



I-70 Floyd Hill

Floyd Hill – Project Leadership Team

Meeting Summary

March 1, 2024, 9:00 AM to 10:00 AM

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

1. Introductions, Agenda Review, General Updates

Agenda

1. Project Updates (Construction & Design)
2. West Section: Construction Preview
3. West Section: Communications Updates
4. Wrap Up & Next Steps

Construction Updates

- Staffing updates
 - Jeff Hampton has taken a different position at CDOT. Kurt will be filling in on construction commitments while CDOT works to find a replacement.
 - Margo Mcinnis is moving to the I-270 project.
- Early Projects
 - *Genesee Wildlife Crossing*: There has been progress on construction with an anticipated completion in April or May.
 - *US 40 Roundabouts*: There has been progress on both roundabouts. Homestead is paved, and the Team is working on paving 65. The anticipated completion is in early summer.
- Main Project
 - *East Section*: The last anticipated blast happened a couple of weeks ago. All walls are progressing and the Team is working on drainage facilities. One additional wall, Wall E-6, needs to be added and will feature the same aesthetic treatment as Walls E-8, 9, 10, and 11. Work is progressing further up the hill and July is targeted for a traffic shift in the EB direction. Towards the end of March, there will be a barrier in WB and lanes will be narrowed and striped. This will result in a change to the driver experience. Three miles of wildlife fencing will be added starting in the spring from the Floyd Hill office going east.



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- *Central Section:* Package 4 is tracking for design completion this December. There has been significant progress working through Central Section walls with the TT.
- *West Section:* The West Section design package and project scope are complete and construction will begin in the next month.
- *Package 3:* Is at 90% design with CAP planned for the end of April and tracking to begin construction later this summer.
- *Environmental:* Nothing to report, air quality remains good.

Other Updates

- *Budget:* CDOT has had multiple meetings to refine and ensure a deliverable project without significant alignment changes. CDOT has made progress over the last several months and continues to look into additional funding opportunities (e.g. INFRA grant). Design refinements have saved over \$100 million and CDOT is committed to delivering this project scope with refinements but not scope changes. Design refinements will continue to be covered at the TT meetings.

PLT Questions/Comments

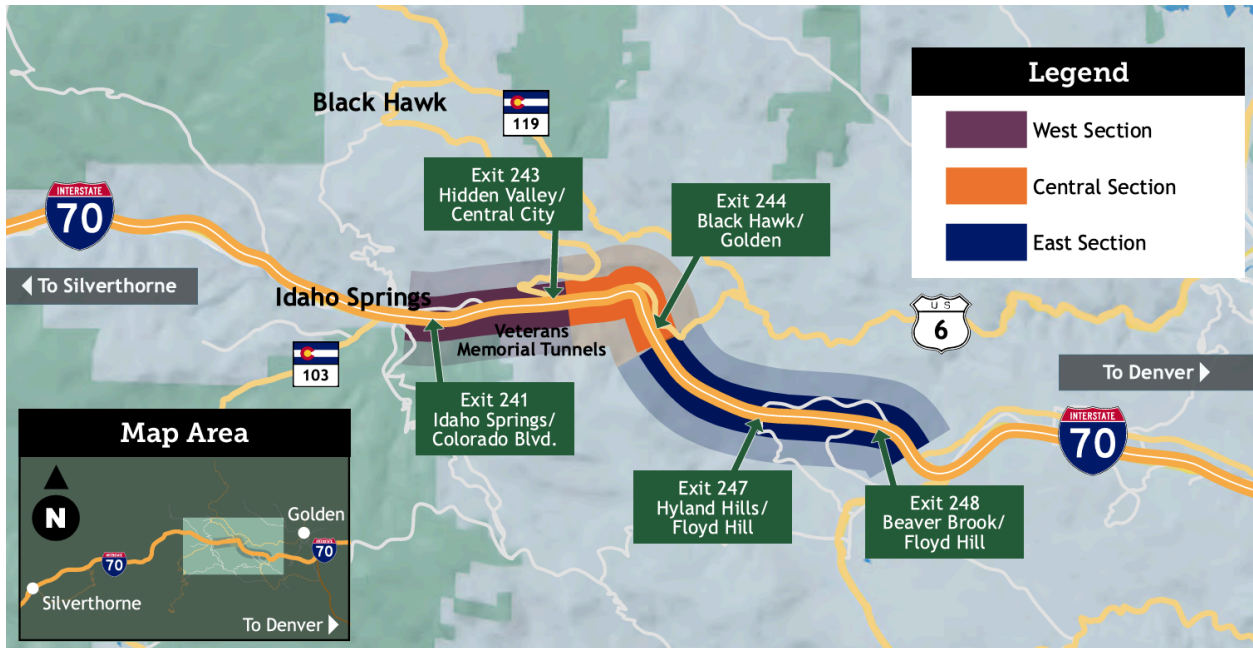
- **Comment** (Cindy Neely, Clear Creek County): Cindy encouraged the project team to try to find a candidate with design experience in this project, experience with the CSS process, and established relationships in this corridor for Jeff's replacement.
- **Comment** (Amy Saxton, Clear Creek County): Amy suggested including information about the wildlife fencing/crossing success into the weekly project updates.
 - **Response:** There will be a media push at the end of the month aligned with the traffic shift and announcing construction in the West Section.
- **Question** (Cindy Neely): What is the status of the Construction TT? Cindy suggests adding a field trip to the next CTT agenda.
 - **Response:** The plan is to have a meeting in the next couple of weeks to review the commitment tracking sheet ahead of West Section construction. The Team is working through the process with Jeff transitioning out.



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2. West Section: Construction Preview

Matt Hogan, Kraemer, provided the PLT with an overview of the West Section construction package. West Section construction will include narrowed lanes, some rock blasting, and night time lane closures. This is the first time construction will be taking place close to Clear Creek and the Team will be working closely with the rafting community, including attending their season kick-off meeting. The EB MEXL lane will be used at times for construction. If CDOT needs to open the EB MEXL lane, the Team will have 2 hours notice to clear the lane. The Team will also be managing the Greenway Trail closure as part of the West Section.

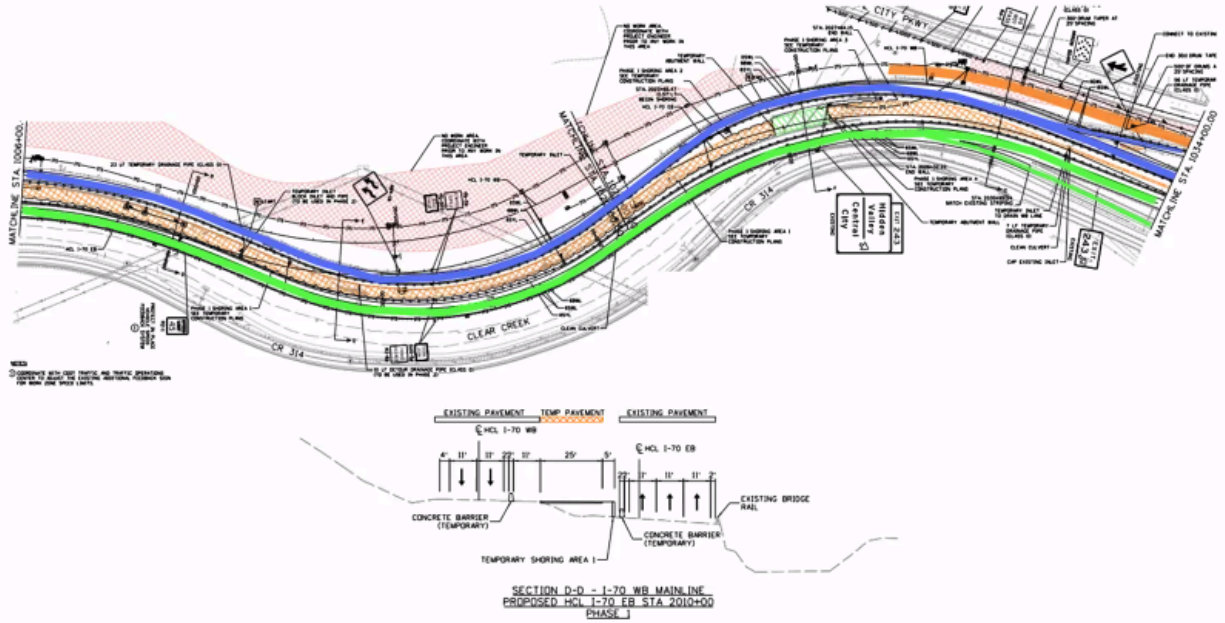


Graphic showcasing the different sections of the project. The West Section is represented in purple.

Matt then walked through each construction phase that will be occurring from Hidden Valley to the Twin Tunnels.



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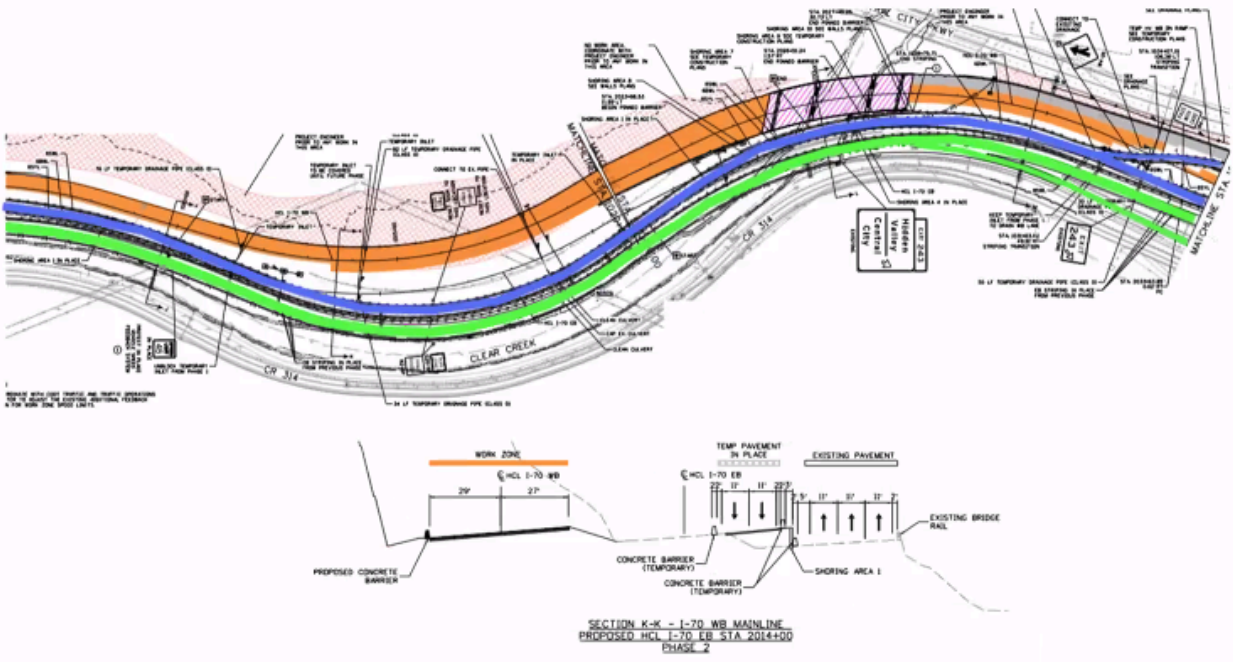


Phase 1 construction schematic. Green is EB and blue is WB. Orange is ROW that will not yet be a part of this Phase.

Phase 1 will include constructing a median detour to move traffic away from the rock cut happening in Phase 2. A temporary bridge (seen above in green stripes) will also be constructed and will be up for 2 years. Other than narrowed lanes, the Team does not foresee many traffic impacts in this area. Phase 1 will end around Labor Day with a traffic shift for Phase 2.

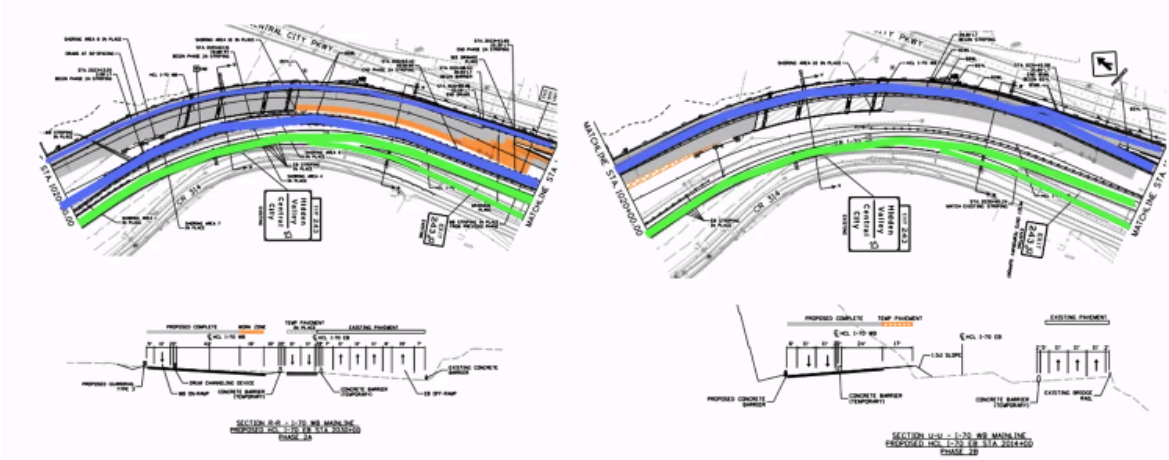


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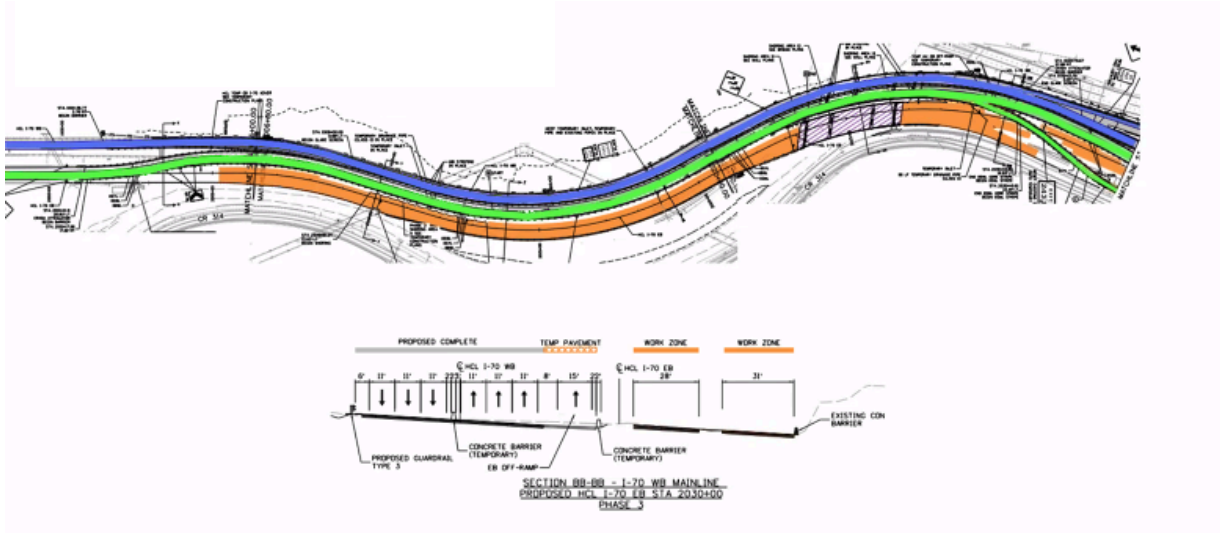
Phase 2 construction schematic. Green is EB and blue is WB.

Phase 2 will last for around 1.5-2 years. EB will stay the same for 2.5 years, WB will move to keep the lane as far away from the rock cut as possible. During this Phase, lanes will be narrowed and there will be multiple closures for rock scaling and blasting. Rock scaling will likely not impact rafting this year as the Team is working to complete scaling during mud season. Construction will get closer to the river during the second winter of this Phase. Phase 2 will also include construction of the WB bridge (seen above in pink stripes) with anticipated WB shift onto the new bridge in fall of 2026. Some traffic changes will occur shifting the WB onramp for 1-2 months as the Team goes into Phase 3 and out of Phase 2. These can be seen below:



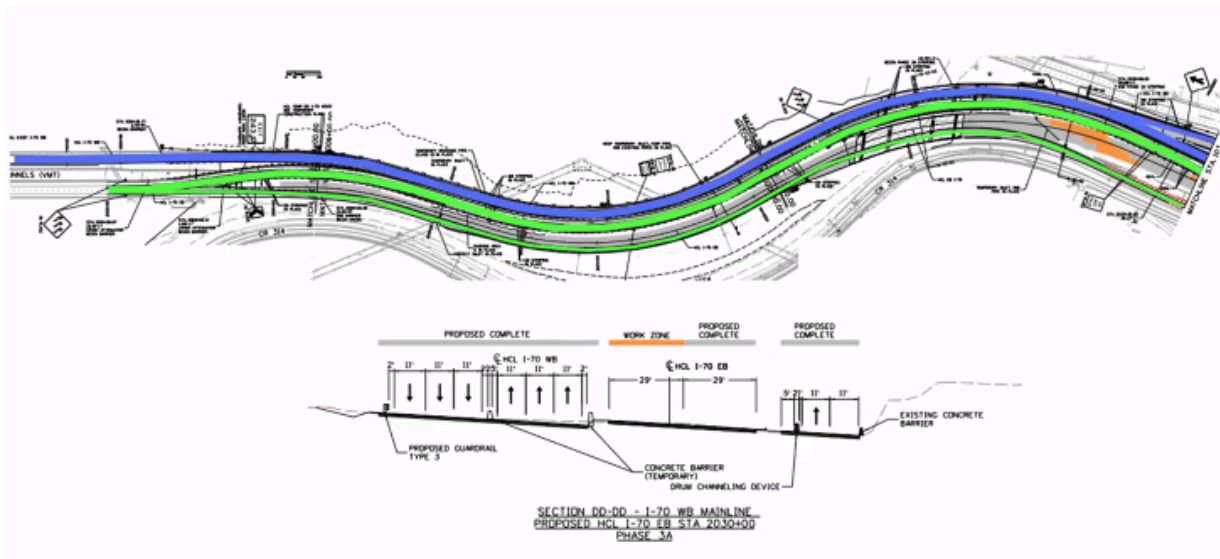


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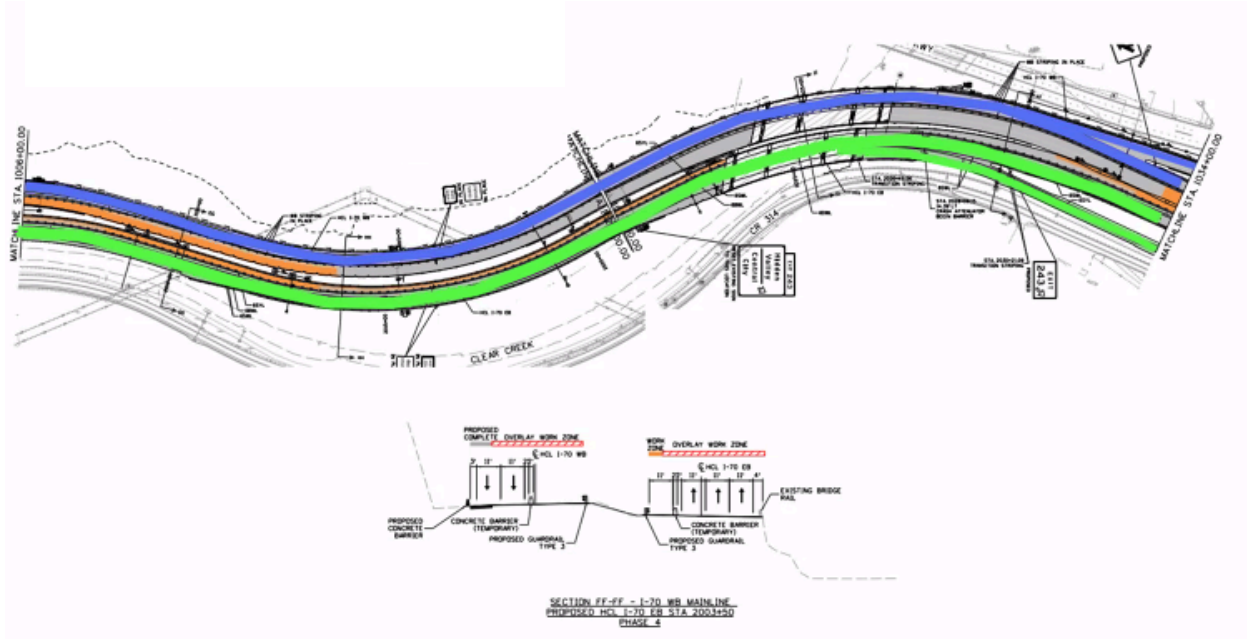
Phase 3 construction schematic. Green is EB and blue is WB.

In Phase 3, all lanes will be shifted onto the new WB structure. There will be a small S curve to get on the WB alignment out of the tunnel. In the winter of 2026, the Team will put in a river crossing during the non-rafting season. The off ramp to Hidden Valley will be maintained. The EB offramp will split off for a month as seen below:





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Phase 4 construction schematic. Green is EB and blue is WB.

Phase 4 is anticipated in November of 2027-June 2028 and traffic will be near final alignment.

Overall, there should be minimal West Section construction impacts in 2024. In the next few years, traffic will remain in a free flow condition except for blasting holds (20 minutes) on I-70, 214, and Central City Parkway. The Team is aiming for blasting to occur in September during mud season. Holds can take place Monday-Thursday between 9am-3pm for scaling and up to noon on Fridays for blasting. Country road 314 will remain open for locals.

TT Comments/Questions

- **Comment** (Lynnette Hailey, Black Hawk): Please ensure that all map signage for Exit 244, Exit 6, reads Black Hawk/Golden.
- **Question** (Andy Marsh, Idaho Springs): Do you anticipate meeting with public safety agencies? Will there be any additional enforcement or safety measures in place?
 - **Response:** The next meeting with public safety agencies will be on April 4th and the Team will provide agencies with a full update. The Team also plans to meet with public safety agencies a few more times before blasting takes place. There won't be any additional enforcement or safety



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measures in place. In the past, the number of accidents has decreased during construction, and the Team is hoping to see a similar trend for this Phase.

- **Question:** When the EB MEXL lane is being used for construction, will there be any line of sight issues?
 - **Response:** There are no line of sight issues, and it will be treated as a full shoulder closure to mitigate any safety concerns.

3. West Section: Communications Update

Emily Wilfong, Kraemer, then provided the PLT with a communications update related to West Section construction. The Communications Team will continue using the same tools and tactics as for East Section, however, some of the audiences have changed. The Team aims to provide clear and accurate communications and will replicate the cadence of texts, social, and hotline updates from the East Section. There will also be specialized outreach to local communities and residents. The West Section includes more business stakeholders and will have an impact on additional roads. The Communications Team is meeting with Gilpin County next week to coordinate on communications and will work with casinos and downtown business districts to mitigate disruptions. 2024 communications priorities include:

- Providing information regarding general construction impacts weekly or more consistently if needed.
- Tailoring information regarding the Clear Creek Greenway closure to specific users through the end of 2027. The Communications Team ran a survey related to the Greenway closure which received around 120 responses. Communications will focus on highlighting other routes for biking in Clear Creek County and sharing information on the project shuttle option with an emphasis on the shuttle capabilities (i.e. wait time, capacity limit, etc.)
 - **ACTION:** The Team will send the survey results to the PLT.
- Providing clear information regarding rock scaling/blasting in the fall.

Emily also provided a Crisis Communications update. All unplanned, construction-related impacts and emergency closures will be communicated through existing channels including texts and email e-blasts. If there is a major incident that would require a closure of 3 hours or more, that would trigger outreach directly to the PLT. Emily also noted that there are many non-construction related incidents that occur on I-70 in the Floyd Hill area. In those cases, Floyd Hill communications tools may be used at CDOT's discretion.

- **ACTION:** The Team will send out the information for signing up for alerts.



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TT Questions/Comments

- **Comment** (Cindy Neely): Cindy expressed concern related to the lack of a position at CDOT designated to the CSS process, purpose, and guidelines. Abbie Modafferi has taken on some of that work, but CSS is not exclusively an environmental issue. Cindy believes that part of the PLT's role is to champion the CSS process. CDOT has stated a commitment to the CSS process in the I-70 corridor, but it is outsourced through a different subcontractor every time, and depending on the contractor, has various levels of success. Cindy wonders if it would be more efficient and standardized if CDOT had an institutionalized CSS leadership position, given that it is CDOT's process and not a contractor's.
 - **Response** (Jonathan Bartsch, CDR Associates): One of the challenges is that the I-70 corridor is unique, and the CSS process and aesthetics are defined in the ROD.
 - **ACTION**: Kurt and Abbie will meet to discuss if there is a forum for this to create a manual and statewide SOP.

4. Wrap Up & Next Steps

- The next PLT meeting will likely be in the late summer regarding Package 3, but additional PLT's can be scheduled before then as needed.

Action Items

- **ACTION**: The Team will send the Greenway closure survey results to the PLT.
- **ACTION**: The Team will send out the information for signing up for alerts.
- **ACTION**: Kurt and Abbie will meet to discuss if there is a forum to create a CSS manual and statewide SOP.

5. Attendees

Joe Behm (Central City); Amy Saxton, Cindy Neely (Clear Creek County); Andy Marsh (Idaho Springs); Margaret Bowes (I-70 Coalition); Lynnette Hailey (Black Hawk); Julian Gonzalez, Bill Schiebel, Liz Cramer (FHWA); Emily Wilfong, Matt Hogan (Kramer); Lindsey Daniels (CIG Public Relations); Matt Aguirre (AtkinsRéalis); Abbie Modafferi, Kurt Kionka, Badr Husini (CDOT); Daniel Estes, Jonathan Bartsch, Julia Oleksiak (CDR Associates)