



DATE: 9/20/2021

TO: Floyd Hill PLT

FROM: Matthew Smith, CDOT R1 West Program
Kevin Brown, CDOT R1 West Program

SUBJECT: Floyd Hill Parking Areas, CSS Design Update

Introduction & Background

Discussions at the Floyd Hill Early Projects PLT and ITF meetings have identified a desire for formalized parking, EV charging, a shuttle/transit stop, and truck turnaround space at the existing informal parking areas near the top of Floyd Hill. The CSS groups, along with input from the Division of Transit and Rail (DTR), have identified the existing informal lots as prime candidates for reconstruction. These concepts were introduced to the PLT and ITF members at past meetings and the CDOT team has continued to analyze and refine the parking areas to meet the needs of the community, DTR, and CDOT.

Design Refinement

Upon further analysis of the Floyd Hill parking improvements, the project team has determined the Homestead Road location to be better suited for the expanded parking, local uses, and shuttle stop location. Factors such as the physical dimensions required for 100+ parking spaces, a parking lot access point too close to the United States Highway (US) 40/County Road (CR) 65 roundabout, and the fill/walls required to expand this parking area make the CR 65 location less feasible. The design team determined that the Homestead Road parking/shuttle lot is the better alternative to improve the function of US 40, provide more space for community related uses, and provide a more versatile space for future uses of the area. The expanded parking capacity at Homestead Road would also eliminate the need for parking at CR 65. With the existing CR 65 parking area being too close to the future roundabout, this informal parking area would be closed.

1. Homestead Road Parking Lot:

- Current concept shows 114 parking spots (including ADA spaces).
- The design will include WB-67 truck turn around space.
- Electric vehicle (EV) charging will be provided for 5% of parking spaces. 20% of spaces will also have conduit run for the addition of future charging stations.
- Parking space will be available for snow event parking and moving truck shuttling.
- Snow storage and drainage will be accounted for in the design/layout.
- Space(s) will be available to accommodate a formal school bus stop as needed.
- Right of Way acquisition will delay the start of construction.
- Design & Construction Cost Estimate: \$2.5 Million

2. CR 65 Parking Lot:

- A 100 space parking area requires fill and 5,371 square feet of retaining walls to construct, which would use the bulk of the allocated construction costs and would need to have additional aesthetic considerations included.
- Due to space constraints, the parking entrance is required to be too close to the CR 65 roundabout and would affect traffic flow/operations on US 40.
- This parking location requires a dedicated left turn lane in order to not impact traffic. With limited space available, adding width to US 40 and fitting a usable parking area proved to be infeasible.
- All traffic would be required to turn right out of the parking area and would then have to circle the roundabout to travel west. This would create a further strain on this busy interchange.
- Due to space restrictions, this lot would not accommodate large trucks (WB-67) and could result in trucks getting stuck if they did enter the lot.
- Design and Construction Cost Estimate: \$3.3 Million

3. Next Steps

The team at CDOT would like to thank you for your input and discussions thus far. Please let us know if you have any questions or wish to discuss the parking improvements further. Below are the next steps identified by the design team.

- Discuss adding truck (WB-67) parking in the area. (Final Design)
- Schedule follow up meeting if desired by CSS members.
- Temporary parking solutions during construction will be evaluated during final design.

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WB-67
AKSHD_2018 (VS)

WB-67
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File Name: Parking Homestead-Geometry G.dgn
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Unit Information

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HOMESTEAD PARKING EXHIBIT LAYOUT G WB-67			
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