Tom Marcello	Citizen			[Redacted]
	Mike Harbarts	c (Flyer)			
	Kondr Kaudelunas	Citizen/Diz	IS [Redacted]	[Redacted]	[Redacted]
	Mary Milan-Klymer	c (postcard)			—
	Chuck Law	c (email)			
	Cay Rossen	c			
J	James Kovaly	CCC			[Redacted]
	Dennis Royer	Sierra Club			[Redacted]



Sign-In Sheet

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail
	Mike Skimmer	CO Asphalt (CAPA)	[Redacted]	[Redacted]	[Redacted]
	Shannon Mahan	Emergc HOA	[Redacted] Evergreen	[Redacted]	[Redacted]
	Tristan Siegel	Geocal	Denver	[Redacted]	[Redacted]
	Paul Brunner	C (Postcard/Flyer)	Idaho Springs	[Redacted]	[Redacted]
	Scott McDaniel	Rocksol	Denver	[Redacted]	[Redacted]
	Eric Gavin	Harrison Western	Lakewood	[Redacted]	[Redacted]
	Dave Tedrow	CDOT	R1	—	[Redacted]
	Sean Wood	Citizen	Evergreen	[Redacted]	[Redacted]
	Robert Loeffler	C (Postcard/Flyer)	Georgetown	[Redacted]	[Redacted]
	Jeff Mehle	+Citizen McNary Bergeron Assoc	Denver	[Redacted]	[Redacted]
	Saeib Saeb	Rocksol	Thornton	[Redacted]	[Redacted]
	Abe Lavassani	Rocksol	Thornton	[Redacted]	[Redacted]



Sign-In Sheet

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail
	Teresa Krause	Nicholson Construction	██████████ Denver	██████████	██████████
	Deb Wray	C	██████████ Central City	██████████	██████████
	Linda/Johnny Baker	C (Postcard)	Dumont		██████████
	Lorraine Smith	C (Postcard)	██████████ Idaho Springs		██████████
	Julie George	CDOT	HQ	—	██████████
	Dennis Gimbel	C	Idaho Springs	██████████	██████████
	Cardyn Corogin	C	St. Mary's/Floyd Hill	██████████	██████████
	Brian Gilbert	C (Postcard)	Empire	██████████	██████████
	Tim Maloney	Kraemer kraemer	Castle Rock	██████████	██████████
	Mike Hillman	Mayor E			██████████
	Steve Jeffords	Vivid	Denver	██████████	██████████
	Randy Furst	RS&H	Denver	██████████	██████████

tion.com



Sign-In Sheet

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail
	Brian Bock Keith	C (internet/nextdoor)	Floyd Hill		
	Debbie Blake	C (word of mouth)	Golden		
	David Vara	Shan/Wil	Denver		
	Stephen Shan Perez	RStH	Denver		
	Behrooz Behrooz Far	C (web)	Floyd Hill		
	Sharna Coors	Ski Country	Floyd Hill		
	George Martin	Clear Creek Cty	Idaho Springs		
	Alan Berarducci	C (Postcard)	Idaho Springs		
	Ann Zimmerman	C (email)			
	Mark Kladay	C (Flyer)	Soda Creek		
	Jody Kleinmuachter	C (email)			
	Jim Cotsworth	C (word of mouth)	Floyd Hill		



Sign-In Sheet

By providing the following contact information you acknowledge your participation in this public meeting and assist CDOT in notifying you of future meetings or information updates for the Project. Your attendance and participation are appreciated!

Initial	Name	Citizen/Business/Agency	Address	Phone	E-Mail
	Dave Reid	Twin Tunnels Develop.	Floyd Hill	[REDACTED]	[REDACTED]
	Brian Rourke	C (nextdoor)	Evergreen		[REDACTED]
	Inge Hill	Pine Pinyon	Lakewood		[REDACTED]
	Kyle Klyde Railsback	C (email)			[REDACTED]
	Larry Quirk	CDOT	R7		[REDACTED]
	Robert Ed Jacobs	Summit City	Frisco		[REDACTED]
	John Rohner	Jacobs	Englewood		[REDACTED]
	Crystal Crystal O'Neal	Rocksof			[REDACTED]
	Lou Kingsley	C (Flyer)	Idaho Springs		[REDACTED]
	Carolyn Kennedy	C (Postcard)	" "		[REDACTED]
	Dan Lowery	Flat Iron	Broomfield		[REDACTED]
	Sarah Sanders	ACPA	Centennial		[REDACTED]

Appendix D

Meeting Presentation



COLORADO

Department of Transportation

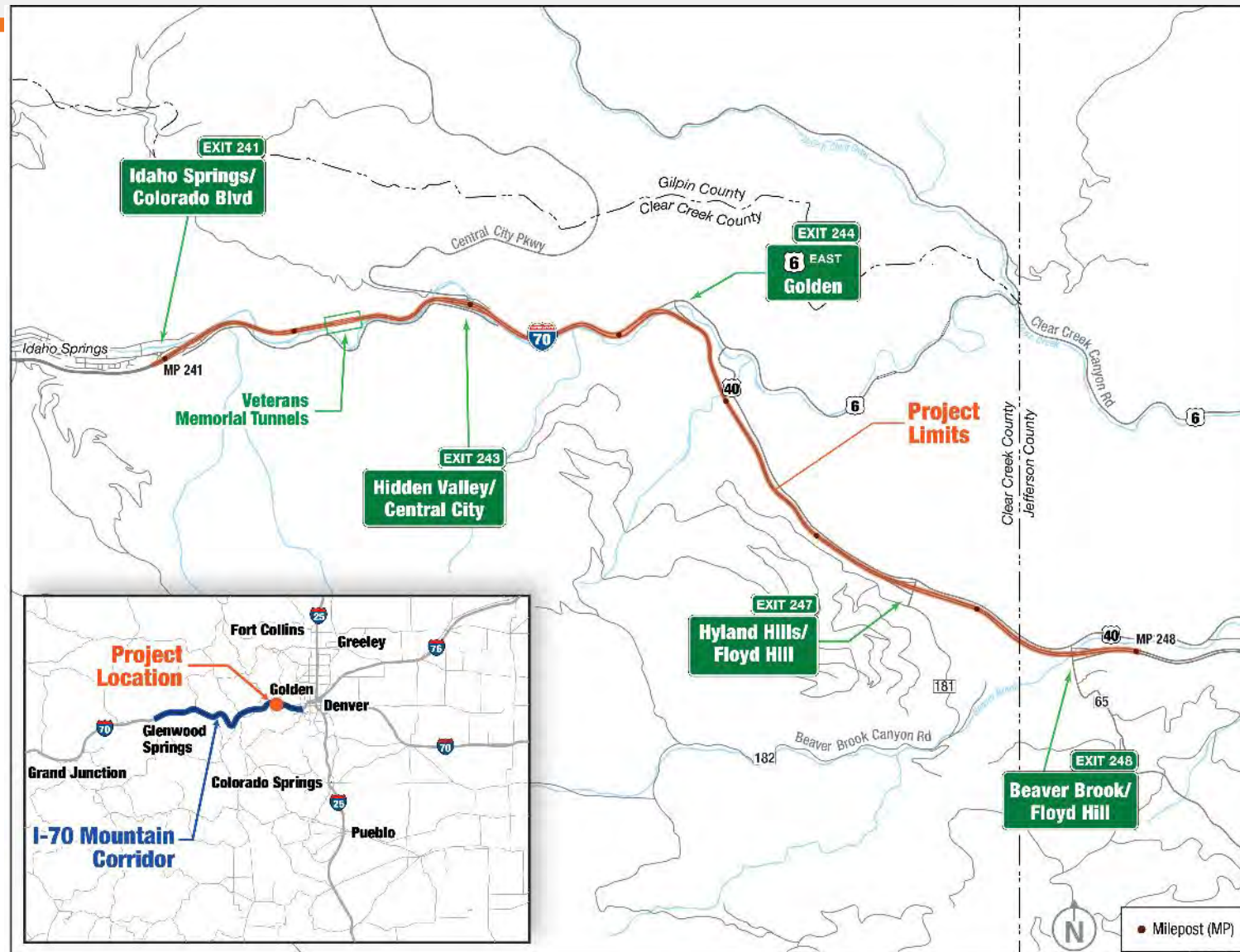
Floyd Hill to Veterans Memorial Tunnels

Public Meeting #2

February 27, 2020



Project Location





Project Purpose



Improve travel time
reliability, safety,
and mobility



Address deficient
infrastructure



Improve multimodal
connectivity



Alternate route for
emergencies or
severe weather





Project Background



The ROD outlines the following improvements specific to the Floyd Hill area:

- ▲ Six-lane component from Floyd Hill through the Veterans Memorial Tunnels including a bike trail and frontage roads from Idaho Springs to Hidden Valley and Hidden Valley to US 6

* *Environmental Impact Statement*
** *Record of Decision*

Three roadway concepts were recommended for further investigation through the Concept Development Process:

- ▲ Off Alignment (new alignment north of existing I-70)
- ▲ North Alignment (shift I-70 slightly north of existing alignment)
- ▲ South Alignment (shift I-70 slightly south of existing alignment)

Additionally, multiple interchange access concepts were considered for further investigation.

We are here

The EA alternatives began with evaluation of the recommended concepts from the Concept Development Process. The North Alignment Concept was advanced as a general corridor alignment, and options for the I-70 mainline, interchanges, frontage road, and other project elements were considered within this general concept.

In addition to a No Action Alternative, two alternatives (Tunnel and Canyon Viaduct) were developed to meet project needs and goals. These alternatives will be fully analyzed in the EA. (Visit the Alternatives Displays for additional information)

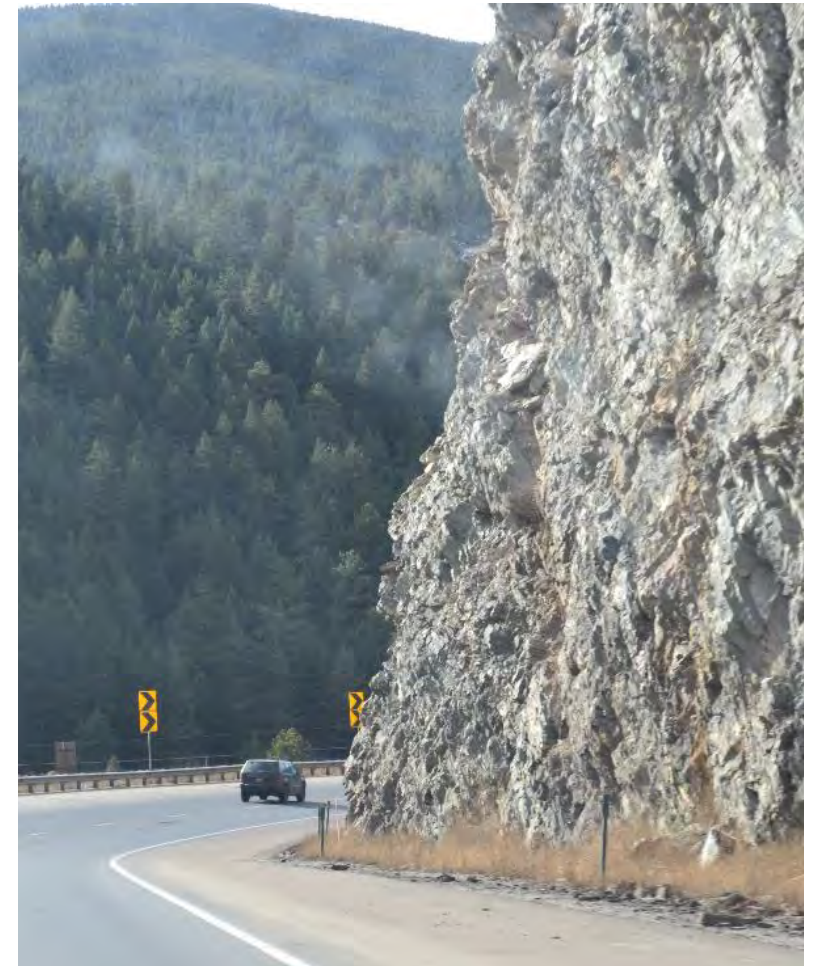
- Context Sensitive Solutions (CSS) Process
 - Project Leadership Team
 - Technical Team
 - Issue Task Forces (Wildlife, Water Quality/Aquatics, Historic)
- Public Input
- Industry experts





Major Project Elements

- Add third westbound I-70 travel lane from top of Floyd Hill through the Veterans Memorial Tunnels
- New frontage road connection between US 6 and Hidden Valley interchanges
- Improve traffic operations at interchanges and intersections within the project limits
- Enhance safety by flattening curves to improve design speeds and stopping sight distance
- Improve the Clear Creek Greenway
- Reduce animal-vehicle conflicts and improve wildlife connectivity





Alternatives

- No Action Alternative
 - Replace westbound I-70 bridge in its current location and continue regular highway maintenance
- Tunnel Alternative
 - Major project elements
 - New tunnel for westbound I-70 near US 6 interchange
 - Realign eastbound I-70 on the current highway footprint
 - Construct a frontage road between US 6 and Hidden Valley, either north or south of Clear Creek
- Canyon Viaduct Alternative
 - Major project elements
 - Realign both eastbound and westbound I-70 between US 6 and Hidden Valley on a viaduct
 - Construct a frontage road on the current I-70 alignment





East Section: Floyd Hill to US 6



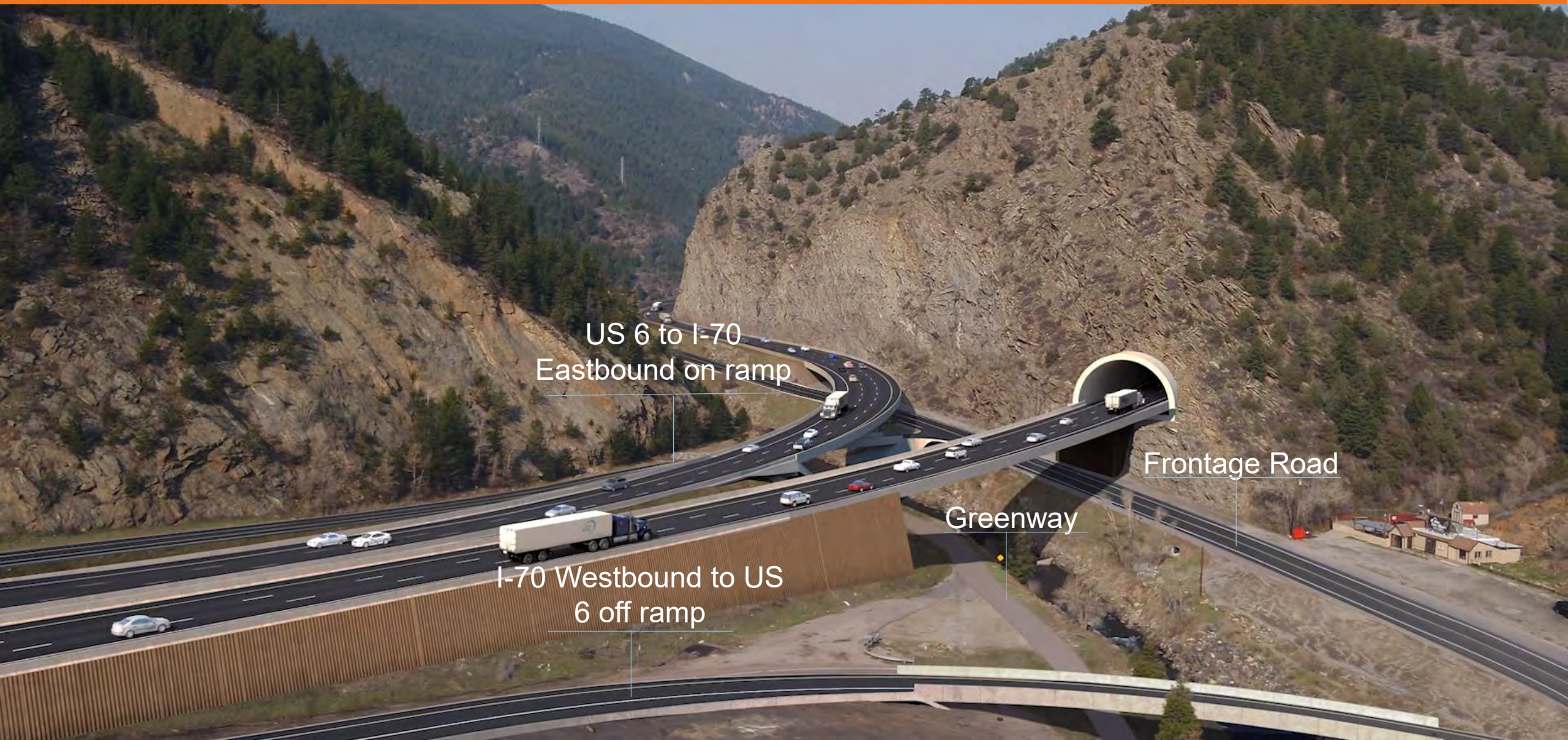
FLOYD HILL

US 40

US 6



Central Section: US 6 to Hidden Valley TUNNEL ALTERNATIVE



US 6 to I-70
Eastbound on ramp

I-70 Westbound to US
6 off ramp

Greenway

Frontage Road



Central Section: US 6 to Hidden Valley TUNNEL ALTERNATIVE, North Frontage Road





Central Section: US 6 to Hidden Valley TUNNEL ALTERNATIVE, South Frontage Road





Central Section: US 6 to Hidden Valley CANYON VIADUCT ALTERNATIVE





Central Section: US 6 to Hidden Valley CANYON VIADUCT ALTERNATIVE



Greenway

Frontage Road



Central Section: US 6 to Hidden Valley CANYON VIADUCT ALTERNATIVE





West Section: Hidden Valley to Veterans Memorial Tunnels



Realign ~1,200 feet
of Clear Creek

Frontage Road
and Greenway



Key Community and Environmental Resources

- Residential neighborhoods and community resources
- Minority and low-income populations
- Open space and recreational resources
- Regulated materials sites, including the Clear Creek Superfund site
- Cultural resources
- Wildlife and threatened and endangered species
- Water Resources (Clear Creek, wetlands, water quality)
- Right of Way
- Geology/Topography
- Noise, air quality, traffic (primarily during construction)





Costs and Funding

- Preliminary cost estimates range from \$600 to \$700 million
- CDOT has identified \$100 million for the Project plus an undetermined amount from Colorado Bridge Enterprise
- CDOT and the High Performance Transportation Enterprise (HPTE) are looking at financial scenarios to close the funding gap





Project Schedule

- 20% Design and Environmental Impacts Analysis - Now through Late 2020
- Publish Environmental Assessment and Public Hearing - Late 2020
- Complete Environmental Assessment process - Early 2021*
- Construction Commencement - 2022*

**Pending additional Project funding identification*



We Want to Hear from You!



Subscribe to email list:
bit.ly/FloydHill



Leave a voice mail:
303-512-4408



Send an email:
cdot_floydhillproject@state.co.us



Send a letter:
**425A Corporate Circle
Golden, CO 80401
Attn: Floyd Hill Project Team**

**Or simply stop by the comment station
to write down your comments!**

Appendix E

Display Boards



I-70 Floyd Hill to Veterans Memorial Tunnels

Welcome to the

I-70 Floyd Hill to Veterans Memorial Tunnels

Public Meeting

February 27, 2020

5:00–5:30 p.m. **Sign-in and Open House**

5:30–6:00 p.m. **Presentation, Questions, and Answers**

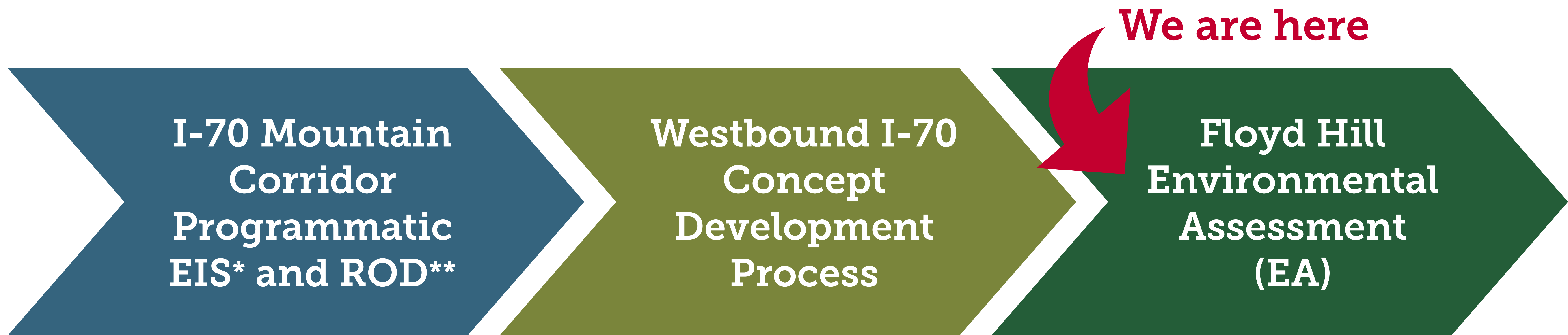
6:00–7:00 p.m. **Open House**

Project staff are wearing name tags
and are available to answer any questions.

**Don't forget to stop by our comment station
to write down your comments!**



Project Background



The ROD outlines the following improvements specific to the Floyd Hill area:

- ▲ Six-lane component from Floyd Hill through the Veterans Memorial Tunnels including a bike trail and frontage roads from Idaho Springs to Hidden Valley and Hidden Valley to US 6

* *Environmental Impact Statement*
 ** *Record of Decision*

Three roadway concepts were recommended for further investigation through the Concept Development Process:

- ▲ Off Alignment (new alignment north of existing I-70)
- ▲ North Alignment (shift I-70 slightly north of existing alignment)
- ▲ South Alignment (shift I-70 slightly south of existing alignment)

Additionally, multiple interchange access concepts were considered for further investigation.

We are here

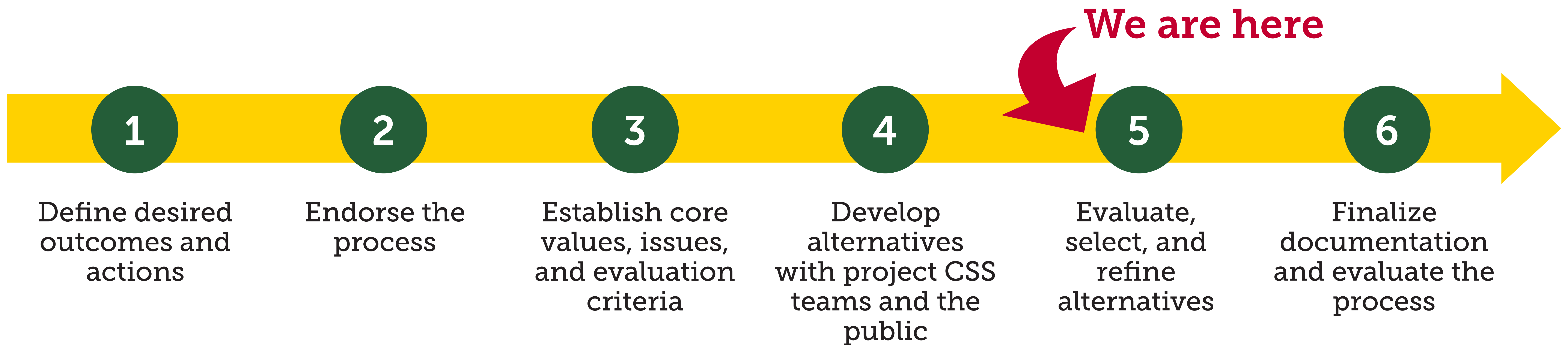
The EA alternatives began with evaluation of the recommended concepts from the Concept Development Process. The North Alignment Concept was advanced as a general corridor alignment, and options for the I-70 mainline, interchanges, frontage road, and other project elements were considered within this general concept.

In addition to a No Action Alternative, two alternatives (Tunnel and Canyon Viaduct) were developed to meet project needs and goals. These alternatives will be fully analyzed in the EA. (Visit the Alternatives Displays for additional information)



Context Sensitive Solutions Process

The I-70 Mountain Corridor Context Sensitive Solutions (CSS) process is a required part of every project on the I-70 Mountain Corridor. It includes establishment of a Project Leadership Team, a Technical Team, and Issue Task Forces as needed. It also includes the following six-step decision-making process:



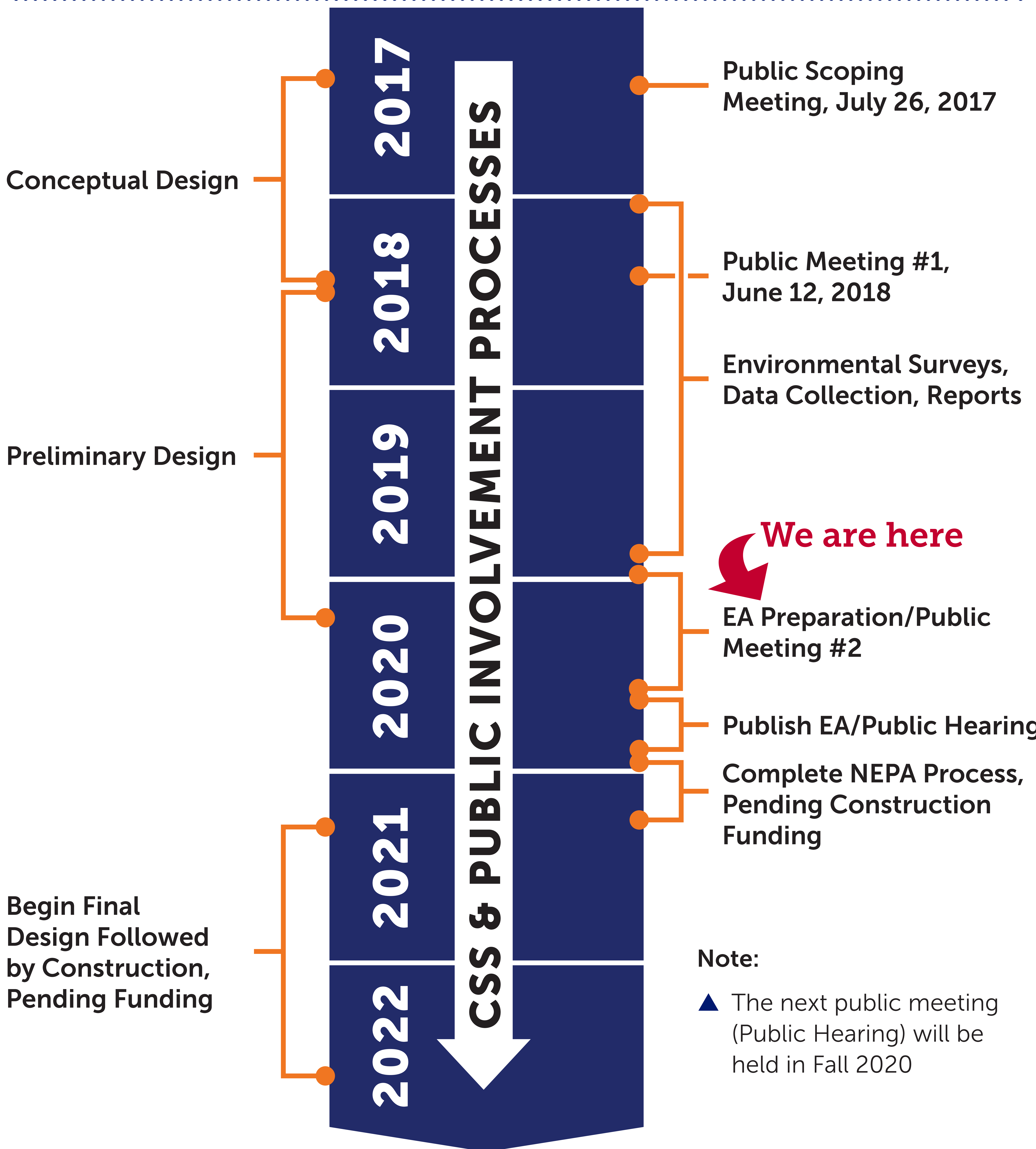
Floyd Hill Project Stakeholders

Project Leadership Team (PLT)	Technical Team (TT)	
Central City	Central City	Colorado Parks and Wildlife
Clear Creek County	City of Blackhawk	Consultant Team
Colorado Department of Transportation	City of Idaho Springs	Denver Regional Council of Governments
Consultant Team	Clear Creek Bikeway User Group	Federal Highway Administration
Federal Highway Administration	Clear Creek County	Floyd Hill Community
Gilpin County	Clear Creek County Open Space	Gilpin County
I-70 Coalition	Clear Creek County School District/Board	I-70 Coalition
City of Idaho Springs	Clear Creek Greenway Authority	Jefferson County
Town of Empire	Clear Creek Watershed Foundation	Law Enforcement and Emergency Services
US Forest Service	Colorado Department of Transportation	Trout Unlimited
	Colorado Motor Carriers Association	US Forest Service

Issue Task Forces (ITF)
 have been convened to address specific issues related to water quality, wildlife, historic properties, the Clear Creek Greenway, highway operations and maintenance, and other issues. ITFs provide analysis and recommendations to the TT.

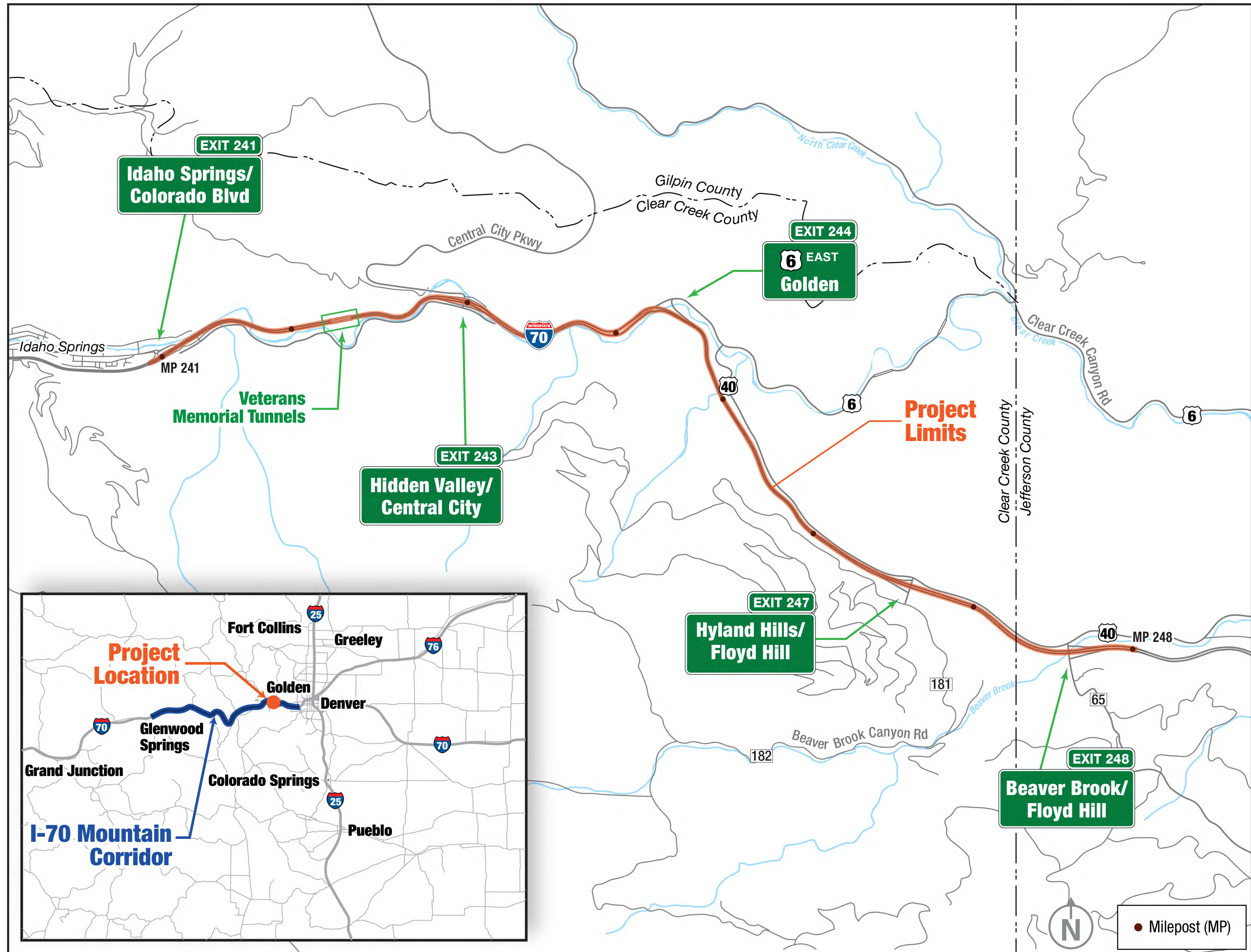


Project Schedule





Project Location





Project's Purpose

The purpose of the project is to improve travel time reliability, safety, and mobility, and address the deficient infrastructure on westbound I-70 through the Floyd Hill area of the I-70 Mountain Corridor. The project advances improvements on the I-70 Mountain Corridor that were identified in the 2011 I-70 Mountain Corridor Record of Decision (ROD).

An additional purpose to the project is to address tight horizontal curves on eastbound I-70 causing safety concerns.

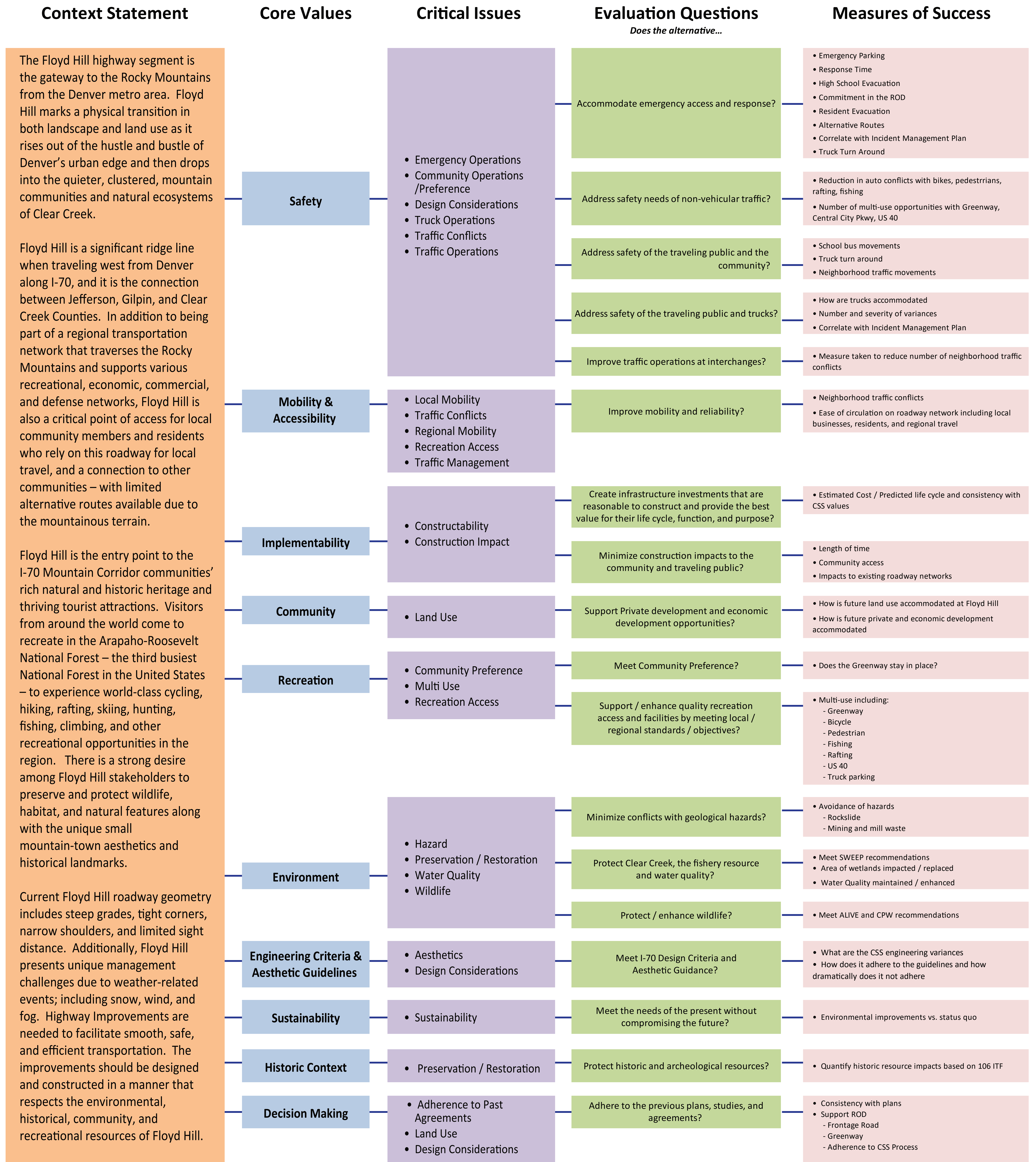
This project also addresses two improvements included in the ROD from US 6 to Hidden Valley and Hidden Valley to Idaho Springs. The purpose of these improvements is to improve multimodal connectivity and to provide an alternate route parallel to the interstate mainline in case of emergency or severe weather conditions.

Project's Needs

- ▲ High traffic volumes and limited capacity on I-70 in the westbound direction which affects regional and local mobility and accessibility
- ▲ Unreliable travel times and frequent delays due to traffic congestion on I-70 in the westbound direction
- ▲ Occasional severe weather conditions causing closure on the interstate which results in congestion, mobility, and local accessibility challenges
- ▲ Safety concerns due to congestion, substandard geometry with tight curves, and steep grades
- ▲ Aging and deficient infrastructure
- ▲ Insufficient infrastructure for pedestrian and bicycle users between US 6 and Idaho Springs
- ▲ Lack of road redundancy and parallel routes between US 6 and Idaho Springs, which hinders emergency response times in case of emergencies



CSS Flow Chart





Alternatives Being Evaluated in the EA

No Action Alternative

- ▲ Regular highway maintenance
- ▲ Replace the westbound I-70 Bridge in its current location at the bottom of Floyd Hill

Tunnel Alternative

- ▲ Common project elements (see right)
- ▲ Construct a new tunnel for westbound I-70 near the US 6 interchange
- ▲ Construct the frontage road on either the north side or the south side of Clear Creek (design option to be evaluated in the EA)

Canyon Viaduct Alternative

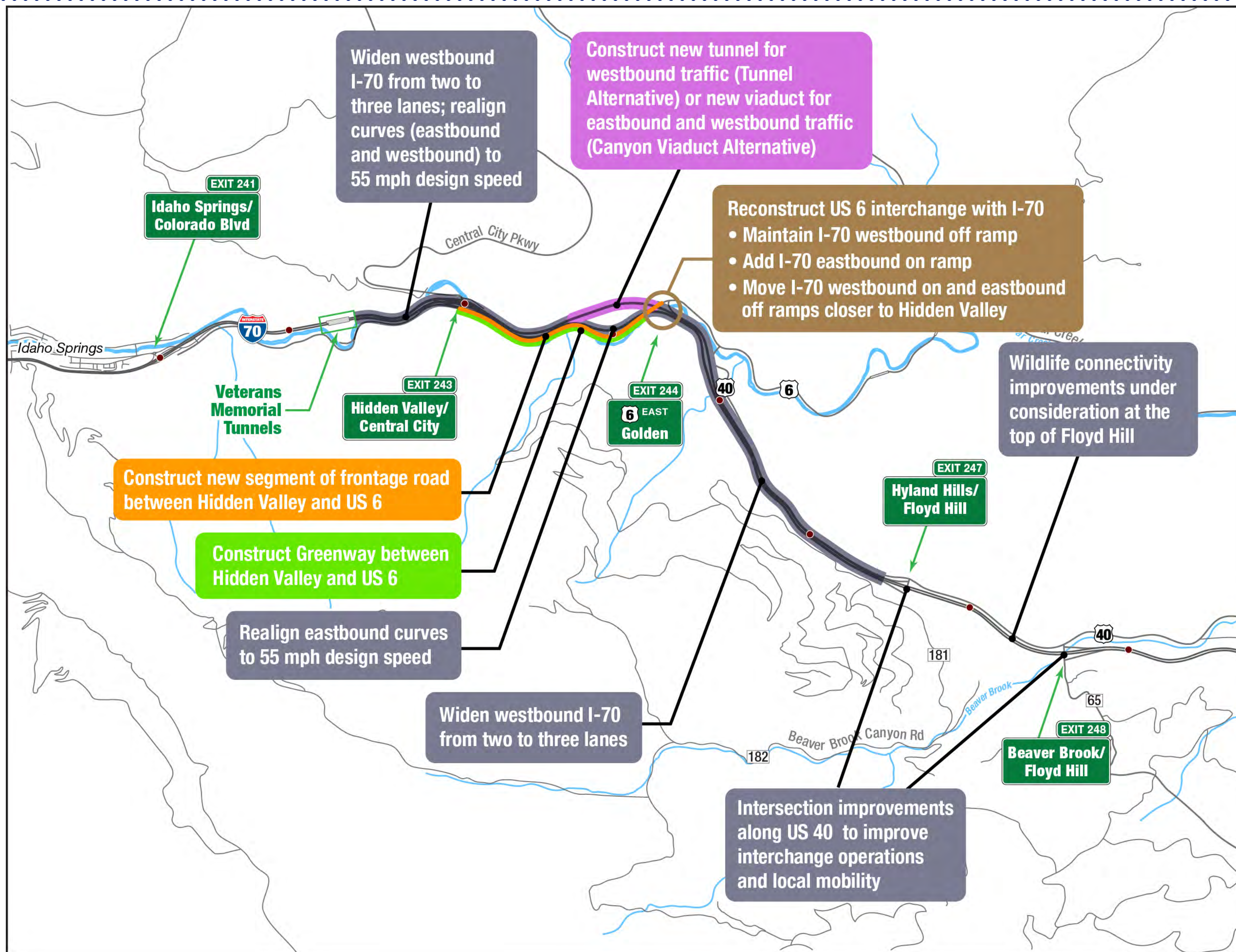
- ▲ Common project elements (see right)
- ▲ Realign both eastbound and westbound I-70 between US 6 and Hidden Valley on a viaduct on the south side of Clear Creek Canyon
- ▲ Construct the frontage road on the original I-70 alignment under the viaduct on the north side of Clear Creek

Common Project Elements

- ▲ Add a third westbound travel lane from the top of Floyd Hill through the Veterans Memorial Tunnels (Exit 248 to Exit 241)
- ▲ Construct a new frontage road between the US 6 and Hidden Valley/Central City interchanges
- ▲ Improve traffic operations at interchanges and intersections within the project limits
- ▲ Realign eastbound I-70 to flatten curves
- ▲ Enhance safety by improving design speeds and stopping sight distance on curves
- ▲ Improve the Clear Creek Greenway between US 6 and the Veterans Memorial Tunnels
- ▲ Reduce animal conflicts and improve wildlife connectivity with new and/or improved wildlife overpasses or underpasses



Alternatives Overview Map





Resources Being Evaluated

The following resources will be evaluated as part of the EA:



Water
Resources



Air Quality &
Traffic Noise



Archaeological &
Historic Resources



Land Use &
Park Land



Social &
Community
Impacts



Section 4(f) &
Section 6(f)



Vegetation &
Wildlife



Threatened &
Endangered
Species



Indirect &
Cumulative
Impacts



Hazardous
Materials



Transportation/
Multimodal



Geological &
Paleontological
Resources

There will be a public review period with a public hearing once the EA is completed.

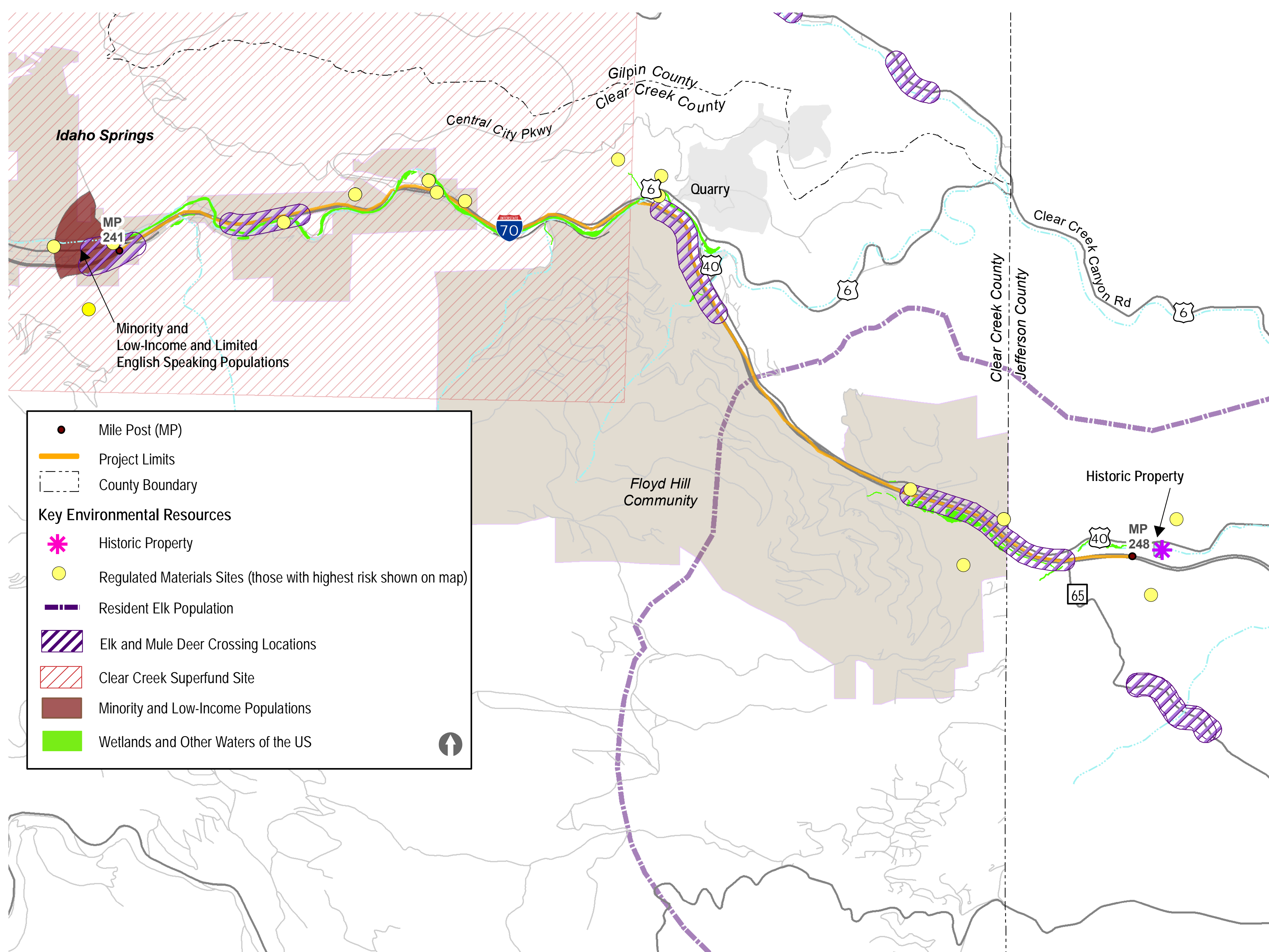
**Please fill out a comment form if you have any concerns
that should be considered during the resource evaluation process.**



Key Resources in the Study Area

The Project team has completed research and surveys for all of the resources being evaluated in the EA. Based on the results, as well as input received from the public and CSS participants, the following have been identified as key resources in the Study Area:

- ▲ Residential neighborhoods and community resources
- ▲ Minority and low-income populations
- ▲ Regulated materials sites, including the Clear Creek superfund site
- ▲ Cultural resources
- ▲ Wildlife and threatened and endangered species (habitat, crossings)
- ▲ Water resources (Clear Creek, wetlands, water quality)
- ▲ Open space and recreational resources
- ▲ Right of way
- ▲ Geology/topography
- ▲ Noise, air quality, traffic (primarily during construction)





Preliminary Cost Estimates and Funding

- ▲ Cost estimates for the Project range from \$600 to \$700 million
- ▲ The Floyd Hill Project remains a high priority for Colorado
- ▲ CDOT has identified \$100 million for the Project. Colorado Bridge Enterprise will also be providing an undetermined amount of funding towards the Project. However, there will still be a funding shortfall.
- ▲ CDOT is continuing to pursue additional funding
- ▲ CDOT and the High Performance Transportation Enterprise (HPTE) are working with a project leadership team to consider creative strategies to address the Project's funding shortfall. A study is underway to identify financing scenarios that could potentially address this shortfall. (Please visit the HPTE table for additional information)

Although this is one of CDOT's most expensive projects, the benefits are also substantial, including:

- ▲ Improved travel times
- ▲ Reduced user costs
- ▲ Safety improvements
- ▲ More efficient operations and maintenance



The travel time savings that would result from the Project is projected to save users more than \$150 million each year.



What We've Heard

Public input has been and will continue to be considered throughout the development of the Project.

- ▲ Comments about the Project have been received online and at the June 2018 Public Meeting
- ▲ Most comments have been in support of the Project
- ▲ Input has centered on design and the potential for community and environmental impacts

Categories of Comments Received from the Public

**Interchange design
(support for full
interchanges)**

**Protection of open
spaces and support
for Greenway
improvements**

**Construction
period impacts to
mobility**

**Property impacts
(value, noise, fire,
protection)**

**Support for
Project**

**Effects on
groundwater**

**Minimizing traffic
on the Frontage
Road**

**Curve
safety**

**Construction
period
environmental
impacts (air
quality, noise)**

**Improvements
are needed**

**Protection
of wildlife
populations (bear,
deer, elk)**

**Project
funding**

We are listening and considering all of your input during the project development process



Stay Involved



Subscribe to email list:
bit.ly/FloydHill



Leave a voice mail:
303-512-4408



Send an email:
cdot_floydhillproject@state.co.us



Send a letter:
**425A Corporate Circle
Golden, CO 80401
Attn: Floyd Hill Project Team**

**Or simply stop by the comment station
to write down your comments!**



Appendix F

Handouts



I-70 Floyd Hill to Veterans Memorial Tunnels

Welcome to the I-70 Floyd Hill to Veterans Memorial Tunnels Public Meeting

February 27, 2020

5:00–5:30 p.m. **Sign-in and Open House**

5:30–6:00 p.m. **Presentation, Questions, and Answers**

6:00–7:00 p.m. **Open House**

Project staff are wearing name tags and are available to answer any questions.

Don't forget to stop by our comment station to write down your comments!



Subscribe to our email list:

bit.ly/FloydHill



Leave a voicemail

720-250-6934



Send an email

cdot_floydhill@state.co.us



Write a letter

CDOT Region 1
**Attn: Floyd Hill
Project Team**
425A Corporate Circle
Golden, CO 80401



No Action Alternative

- ▲ Regular highway maintenance
- ▲ Replace the westbound I-70 Bridge in its current location at the bottom of Floyd Hill

Tunnel Alternative

- ▲ Common project elements (see right)
- ▲ Construct a new tunnel for westbound I-70 near the US 6 interchange
- ▲ Construct the frontage road on either the north side or the south side of Clear Creek (design option to be evaluated in the EA)

Canyon Viaduct Alternative

- ▲ Common project elements (see right)
- ▲ Realign both eastbound and westbound I-70 between US 6 and Hidden Valley on a viaduct on the south side of Clear Creek Canyon
- ▲ Construct the frontage road on the original I-70 alignment under the viaduct on the north side of Clear Creek

Common Project Elements

- ▲ Add a third westbound travel lane from the top of Floyd Hill through the Veterans Memorial Tunnels (Exit 248 to Exit 241)
- ▲ Construct a new frontage road between the US 6 and Hidden Valley/Central City interchanges
- ▲ Improve traffic operations at interchanges and intersections within the project limits
- ▲ Realign eastbound I-70 to flatten curves
- ▲ Enhance safety by improving design speeds and stopping sight distance on curves
- ▲ Improve the Clear Creek Greenway between US 6 and the Veterans Memorial Tunnels
- ▲ Reduce animal conflicts and improve wildlife connectivity with new and/or improved wildlife overpasses or underpasses



I-70 Floyd Hill to Veterans Memorial Tunnels

COMMENT FORM

Public Meeting 2
February 27, 2020

*Please note that all the information provided on this comment form is considered public and may be published as part of the project records. Please check this box if you **do not** wish for your address and email to be published*

NAME: _____

ORGANIZATION: _____

ADDRESS: _____

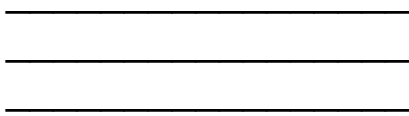
CITY: _____ **STATE:** _____ **ZIP CODE:** _____

EMAIL: _____

The Environmental Assessment (EA) will identify CDOT’s preferred alternative among the No Action Alternative, Canyon Viaduct Alternative, or Tunnel Alternative. Based on the initial information presented, do you have thoughts on your preferred alternative? What questions do you have about the alternatives? What additional information or analysis would help determine the preferred alternative?

Do you have any other thoughts about the Project that CDOT should consider in the EA?

-----fold here-----



Place
First Class
Stamp
Here

Colorado Department of Transportation
Region 1 West Program
425A Corporate Circle
Golden, CO 80401
Attn: Floyd Hill Project Team

-----fold here-----

Appendix G

Notices and Advertisements



I-70 Floyd Hill to Veterans Memorial Tunnels

CDOT PUBLIC MEETING

What: I-70 Floyd Hill to Veterans Memorial Tunnels
Public Meeting #2

When: Thursday, February 27, 2020 from 5 p.m. - 7 p.m.

Where: Clear Creek High School & Middle School
185 Beaver Brook Canyon Road, Evergreen, CO 80439

CDOT invites you to join us for an update on the I-70 Floyd Hill to Veterans Memorial Tunnels Project. The meeting will include information about the background and purpose for the Project, the alternatives under consideration, and next steps, including funding. The meeting will follow an open house format where you will have an opportunity to ask questions, discuss your concerns, and provide feedback to Project staff. A presentation will be given at 5:30 p.m.

Info: bit.ly/FloydHill

For special accommodation and/or TDD Relay Service, please contact Shonna Sam at shonna.sam@peakconsultingco.com or 720-250-6934.

Meeting Agenda

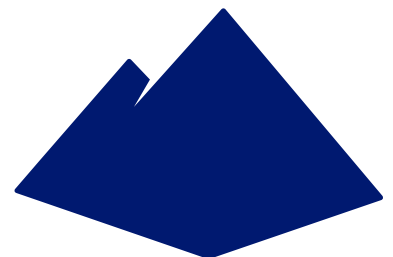
5:00 p.m. - Doors open and Open House

5:30 p.m. - Presentation, Questions, and Answers

6:00 p.m. - Open House

7:00 p.m. - Closing

*Throughout the meeting there will be maps and information boards for public viewing and comment.





I-70 Floyd Hill to Veterans Memorial Tunnels

CDOT invites you to join us for a public meeting on Thursday, February 27 from 5 p.m. to 7 p.m. for an update on the I-70 Floyd Hill to Veterans Memorial Tunnels Project. The meeting will include information about the background and purpose for the Project, the alternatives under consideration, and next steps, including funding. The meeting will follow an open house format where you will have an opportunity to ask questions, discuss your concerns, and provide feedback to Project staff. A presentation will be given at 5:30 p.m.

What: Public Meeting #2

When: Thursday, February 27, 2020, Open House 5 p.m. - 7 p.m. Presentation at 5:30 p.m.

Where: Clear Creek High School and Middle School, 185 Beaver Brook Canyon Road, Evergreen, CO 80439

Info: bit.ly/FloydHill

Project Location



The I-70 Floyd Hill to Veterans Memorial Project proposes to expand westbound I-70 from 2 to 3 lanes between Floyd Hill (west of Evergreen) and the Veterans Memorial Tunnels (east Idaho Springs), replace deficient infrastructure, improve safety, and connect the frontage road and trail between Idaho Springs and the I-70/US 6 interchange.

For special accommodation and/or TDD Relay Service, please contact Shonna Sam at shonna.sam@peakconsultingco.com or 720-250-6934.



**I-70 Floyd Hill to Veterans
Memorial Tunnels**

Presorted
First Class Mail
US Postage
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Permit #353



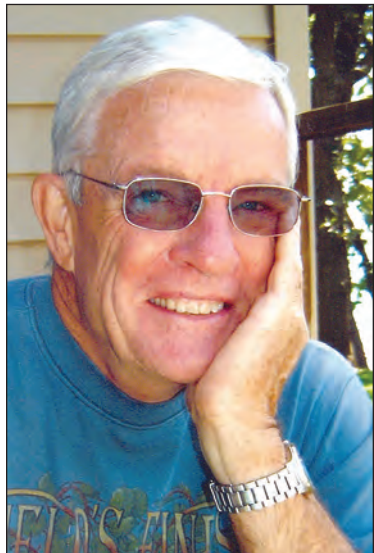
*****AUTO**5-DIGIT 80421 T1 P1 1

BOXHOLDER

PO BOX 1

DUMONT, CO 80436-0001

OBITUARY



Robert Russell Inman

Robert Russell Inman
May 25, 1940 — Feb. 6, 2020

Bob Inman was born in Rockford, Iowa, to Bernard and Roberta Inman and raised by them on their farm in Floyd, Iowa. Graduating from Floyd High School where he played baseball and basketball, he moved on to Iowa State University.

Growing the seeds of his love for nature, Bob majored in Fish and Wildlife Management, as well as growing the love for his high school sweetheart and love of his life, Sondra Krumrey. They were married on Aug. 3, 1963.

Bob's love of nature took many paths during his life and included farming in Iowa (something, to his frustration, he was never able to mimic during the short growing season in Colorado!), birding all over the world but especially in Portal, Ariz., and on the Mexican border for 20 years, hunting in the Midwest and Colorado for elk, mule deer and pronghorn and pheasant, dove and quail. His fishing trips included several trips to Alaska for salmon and halibut. He loved all animals but especially dogs and once mistakenly a skunk! His love of nature was one of his great passions of his life.

Bob and Sondra traveled extensively after retiring, including trips to Argentina, Iceland, Greenland, Africa, New Zealand, Europe, Asia,

Costa Rica and all 50 states: Each trip had a special focus on birds, animals, plants (especially flowers) and natural wonders. The Passion Play in Oberammergau, Germany, 10 years ago was extremely moving for him!

Always a hard worker and lover of people, Bob never avoided a task, whether it was his or helping another. Never critical and always helpful, Bob was a joy to be around no matter how hard the task. His contributions to others included a devotion to the Lutheran Church of the Cross where he was a committed member for 44 years.

Of his three children, two (Brian and Kathie) were born in Iowa, while Kevin was born in Wheat Ridge. In 1976, the family made its final move and that was

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I-70 Floyd Hill to Veterans Memorial Tunnels CDOT PUBLIC MEETING

What: I-70 Floyd Hill to Veterans Memorial Tunnels
Public Meeting #2

When: Thursday, February 27, 2020 from 5 p.m. - 7 p.m.

Where: Clear Creek High School & Middle School
185 Beaver Brook Canyon Road,
Evergreen, CO 80439

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Info: <https://www.codot.gov/projects/bit.ly/Floyd-hill-to-veterans-memorial-tunnels-improvements>

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Throughout the meeting there will be maps and information boards for public viewing and comment.

OBITUARY

Merwyn 'Mat' Matson
Aug. 6, 1937 – Dec. 27, 2019

Merwyn "Mat" Matson was born in Forest City, Iowa, in 1937 to a farming family. He worked the farm as a youth and enjoyed singing in choirs that traveled the Midwest.

Mat was a graduate of Northwest Nazarene College with a major in music education. He earned his master's degrees from the University of Oregon and Oregon State University.

Mat was a man of deep faith all his life. Professionally, Mat enjoyed a successful career with American College Testing Co. for more than 30 years.

Mat loved his family, the outdoors and all things Rotary International. He hiked more than



Merwyn "Mat" Matson 2,650 miles of the Continental Divide Trail over five years while in his 70s. Mat was a member of Rotary International, a global humanitarian and service organization for more than 49 years, including 46 years with perfect

weekly attendance at meetings.

He led a Rotary Group Study Exchange Team to India in 1998 and served as district governor of Rotary District 5450 in Colorado in 2003-04. Mat was an active leader in the Rotary Youth Leadership Award (RYLA) community, serving 13 years at Rocky Mountain RYLA and two years as the chairman of International RYLA in 2008 and 2009.

Mat and his wife Audrey enjoyed living in Conifer for more than 20 years before moving to Mt. Pleasant, S.C., in late 2016. Mat found pleasure in extensive travel, reading, good beer and watching the Broncos. In addition, he was a prolific writer of postcards and e-mails to friends and family.

Mat was a professional encourager of people. He modeled the Rotary 4-Way Test, taking special care to "build better friendships" whenever possible. Mat served as a trusted mentor to many.

Mat is survived by his wife of 31 years, Audrey, brother Laurel, seven children and 16 grandchildren.

An open house to celebrate Mat's life will be held on Feb. 29, 2020, from 1-4 p.m. at Table Mountain Inn in Golden, Colo.

In lieu of flowers, donations can be made to Conifer Rotary Foundation, P. O. Box 1430, Conifer, CO 80433. Your donation will support several of Mat's favorite Rotary projects.

We are jumping into February like monkeys jumping on the bed!



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GETTING AN OBITUARY IN THE COURANT

The Courant offers paid obituaries in its editions. Information in a death notice, which costs \$25, may include:

- Deceased's full name, age, city/state of residence, one former residence, date and place of death.
- Names of parents.
- Names of survivors in immediate family. If no immediate family survive, predeceased members of the immediate family may be listed.
- Funeral arrangements and the funeral home in charge of arrangements.

Obituaries may include any publishable information desired by the family, and will be charged at a rate of \$1.80 per column line plus \$60 for an online fee. Photos cost an \$10. Submit obituaries and photos to news@evergreenco.com. Attach a photo as a jpeg file.

Deadline is 10 a.m. Monday for that week's paper. Call 303-350-1041 for more information.



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OBITUARY

Robert Russell Inman
May 25, 1940 — Feb. 6, 2020

Bob Inman was born in Rockford, Iowa, to Bernard and Roberta Inman and raised by them on their farm in Floyd, Iowa. Graduating from Floyd High School where he played baseball and basketball, he moved on to Iowa State University.

Growing the seeds of his love for nature, Bob majored in Fish and Wildlife Management, as well as growing the love for his high school sweetheart and love of his life, Sondra Krumrey. They were married on Aug. 3, 1963.

Bob's love of nature took many paths during his life and included farming in Iowa (something, to his frustration, he was never able to mimic during the short growing season in Colorado!), birding all over the world but especially in Portal, Ariz., and on the Mexican border for 20 years, hunting in the Midwest and Colorado for elk, mule deer and pronghorn and pheasant, dove and quail. His fishing trips included several trips to Alaska for salmon and halibut. He loved all animals but especially dogs and once mistakenly a skunk! His love of nature was one of his great passions of his life.

Bob and Sondra traveled extensively after retiring, including trips to Argentina, Iceland, Greenland, Africa, New Zealand, Europe, Asia, Costa Rica and all 50 states: Each trip had a special focus on birds, animals, plants (especially flowers) and natural



Robert Russell Inman

wonders. The Passion Play in Oberammergau, Germany, 10 years ago was extremely moving for him!

Always a hard worker and lover of people, Bob never avoided a task, whether it was his or helping another. Never critical and always helpful, Bob was a joy to be around no matter how hard the task. His contributions to others included a devotion to the Lutheran Church of the Cross where he was a committed member for 44 years.

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CURRENTS

FEB. 19

ALL PEOPLE CONSIDERED on KYGT-FM will interview Ivan Grinbank, Georgetown resident and river and snowmobile guide, on Feb. 19. The show airs at 5 p.m. Wednesdays and repeats at 3 p.m. Sundays. The station is at 102.7 or 103.9, or stream it at www.clearcreekradio.com.

FEB. 21

DEVIL'S GATE HISTORY CLUB of Historic Georgetown Inc. presents "Sunrise Peak Aerial Tramway and Pavilion Point" by Nick Ulmer and Coralie Anderson on Friday, Feb. 21, at 7 p.m. at the Georgetown Community Center, 613 Sixth St. This event is free and open to the public.

FEB. 22

THE CLEAR CREEK COUNTY DEMOCRATS will host their annual dinner with the theme "LEAP... Let's Elect A President" on Saturday, Feb. 22, from 5 to

8 p.m. at the Elks Lodge in Idaho Springs. To RSVP, visit ClearCreekDemocrats.org

FEB. 26

AN ASH WEDNESDAY CHURCH SERVICE will be held at 7 p.m. Feb. 26 at Zion Lutheran Church, 1921 Virginia St., Idaho Springs.

FEB. 27

THE COLORADO DEPARTMENT OF TRANSPORTATION will host a meeting on plans to improve Interstate-70 from Floyd Hill to the Veterans Memorial Tunnels from 5 to 7 p.m. Thursday, Feb. 27, at Clear Creek High School. The meeting will include information about the background and purposes for the project, the alternatives under consideration, and next steps, including funding. The presentation will begin at 5:30 p.m.

FEB. 29

THE PEOPLE FOR SILVER PLUME will host the 11th annual Cabin Fever Dance from 7:30 to 10:30 p.m. Saturday, Feb. 29, at the George Downing Playhouse. Deja

Swing will perform, and swing dance lessons are included. Cost is \$10 per person.

MARCH 11

TAKE A PICTORIAL TOUR of the Andrew Carnegie Library and other historic sites presented by Dean Clark at the Friends of the Idaho Springs Public Library annual meeting at 6 p.m. Wednesday, March 11, at the library. Refreshments provided.

UPCOMING, ONGOING

THE ROTARY CLUB OF CLEAR CREEK 2000 will award a scholarship to a student to pursue vocational training at an accredited school or training institution. Students graduating from Clear Creek High School in May 2020, students who are residents of Clear Creek County and completing home-schooling in 2020, and Clear Creek County residents age 20 or under as of next June 30 who plan to attend a postsecondary education program next fall are eligible. The scholarship will be for tuition, fees, books and materials/tools, up to \$2,000. The award will be announced in May 2020. Applications are at <https://form.jotform.com/90025387104147> and are due April 15.

CORRECTION

The Idaho Springs mayor receives quarterly compensation of \$2,400. That information was inaccurately reported in the Feb. 12 Clear Creek Courant.



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WOLFEDUCATION.ORG

Friend or foe...? Some welcome the gray wolf packs back to Colorado, but ranchers hate these predators for killing livestock. **p28**

Battle the bully!

Confronting Passive-Aggressive Techniques

by Amy Skinner, MA, LPC, NCC, ACS, RPT-S



“My Mom’s always mad at me,” Calvin blurted out during his counseling session. “What do you mean? She didn’t seem mad at you today,” I commented. “Yeah, she didn’t really talk to me in the car, and she brought my least-favorite snack, and she didn’t even notice I forgot my coat. I don’t know what I did, I never really know what I do, but she’ll just all of a sudden start ignoring me. It makes me sad.”

Abbey came into the office angry with her sister. “Our kids were playing together, and they got in a fight, but the kids worked everything out. I checked in with Betsy to

make sure everything was okay, and she said it was all fine. But then she goes out with

our friend Dot, and tells Dot that I was a terrible mother and she doesn’t want the kids to play together anymore. I tried to talk with Betsy a couple more times, but she just kept blowing me off. What the heck am I supposed to

do? I can’t make her talk!”

“There’s this woman in our book group who always ignores me. She never likes any of my instagram posts, she always ‘forgets’ to tag me on Facebook posts, she only makes eye contact or says things to me directly when it’s impossible not to, and when I say something in the group she acts like I didn’t say anything at all. Friends have tried to talk to her, but all she does is say nothing is happening and she’s fine with me. I don’t know if I should quit the group?” Cari was near tears.

Passive-aggressive people can be very

challenging! Calvin’s mother was using a mild form of gaslighting. Over and over again she would bring his least favorite snack and then, when he would directly ask her why and request a different choice, she would say it was “an accident,” and blame him for “changing tastes too often, she couldn’t keep up.” Betsy was being deceitful, saying one thing to her sister, and the opposite to their friend. Abbey attempted to give her sister openings to talk about the situation, but Betsy continued to deny anything was wrong. Finally Cari’s book group friend was exhibiting a bullying pattern of exclusionary behaviors, denying them and continuing the negative actions.

The first choice point: is the relationship worth it? If so (especially if it’s family), the next step is to create a direct but simple confrontation plan, and decide if it’s comfortable to talk to the passive-aggressive person alone or with support. Calvin and I made a list of his favorite snacks (ones he also knew had his mother’s approval), and sat down together to talk to her about his request. Abbey and Dot met with Betsy, explaining

that if she had a problem she needed to voice it. The three of them talked through the situation, and Betsy agreed to come directly to Abbey next time there was an issue. Assuming the person agrees to try and change, set a reasonable time frame to try the new behaviors. Cari spoke with her book group friend, who stopped her bullying behavior for a while, but after a few weeks started again. Finally, re-confront if necessary. Cari and other book club friends confronted the behaviors as a group, setting guidelines for healthy behavior for members. Eventually the bully left the book club.

Gaslighting, deceit, denial, exclusion and bullying are all unhealthy behaviors and signs that the relationship needs to change. Clarity, Confrontation, Support, Accountability and Follow-Through: these are the steps to confront a passive-aggressive person! I’d love to hear your experiences at amy@peaktopeakcounseling.com, 303-258-7454, and you can always find past articles at www.peaktopeakcounseling.com or www.facebook.com/peaktopeakcounselingservices.

Raising the roof

sub Working together for a common goal

by Carrie Classon



The roof fell in on the church I started attending

The collapse occurred after I’d been attending only a couple of weeks. While I have not always been a regular churchgoer, I thought this was kind of an over-the-top response to my unexpected appearance in church.

The collapse was pretty serious, as it turned out. Several roof joists snapped and the rest were badly compromised and we were not permitted to return to the sanctuary. So, services had to be held in the basement (which was not directly underneath). The roof came down in January of last year and we are still in the basement.

“What’s our word for the year?” one of the church’s two pastors would ask at the start of every service.

“Flexibility!” the congregation would reply, in unison.

It might have been my imagination, but I sensed that a fair portion of the parishioners felt that yoga class would be a better place to practice this than church.

The first few weeks were a bit disorienting. The basement is long and narrow so it was hard to know how to set up the folding chairs.

One arrangement was tried the first week but when we arrived the second week, the chairs were in an entirely new set-up. Older parishioners would enter the room and stand for several long moments, surveying the landscape, to get

their bearings.

When the formation of the building committee was announced, there were plenty of eager volunteers. The thing about church committees is that they almost always involve: 1) cooking something, 2) visiting very sick people or, 3) asking people for money.

No one actually likes going to the hospital or asking for money, and going to battle with an insurance company beats making a tuna noodle casserole any day of the week. But, as the months went by, I began to worry that this committee was, perhaps, having just a little too much fun. They spent months going back and forth with the insurance adjustors and the committee chairman became a minor celebrity. He’d announce who’d won the latest round in church and folks would cheer as if it were some new kind of competitive sport.

Apparently, we are now getting close.

The project grew, as projects like this almost always do. The pews were in need of refinishing and the radiators needed an upgrade and the lighting was pretty badly damaged when the roof dropped down like the underside of a boat.

“I think we’ll be in for Easter!” the chairman announced. That will be sixteen months after the collapse, and far longer, I am sure, than anyone imagined it would be.

On the way out last Sunday, I looked at the pews, lined up in the narthex with a new coat of stain and brand-new cushions on them. It’s going to be nice, no question.

But I wondered if I would be the only one to feel a little nostalgic for our year of “flexibility.” I wondered if joining this new church would have been as rich an experience if I’d been comfortably sitting in a pew the whole time.

Every week, we’ve had to move and adapt to change. Every week, the church has faced the challenge

of how it can fit everyone in and still accomplish its many other functions the other six days of the week. Every week the congregation has had to work together in ways they never have before. While I’m certainly not wishing for the roof to fall in on anyone, I’m not sure it’s been such a bad thing.



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Info: bit.ly/FloydHill

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Floyd Hill to Veterans Memorial Tunnels

Floyd Hill Community
Project Update Meeting
July 16th, 2020



Project Status

- 20% Design and Environmental Impacts Analysis - Now through Late 2020
- Publish Environmental Assessment and Public Hearing - Late 2020
- Complete Environmental Assessment process - Early 2021*
- Construction Commencement - 2022*
- Potential for early action in 2021 to improve Homestead/US 40 Intersection*

**Pending additional Project funding identification*



Alternatives Overview

- Two Alternatives with a No Build Alternative being considered in Environmental Analysis
 - Tunnel Alternative with two design options
 - Canyon Viaduct Alternative
- Full details can be found online at:
<https://www.codot.gov/projects/i70floydhill/public-outreach>



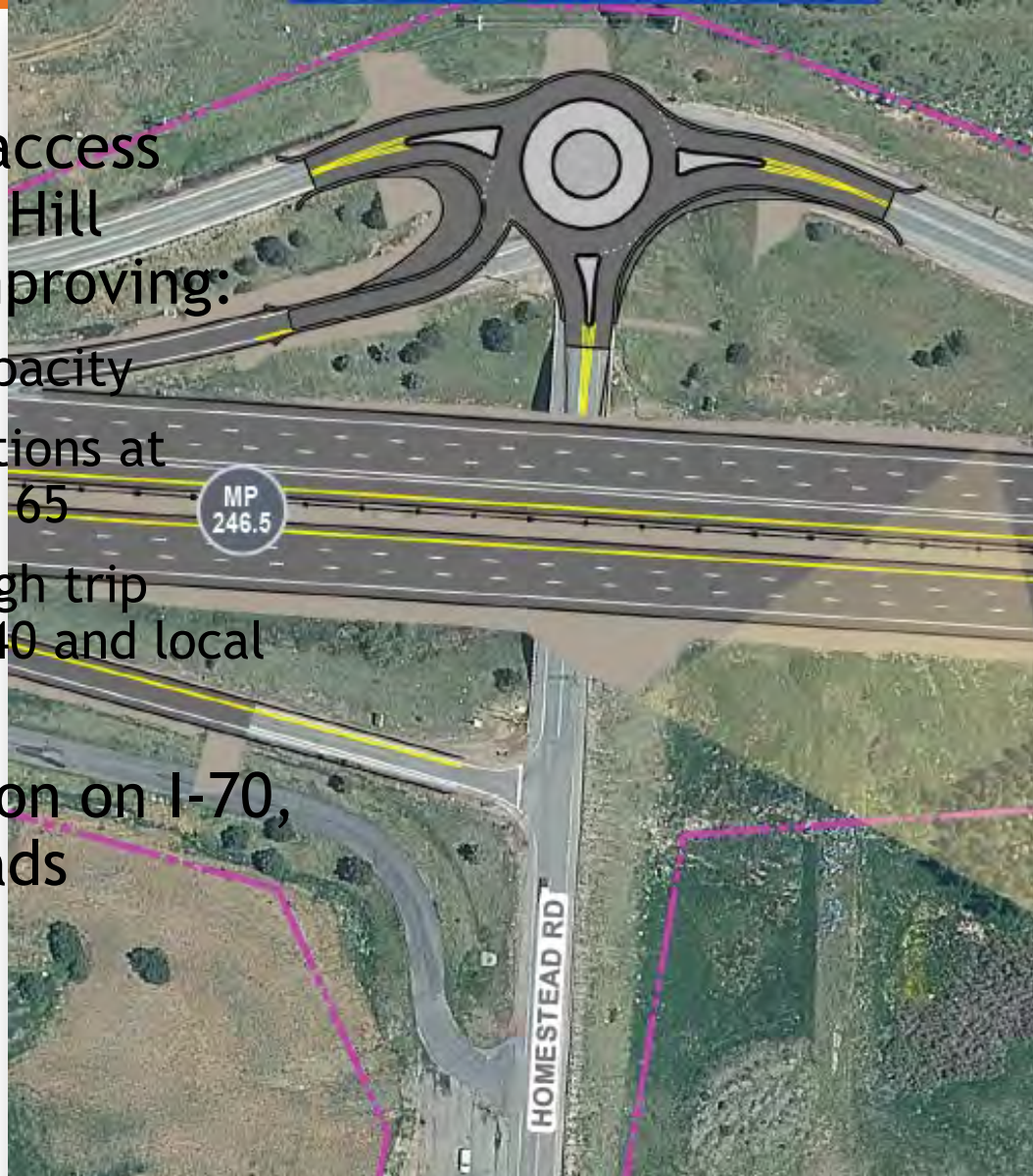


Homestead Road and County Road 65 Intersection Improvement Details

- Project addresses access issues to the Floyd Hill Communities by improving:

- I-70 Westbound capacity
- Intersection operations at Homestead and CR 65
- Reduction in through trip diversion onto US 40 and local system

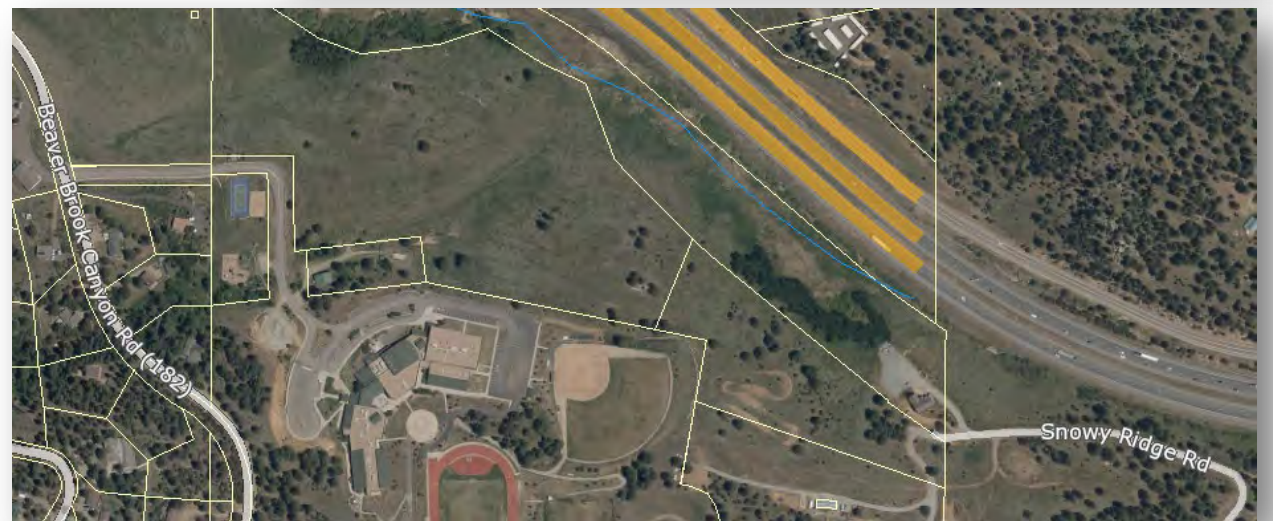
- Alleviates congestion on I-70, US 40 and local roads





Community Access

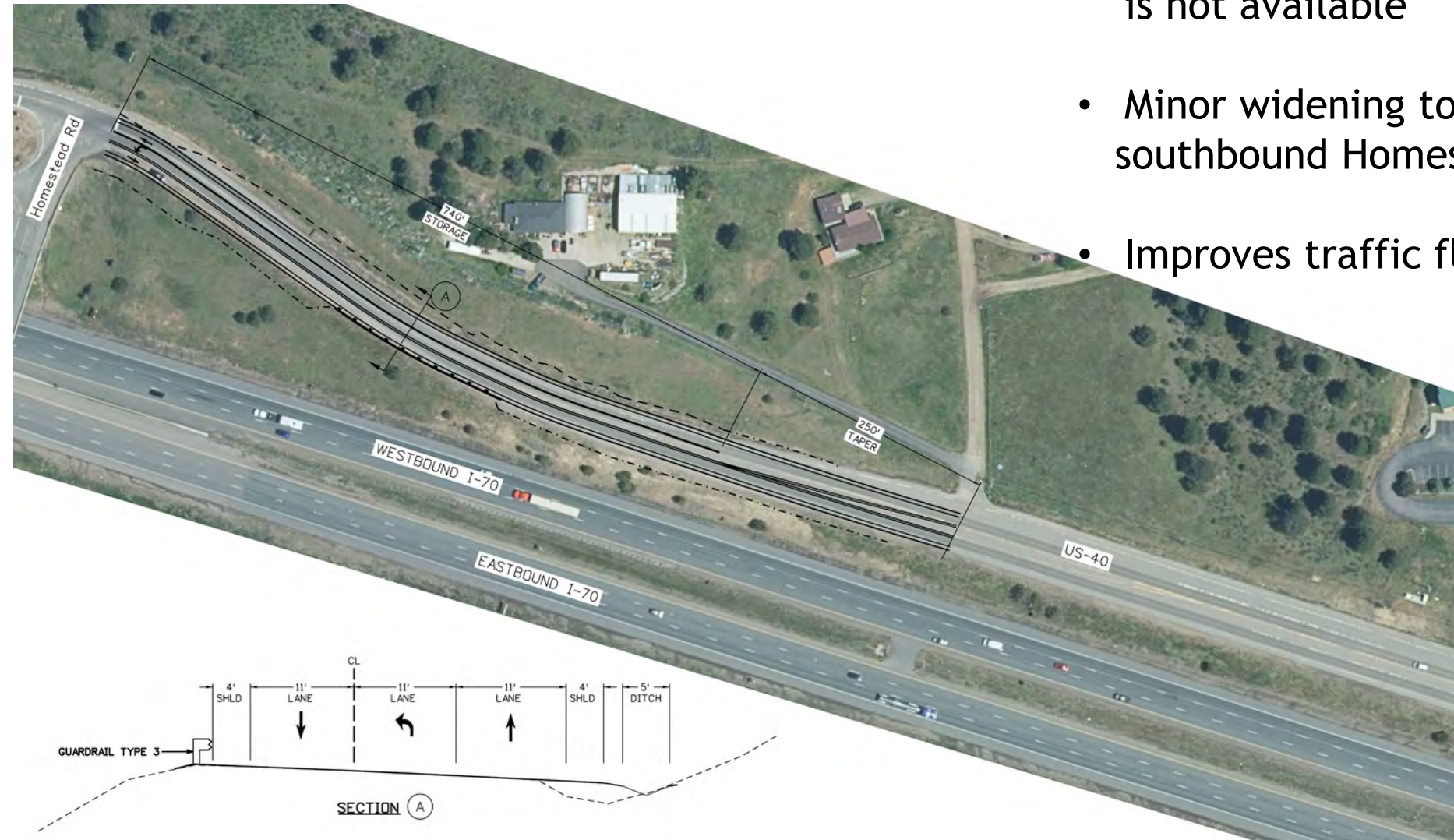
- Current primary access at Homestead and US 40
- Secondary emergency access at I-70 and Sawdust Court
- Additional access to CR 65 - being considered by local jurisdictions





Homestead Road and US 40 Intersection Interim Improvement Concept

- Potential improvement if full project funding is not available
- Minor widening to include westbound US 40 to southbound Homestead Road left turn lane
- Improves traffic flow and reduce congestion





Funding and Schedule Goals

- CDOT still working on identifying Construction Funding
- Goal is to identify and confirm project schedule in Fall of 2020
 - This includes making decision on whether or not to make interim improvements prior to full project
 - If full project is advanced, access to community during construction will be prioritized
- Target access improvements in 2021 with full project starting in 2022





Questions/Comments/Open Discussion



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Send a letter:
**425A Corporate Circle
Golden, CO 80401
Attn: Floyd Hill Project Team**

**Or simply stop by the comment station
to write down your comments!**



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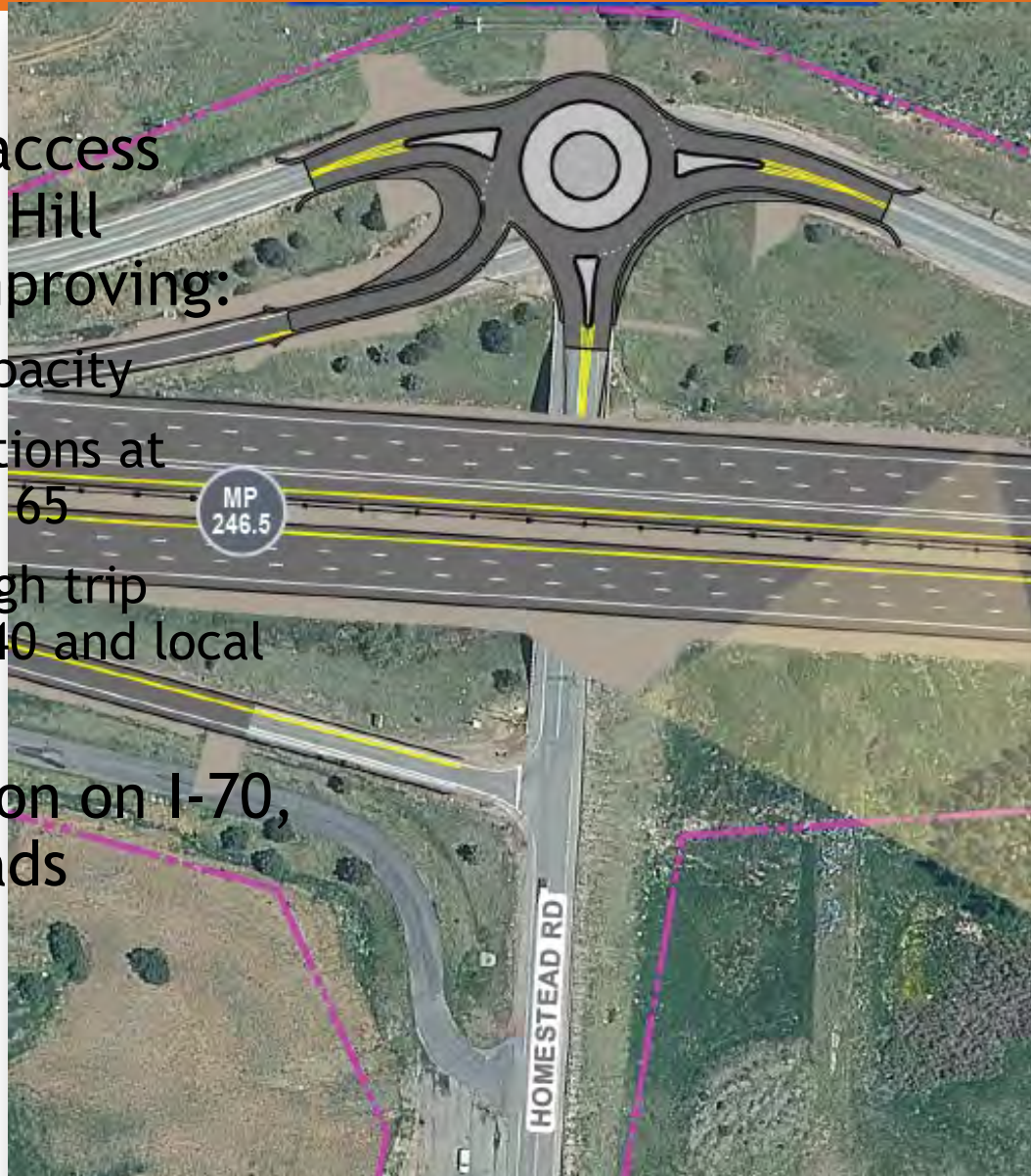


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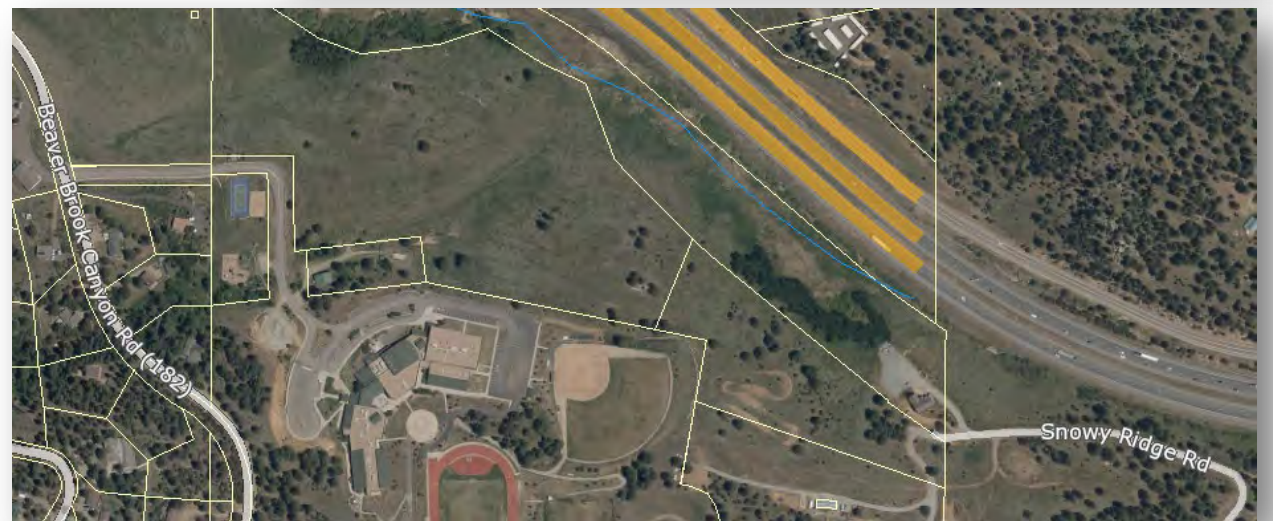
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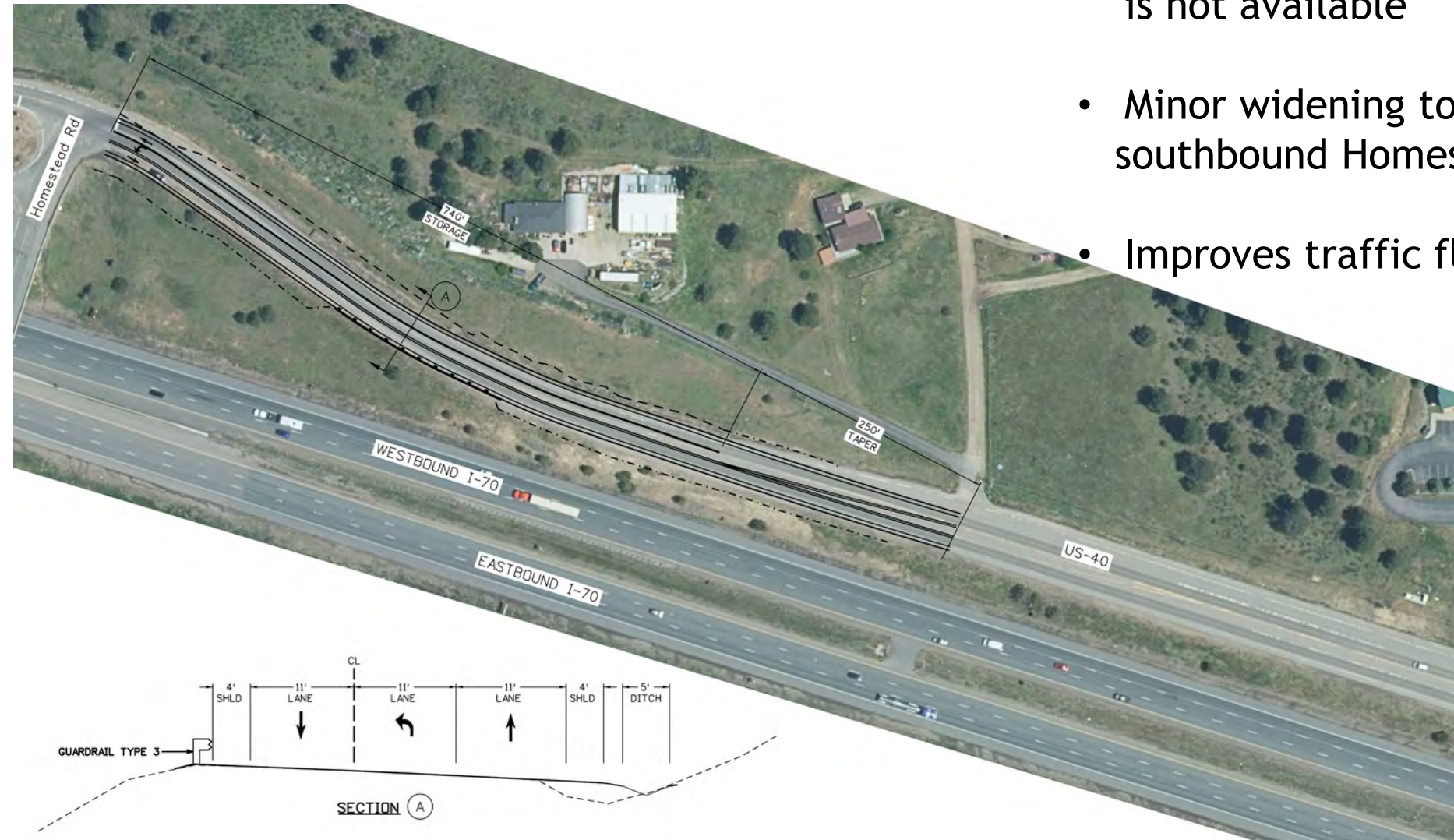
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