



APPENDIX A.
MEETING MINUTES
(INCLUDING STATE AND FEDERAL AGENCY INPUT TO MEETINGS)

**Westbound I-70
 Concept Development Process Final Report
 Appendix A: Meeting Minutes
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I-70 Mountain Corridor Program
425A Corporate Circle
Golden, CO 80401

I-70 Floyd Hill to EJMT Westbound Improvements: PLT Kickoff Meeting Minutes
August 30th, 2016 – Genesee Hall, 10am-12pm
Easter Seals Rocky Mountain Village, Empire, Colorado

- Attendees
 - CDOT – Richard Zamora, Steve Harelson, David Singer, Sean Brewer, Kevin Brown, Neil Ogden, Martha Miller, Joe Mahoney, Ron Papsdorf, Matt Cirulli, Emily Wilfong, Stacia Sellers, Lindsey Edgar
 - Silver Dollar Metro District – Lynnette Hailey
 - Clear Creek County – Tim Mauck, Jo Ann Sorensen, Peter Monson, Phil Buckland
 - Gilpin County – Linda Isenhardt
 - Summit County – Scott Vargo
 - Eagle County – Eva Wilson
 - Jefferson County – Steve Durian
 - Town of Vail – Greg Hall
 - Town of Georgetown – Tom Hale
 - Town of Silverplume – Marty Gitlin
 - City of Idaho Springs – Mike Hillman
 - Town of Silverthorne – Mark Leidal
 - I-70 Coalition – Margaret Bowes
 - US Forest Service – Adam Bianchi, Carol Kruse
 - FHWA – Shaun Cutting
 - Did not Attend: CMCA, Central City, Garfield County, Town of Dillon
 - Declined Invitation: Town of Frisco
- Recent Activity & Project Context
 - David Singer covered the recent activities including the past studies and projects conducted since the 2011 Record of Decision was signed.
 -
- Role of the PLT, Context Sensitive Solutions Process for the I-70 Westbound Improvements
 - David Singer recapped slides and history of the group. David also recapped the tools used by the previous PLT to be used by the new PLT. The PLT will need to consider of the impact to the entire corridor in addition to the impacts within the project limits.
 - David Singer walked the PLT through the corridor's approach for context sensitive solutions. The PLT will champion steps 1 and 2 of the process. Technical experts throughout the visioning and NEPA process will champion steps 3 through 6 in coordination with the PLT.
 - Critical Success Factors
 - David Singer asked the group how visioning be defined as a success.
 - Happy and satisfied stakeholders.
 - Balancing needs versus wants.
 - Meeting future demands of growth.

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- Continuing strong partnerships.
 - Holistic visioning that includes environmental resources.
 - Transparent and clear process for the public.
 - A shared vision can everyone can live with.
 - Maintaining the spirit of past agreements and projects.
 - Address seasonality of economies along the I-70 Corridor.
- Context Statement
 - Add: Westbound improvements have been identified as part of the Corridor’s safety and mobility solutions. The goal is to lessen delays caused by peak period volumes. It is also the goal to find affordable solutions that can be implemented in a sensitive environment.
 - Add Interstate 70 is a nationally significant part of the defense network.
 - The group engaged in a conversation about impacts to communities along the corridor. Some members were concerned that improvements ending at Idaho Springs would create problems along frontage roads. Some of the western communities feel that the projects are not geared towards their benefit and the tradeoffs of agreeing to projects on the eastern sections will mean less will be done for their communities.
 - The element of cost should be removed from the context statement and put out as a goal.
 - There is a desire to add a context statement for the role that I-70 has with local communities. I-70 is the lifeline for many local communities along the corridor.
 - Core Values
 - David reviewed the I-70 Core Values and engaged the PLT in discussions about changes or additions that are appropriate for this specific project.
 - Short-term and long term constructability.
 - Financial feasibility.
 - Add brief descriptions for each of the core values for visioning.
- Visioning Workshop
 - Goals & Desired Outcomes
 - The workshops should include the following issues and items:
 - Improvements from the ROD as part of the project but also non-highway items included in commitment documents like the frontage road and greenway near Hidden Valley.
 - Address the ROD commitment to connect the frontage road between Hidden Valley and US6.
 - Include items in the MOUs between CDOT, Clear Creek County, and Idaho Springs.
 - Data and lessons learned from the Eastbound Peak Period Shoulder Lane.
 - Discussion should include bottlenecks and how bottlenecks could move between Idaho Springs, Georgetown, and near the EJMT.
 - Similar deliverable to the Twin Tunnels Visioning Report.

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- Production of a model for future larger I-70 projects.
 - Advance the Preferred Alternative and identify progress with respect to the 2011 ROD.
 - Shared Values.
 - Holistic Views.
- Agenda & Format
 - There will be three series of workshops: Top of Floyd Hill to Veterans Memorial Tunnels, Veterans Memorial Tunnels through Idaho Springs, and West of Idaho Springs. Exact termini to be developed as workshops are conducted.
 - Consider applicable practices and formats from Twin Tunnels Visioning.
 - Recommendation for stakeholders to meet amongst the separate geographies and then meet again to bring the vision together.
 - Criteria will be developed during the workshops. Concepts will be screened against the criteria to move alternatives into the NEPA process.
 - Do not expect to resolve issues best left for NEPA or final design life cycle phases.
 - Participants
 - Stakeholders should be invited and be to the workshop where they have interest or are impacted.
 - Stakeholders agreed that HDR could facilitate. HDR may also produce the final visioning report.
 - Contractors and consultants will be invited through a procurement for technical and constructability input.
 - Resources
 - HDR is the consultant onboard with the CDOT Office of Major Project Development.
- Additional PLT Member Comments For Workshop Consideration:
 - David Singer: Both the EB and WB PPSL are interim solutions.
 - Clear Creek County: There are two areas that need technical support. The vision for Idaho Springs to Empire is already set: a peak period shoulder lane.
 - Clear Creek County: We should try and include items from the ROD as part of the project. If we continue to check off the boxes for highway improvement, we will never get around to completing non-highway items like the frontage road in Hidden Valley. We should add commitments from the eastbound Veterans Memorial Tunnel from the ROD to gives us options for proceeding forward.
 - Silver Plume: Concern about a one lane highway between Silver plume and Georgetown. There are items that are west of Empire that need to be addressed including the climbing lane from Bakerville to the Eisenhower Tunnel. This should include wildlife mitigation.
 - US Forest Service: We need to consider the AGS Study during capacity improvements.
 - US Forest Service: Worried about cross pollination of each workshop group.
 - Eagle: We should have the conversation about affordability versus what we want and what the tradeoffs are.
 - CDOT: Need to make sure there is a forum for local communities to participate.

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- PLT #1 Outcomes:
 - Outcome #1: HDR will facilitate the Visioning Workshops.
 - Outcome #2: CDOT will conduct three series of visioning workshops for each identified segment on Interstate 70: Top of Floyd Hill to Twin Tunnels, Twin Tunnels through Idaho Springs, and Areas West of Idaho Springs. CDOT will ask the PLT for technical team members for each workshop. CDOT will solicit consultants and contractors to assist in the development of alternatives for each segment. The workshops will begin in the Fall of 2016.
 - Outcome #3: The results and alternatives developed in the visioning workshops will be the starting point for a NEPA process that will start in Spring 2017.

- Next Steps
 - Outreach
 - The meeting minutes will be finalized and sent out to PLT members with the presentation.
 - A website will be created for a repository for project reports, minutes, agendas, and presentations for stakeholders.
 - Additional PLT Members
 - The meeting minutes will include attendees, non-attendees, and those who declined to join the PLT.
 - Colorado Motor Carriers Association will be invited to join the PLT.
 - Vail Resorts will be invited to join the PLT.
 - Next PLT Meeting
 - CDOT will reach out to the PLT for a check-in once the Visioning Workshops begin.

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Reference Materials:

I-70 Mountain Corridor Record of Decision

<https://www.codot.gov/projects/i-70-old-mountaincorridor/i-70-record-of-decision.html>

I-70 CSS

<https://www.codot.gov/projects/contextsensitivesolutions>

I-Twin Tunnels Visioning

<https://www.codot.gov/projects/contextsensitivesolutions/docs/aesthetics/tunnel-visioning-a-design-workshop-for-the-twin-tunnels>

I-70 Memorandum of Understanding: Clear Creek County, Idaho Springs, CDOT – 1/16/2014

Mid-Term Projects (> Three Years):

Westbound I-70 PPSL: The Parties agree a Westbound I-70 PPSL project from Twin Tunnels to Empire Junction will be implemented as the mid-term project when funded. Any westbound construction between Empire and Idaho Springs will not exceed the scope of the EB PPSL project. A Westbound PPSL project will minimize infrastructure and throwaway work and implement within existing footprint where feasible and considered an interim improvement. The Westbound PPSL will incorporate peak period toll operations similar to the EB PPSL. The parties will pursue funding opportunities, including the potential of furthering the development of Clear Creek County's Greenway plan. The Parties agree a Westbound PPSL concept meets the definition of non-infrastructure related components under the I-70 Mountain Corridor ROD and the Final PEIS. The Parties acknowledge the FHWA is the responsible agency and has the authority to determine compatibility with the PEIS ROD. FHWA would make such determination after project initiation.

Westbound I-70 Floyd Hill: Parties agree to investigate funding opportunities to advance improvements as defined in the I-70 Mountain Corridor PEIS ROD (in total or in part) on WB I-70 from the top of Floyd Hill to Twin Tunnels. Elements include widening to three lanes, improving the design speed of both eastbound and westbound I-70, replacement of the bridge at the bottom of Floyd Hill, interchange reconstruction at US 6 Clear Creek Canyon, and Phase 2 of the Greenway and Frontage Road (CR 314 from Exit 241 to 243). The third lane will be operated as an express toll lane during peak periods.



MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process

Project Leadership Team (PLT) Meeting

Thursday, November 17, 2016

1:00 pm – 3:00 pm

Main Lodge Conference Room - Easter Seals Rocky Mountain Village

Agenda

Time	Agenda Topic
1:00 pm – 1:15 pm	Welcome, Introductions and Agenda Review
1:15 pm – 1:45 pm	<p>Presentation and Discussion: CSS Process Overview, Roles and Project Outcomes</p> <p>Goal: PLT understanding and support of WB I-70 Mtn Corridor process, project team and stakeholder roles, schedule and desired outcomes</p>
1:45 pm – 2:30 pm	<p>Presentation and Discussion: Context Statement, Core Values and Critical Issues</p> <p>Goal: PLT review and discussion of WB I-70 Mtn Corridor context statement, core values and identification of additional critical issues</p>
2:30 pm – 2:45 pm	<p>Discussion: Study Area and Technical Team Formation</p> <p>Goal: Determine the study area limits and outline the Technical Team</p>
2:45 pm – 3:00 pm	Next Steps and Closing

Meeting Summary

Introductions, Agenda Review and Process Guidelines

Jonathan Bartsch, CDR Associates, welcomed the PLT members and facilitated introductions. Jonathan outlined the process guidelines and standards moving forward and requested feedback from the group. The ‘ground rules’ included:

- Use and implement the CSS Process as we develop the WB I-70 Mountain Corridor
- Work within the parameters of the ROD, 2014 MOU and other agreements
- Agree on and work toward a specific project scope
- Focus on advancing feasible concepts into the NEPA process
- Communicate effectively by raising issues and concerns early and directly
- Collaborate among and between teams and stakeholders – this is not a competition.
- Agree to consistent participation of PLT and TT members, not responsible to backtrack if meetings are missed. In fairness to the entire group, the process will keep moving forward.

Additional suggestion from PLT member:

- Focus on context-sensitive design as part of the CSS Process.

The group agreed to use these guidelines, as presented above, to guide the process.

CSS Process Overview, Roles and Project Outcomes

CSS Process Overview

CSS Procedural Process - This project will follow the I-70 Mountain Corridor CSS Process structure, as agreed upon in previous efforts, and work deliberately through the various CSS stages. The CSS stages are defined below:

1. Define Desired Outcomes and Actions
2. Endorse the Process
3. Establish Criteria
4. Develop Alternatives or Options
5. Evaluate, Select and Refine Alternatives or Options
6. Finalize Documentation and Evaluation Process

The Project Leadership Team (PLT) will meet throughout the process to discuss issues and ensure that the process is being followed faithfully.

The Technical Teams (TT) will provide technical input on specific segments.

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The Issues Task Force (ITF) will provide expertise and guidance on specific issues (e.g. geotechnical experts discuss landslides).

One idea presented is to start with Segment 1 and use this as an example moving through subsequent Segments.

PLT Feedback:

Numerous members of the PLT asked clarifying questions regarding the outcome of the Context Development process and what the purpose of the effort is. Discussion included:

Q: Why don't we just use the improvements in the ROD – why are we doing this? A: It is important to look again at this, there have been some changes since the ROD and CDOT wants to get agreement among this group (PLT) that if there are concepts that DO NOT make sense to advance into NEPA; this is a forum to get at that.

CDOT wants to go through this exercise because the ROD only chose capacity, location and mode. It did not specify more design related items such as alignment, profile and cross section. For example, we know the Floyd Hill landslide is an issue, but the ROD did not specify how the highway should be designed to address it. CDOT wants the PLT to weigh in on feasible choices, deal-killers and suggested alternatives. For example, from a 30,000 foot level, do we modify the US 6 interchange? How? We are NOT looking at the final design of alignment that will be done later, but rather at the level of a magic marker on an aerial photo to 'conceptually' develop the options, rather than more refined analysis.

There was continued discussion among the group about “what are we doing in this process? What is the outcome and level of detail for this concept development process?” Some of the reoccurring themes and questions are outlined below:

Q: Is this a visioning process or a concept development process? What is the difference? What is the level of detail we are working toward during this time frame? We need to understand what we are doing regarding the CSS and how it is related to subsequent and future processes. A: Originally we used the word “vision” – now, concept development. The goal is to ferret out issues in an open forum prior to NEPA. We are working on a level of detail similar to the visioning process done for Twin Tunnels.

Q: How does this relate to NEPA process? A: This is the pre-NEPA CSS Process, similar to Twin Tunnels project. When we start NEPA, we reinitiate CSS (Steps 1 – 6) for the next phase. However, much of this work will be carried into NEPA process even though we are obligated to reexamine it at that time. The expectation is that this Concept Development Process will streamline the NEPA studies. CSS ties all of this together. We do not want to initiate the NEPA

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process with alternatives that are not ‘feasible’ from a technical, political and/or financial perspective – this is too inefficient and time consuming. We would like to agree first on a concept and narrow down the ‘feasible’ alternatives -- that is what we are doing now.

Q: We need to “look beyond the guardrails” and take into account the “context” and the “range of interests that are involved.” For example, on Floyd Hill, what are we going to do with difficult interchanges, what happens to greenway, how do we handle recreation impacts on rafters? How do we ensure that we are not just thinking about alignment of a road from an engineering perspective? A: The Concept Development Process will incorporate the range of interests typically defined during a CSS process. This is likely to include recreational interests, effects to natural resources, etc. Further, the TT needs to be made up of interdisciplinary groups that take a range of issues into consideration when developing a concepts or determining fatal flaws. The PLT and TT are convened during this process to look beyond the guardrail. The process will result in a Concept Development document – this will be a list of things that are outside and inside the guardrail including, but not limited to, frontage road, interchange configurations, impact on rafters and recreation, anglers, etc. A range of issues will all be included and examined in discussions of the alternatives at the technical level.

Q: Is 4-6 months enough time? How many TT and ITF meetings will we need per segment? It does not seem realistic to accomplish all of this with only three TT meetings per given segment. Segment 3 is uncharted territory and 4-6 months does not seem like a reasonable time scale for a TT to come up with feasible concepts to send to NEPA. A: The idea is to be really high level in terms of developing concepts -- ex: widen to 3 lanes assuming full standards -- this process is not drilling down into a design level of detail. Right now we are developing concepts and we will then start to drill down deeper into alternatives during the NEPA phase.

The PLT can add more meetings if necessary. The number chosen on the PowerPoint slide (3) was arbitrary and an initial place to begin the conversation. The PLT will guide and design these process requirements. We need enough time to help us narrow topics that are in ROD. The goal is to identify a range of alternatives to save time and money in the next steps. **The process is flexible** and we can add more meetings if necessary.

Project Teams and Roles (see PPT presentation):

Project Leadership Team (PLT) – In subsequent meetings, the idea is to send information to primary representatives. The PLT will align with the CSS process and offer guidance and issue resolution. If there is disputes among TT members – this rises up to PLT to solve issues.

Technical Teams (TT) – Includes stakeholders, CDOT, FHWA, Consultants and Contractors, HDR, THK, CDR. The TT serves as segment and technical experts.

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Issue Task Force (ITF) – Identified by the PLT and TT. Serves as specific issue experts.

PLT Feedback:

Q: The process needs to be multi-disciplinary, is there anyone in this group here to represent the environment? A: The TTs will be interdisciplinary. Everyone on the PLT will need to look at the TT list and to figure out who may be missing. The PLT is not the decision-making group, the PLT makes sure that process is on track and if there is something that the TT can't work through, it is elevated to PLT to help with process to get issues unstuck.

Project Outcomes:

1. Advance a range of feasible concepts into NEPA, including identification of fatal flaws.
2. Get Agreement on:
 - Corridor Context Statement
 - Core Values
 - Critical Issues
 - Criteria

These agreements are for this life cycle phase and may be modified in the NEPA process

3. This concept development phase is not a part of NEPA. Alternatives will need to be reexamined during the NEPA process and it is important not to pre-judge level of environmental documentation required.

There may be modifications to these outcomes as we move forward into NEPA.

Group Feedback:

Q: Who endorses modifications once you get into NEPA?

A: This process will be just like what we did for Twin Tunnels and PPSL: We will have a CSS process for each phase of the project. There will be a PLT and TT that we would hope would be the same PLT and TT for the NEPA phase as for this concept development phase. So, if there are modifications to concepts developed during this phase, those will be discussed with the PLT and TT during the NEPA phase.

2011 Record Of Decision (ROD):

Gina McAfee led a discussion of the Record of Decision (ROD). Highlights include:

These are the highway improvements developed in the ROD Minimum Program that are specific to this segment. You can find them on page 5 of the ROD. These are the highway improvements that can be made before a decision is made in 2020 regarding whether or not any improvements in the Maximum Program can be advanced.

Specific Highway Improvements

- Six lanes capacity from Floyd Hill through the Twin Tunnels (now the Veterans Memorial Tunnels)
- Empire Junction interchange improvements
- EB auxiliary lane from EJMT to Herman Gulch
- WB auxiliary lane from Bakerville to EJMT
- Bike trail from Idaho Springs to US 6
- Frontage road from Idaho Springs to US 6

Other Highway Projects

- Truck operations improvements in non specified locations
- Interchange improvements at Georgetown, Downieville, Fall River Road, Base of Floyd Hill

This ROD was for programmatic improvements -- a high-level NEPA process that made a decision about mode, capacity and general location. Everything else is left for Tier 2 process -- we are beginning this process.

The topics we will discuss in this process could include, as examples:

- Six lanes capacity from Floyd Hill through the Twin Tunnels (now the Veterans Memorial Tunnels)
 - The ROD doesn't define width or profile or anything else
- Empire Junction interchange improvements
 - There is no definition in the ROD around these improvements.

PLT Feedback:

- On Page 4 of the ROD there are a number of additional improvements including: shuttle service, truck movement and the expansion of the use of existing infrastructure.
- Peak Period Shoulder Lanes are also permitted by the ROD and we should explore this concept as they are a great tool.

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Response: Yes, these non-infrastructure strategies are listed on page 3 of the ROD. There may be more examples of strategies that fit in this category that we could consider during this process. RoadX improvements are an example. The PPSL project was classified as “expanded use of existing transportation infrastructure in and adjacent to the corridor.

What else? What other commitments are implied or linked to this project?:

- CDOT unfulfilled obligations – Idaho Springs
- Bike/Pedestrian – Fall River Road
- CR314 realignment
- Completing Waterwheel Park in Idaho Springs
- MOU – talks about the bike trail between Idaho Springs and Hidden Valley
- Frontage road between Floyd Hill and Hidden Valley
- AGS – cannot preclude this option
- RoadX – integrate technology.

PLT members are encouraged to send a list of relevant agreements regarding I-70 in Clear Creek County. These are in addition to those included in the Record of Decision (Section 106, ALIVE, SWEEP).

A list was received by Jo Ann Sorensen on 11/19/16 and included below.

CR 314 and Greenway Bike/Pedestrian Trail IGA between CCC and CDOT dated June 24, 2012– Exhibit A includes the commitment to build “approximately two miles of frontage road and Greenway construction or reconstruction between eastern Idaho Springs (I-70 Exit 241) and the Hidden Valley/Central City Interchange (Exit 243). To be built before, or in conjunction with, any additional capacity improvements . . . between Floyd Hill and Idaho Springs. (Details in the attachment.)

MOU between CCC, Idaho Springs and CDOT dated 011614 – Reiterates commitment to the CR314 and Greenway construction described above. Also discusses prioritization with CCC & IS for the use of excess revenue from the operation of the EB PPSL at such time as it exists; explore continued opportunities for noise abatement at Lawson; keep and maintain free, general purpose lanes in at least the same state of repair as the pay-for-use lanes. Also acknowledges that all projects are subject to local permitting requirements.

MOU between FHWA, CDOT and HPTE dated April 22, 2014 – Agreement to provide CCC with the results of the ongoing assessment of the EB PPSL. Reassess the toll facility in 2020 in conjunction with the ROD reassessment. Establishes limits for the use of the toll facility (which were recently amended).

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2014 MOU:

- MOU signed in January 2014 MOU between Idaho Springs, Clear Creek County and CDOT
- Relevant to this Process
 - Agreement to a Westbound I-70 PPSL project from Twin Tunnels to Empire Junction.
 - It will not exceed the scope of the EB PPSL project.
 - WB Floyd Hill project would include widening to three lanes, improving the design speed of both EB and WB, bridge replacement at the bottom of FH, interchange reconstruction at US 6 and Phase 2 of the Greenway and Frontage Road (CR 314 from Exit 241 to 243)
 - CDOT will continue to explore demonstration opportunities for noise abatement at Lawson
- None of these can preclude the preferred alternative

Context Statement, Core Values and Critical Issues

Kevin Shanks led a discussion about the CSS process, outlining the context statement, core values and critical issues identified at the previous PLT meeting.

Concept Development Process - See handout:

This process is completely flexible. To structure and design the process, information was brought forward from the PPSL project and the PLT meeting #1. It was noted that this is a working document that can be changed.

- Measures of success – (based on what you all talked about at the last meeting)
- Core values
- Strategies – these are specific ideas that are legitimate ideas and we are capturing them. When we get to the TT we will talk about these in more depth.
- Critical issues
- Criteria

You will also find definitions for all of the Core Values listed.

PLT Feedback:

- Q: Can we put measures of success in one of the evaluation categories? A: they will be worked into the evaluation criteria

- There are two types of measures of success: Binary - yes vs. no or a 1-5 ranking (80% or 20% of success)
- Q: There are no Criteria that speak to technical issues around the landslide at Floyd Hill. A: There is always the potential to add more issue-specific criteria.
- Q: The “historic context” definition needs to be changed. A: Will use the Section 106 definition.
- Q: Need to change the definition of “sustainability” – every ‘sustainability’ conversation looks at: economy, community and environment. Can we use these three? A: Yes, we will change this definition to reflect this need.
- Q: We need to talk about “carrying capacity” for our world-class recreation destinations in the context section. Need to bring up that we are delivering people to world-class destinations that many of us in our communities don’t visit. It’s great to open up the funnel but where do we put the cars and people? A: Carrying capacity is also a critical issue – the concern is about carrying capacity to the point that it will diminish our ability to provide world-class definition. Our strategy would ask: how do we provide access? Do we need to be more aggressive about managing, multiple access points and looking at carrying capacity?
 - Recreational management will be addressed much more aggressively in front range urban-wildlands interface. Get ahead of this and think of infrastructure, access (i.e. transit) – need to think about carrying capacity.
 - This is a sustainability issue – must come straight through the sustainability line. Make sustainability the recreation experience.
- Context section – Instead of saying “respects” say “enhances” and “protects.”
- Make this broader than just Clear Creek County? Instead say “accessed by I-70 corridor”?
- Need some clarity – There are a lot of other activities happening at other meetings (i.e. I-70 coalition) – this process cannot solve all of these issues. This cannot become a black hole, but we need our improvements to improve future mobility in and out of the corridor.

Study Area and Technical Team Formation

Study area – defining the segments in relation to context, geography, politics and the ROD.

Suggestion: Segment 3 should end at the end of Empire interchange. From the end of Empire interchange to the EJMT, the question is “what” will happen, not a “how” question. How do you want to do some sort of vision process for the rest, it is not the same thing. How do we want to approach “Segment D” (west of Empire)?

Q: Doesn’t the ROD constrict the segments we can examine. It could be operational improvements or minimum program. We are going to talk about Empire to the tunnel. We are really focusing on construction of the ROD and minimum program.

Segment Discussion

- Segment 3 should end at Empire and Empire West is Segment D. Empire Junction is IN SEGMENT 3.
- Why are we segmenting these?
- Is this construction phasing?
 - NO. This is NOT construction phasing at all, just geographic and contextual segments.
 - This will help us look at constructability and timing – this is a huge issue and a reason to do the concept development process
 - Segment 1 does not mean constructed first – it’s just geographic.
- Politics are local. The issues in Idaho Springs aren’t the same as Floyd Hill but there is overlap. If we look at them all, great, but all neighborhoods have different political issues. Don’t lose sight and don’t pit neighbors against neighbors.
- Under the umbrella of CSS – we all need to keep in mind that we need to look at context of specific areas

Proposal 1

Look at Segments 1 and 2 as proposed and then Segment 3 to Empire Junction, Segment 4 is West of Empire Junction. We will convene different TTs for each segment. There is considerable overlap for TTs on each segment.

Feedback from PLT on Proposal 1:

- USFS will have the same person on all three tech teams, it would be easier from a resource allocation to have one TT
- Could we merge the segment TTs but keep in mind the context?
- Could we have one technical team but look at all the different issues?

Proposal 2

- Let’s form one TT and talk with TT to manage and to work through segments up to Empire. Segment 4 is different. Then we will come back to the PLT to endorse process.
- We will start with one TT and define major tasks re: context, overlap, values.

The group agreed to Proposal 2 moving forward.

PLT Homework

1. **Respond to Doodle Poll re first Tech Team Meeting: 12/5, 12/8, 12/12**

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2. PLT to send TT suggestion to Taber and Jonathan to ensure a multi-disciplinary group.

Attendees:

Ben Acimovic – CDOT; Chuck Attardo – CDOT; Jonathan Bartsh – CDR; Adam Bianchi – USFS; Allan Brown – EST; Kevin Brown – CDOT; Matt Christensen – Kiewit; Stephen Cordts – Flatiron; Lynnette Hailey – City of Black Hawk and I-70 Coalition; Tom Hale – Georgetown; Steve Harelson – CDOT; Mike Hillman – City of Idaho Springs; Mitch Houston – CC School District; Lizzie Kemp – CDOT; Carol Kruse – USFS; Dennis Largent – Atkins; Kelly Larson – FHWA; Steve Long – HDR; Joe Mahoney – CDOT; Andrew Marsh – City of Idaho Springs; Tim Mauck – Clear Creek County; Gina McAfee – HDR; John Muscatell – Clear Creek County; Cindy Neely – Clear Creek County; Neil Ogden – CDOT; Ron Papsdorf – CDOT; Jo Ann Sorenson – Clear Creek County; Tracy Sakaguchi – CMCA; Stacia Sellers – CDOT; Kevin Shanks – THK; Bob Smith – CDOT; Scott Stetson- Flatiron; George Tsiouvaras – TSH; Taber Ward – CDR; Jeff Wilson – WSP-PB; Richard Zamora – CDOT



MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process

Project Leadership Team (PLT) Meeting

Monday, December 12, 2016

9:00 am – 12:00 pm

CDOT Offices, Golden, CO

Agenda

Time	Agenda Topic
9:00 am – 9:15 am	Welcome, Introductions and Agenda Review
9:15 am – 9:45 am	<p>Review and Discussion: PLT Membership Overview and Role</p> <p>Objective: Confirm Project Leadership Team (PLT) membership and clarify role, e.g. endorse process, review TT's work to ensure context is considered and break deadlocks.</p>
9:45 am – 10:15 am	<p>Discussion and Agreement: Confirm the mission and deliverable/outcome for the Concept Development Process</p> <p>Objective: PLT agreement on the overall mission and deliverable for the concept development process</p> <p><i>Example: "An outcome of the process is to identify concepts for the roadway and its context to be advanced into NEPA. The process will also identify any fatal flaws with concepts."</i></p>
10:15 am – 10:25 am	Break
10:25 am – 11:00 am	<p>Recommendations: Technical Team (TT) membership and roles</p> <p>Objective: Identify TT members to serve on the project and clarify their role. Also discuss other groups (such as a larger stakeholder group.)</p>
11:00am – 11:30 am	<p>Review and Discuss: Review corridor segments and context maps</p> <p>Objective: Agreement on approach to corridor segments including from Empire Junction to EJMT ("Segment D")</p>

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11:30 am – 11:50 am	<p>Discussion: How does high speed transit fit in to this project?</p> <p>Objective: Determine the approach to high speed transit in the Concept Development Process.</p>
11:50 am – 12:00 pm	<p>Overview: PLT Charter and Next Steps</p> <p>Objective: Provide an overview of Draft PLT Charter and discuss next steps.</p>

Meeting Summary

Welcome, Introductions, Agenda Review

Jonathan Bartsch, CDR Associates, welcomed the PLT members and facilitated introductions. Jonathan outlined the agenda and asked for feedback. The PLT agreed to the agenda with no changes.

PLT Membership Overview and Role

Jonathan reviewed the PLT membership and roles and asked for feedback and suggestions.

PLT Membership

PLT membership includes affected local jurisdictions and agencies, CDOT and FHWA.

In the ROD, the guidelines for PLT formation suggest the following seats on the PLT:

- FHWA (1-2)
- CDOT program engineer (1)
- CDOT project manager (1)
- Community leaders (1-2)
- CDOT environmental lead (1)
- Open Seat based on project needs (1)
- Contractors and consultants – as needed

Jonathan asked: Are there people missing? Are there people who should not be here?

The group discussed Eagle County and Summit County as members of the PLT because these counties will be extremely impacted by this project.

- It was noted that it is important to try and “tighten the PLT up” and it may make more sense for Eagle and Summit counties to be on the TT because they have technical experience and would then be in the front seat driving designs. The ROD calls for PLT members from the area where the project is taking place -- and this does not include Eagle or Summit. Gina read information from Appendix A of the FEIS that states the

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affected communities are those who will need to take some action relative to the improvements being considered. This could include 1041 approvals.

- There was additional discussion on the specific areas outside of where the project is taking place – what is the role of impacted counties where there isn't actual construction?
 - These counties are still impacted by road closures and traffic congestion.

Decision on PLT Membership:

The PLT agrees that Summit and Eagle County will both be asked to sit on the PLT. The Project Management Team has already spoken with other impacted counties, i.e. Jefferson and Gilpin, and these counties would like to remain on the Technical Team, not the PLT.

PLT Role

- Facilitate formal actions by councils, boards and commissions to keep the project moving forward.
- Lead and endorse the concept development process including the Context Statement, Critical Success Factors, Project Structure, PLT/TT Roles and Responsibilities and Evaluation Criteria.
- Select Technical Team Members
- Identify disciplines and stakeholders that need to be involved
- Ensure the Context Sensitive Solution (CSS) process is being followed faithfully. The CSS process focuses on context.
- Get the TT “unstuck” if there is a roadblock
- Ensure that the TT is set up for success

The PLT does not object to this role.

Draft Mission and deliverable/outcome for the Concept Development Process

The Mission of the Concept Development Process is:

- **To identify concepts that can be carried forward because they do not have red flags or fatal flaws.**
- **To develop and recommend feasible concepts for the WB I-70 Mountain Corridor for further evaluation.**
- **To consider overall context, including physical, historic and legal context (e.g. ROD and MOU).**

The geographic limits of the project are the top of Floyd Hill to the EJMT (4 anticipated segments).

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Question: What are considered 30,000 foot “concepts” versus alternatives that a NEPA process would be looking at?

Answer: For example, the “vision” is to develop road improvements from top of Floyd Hill to EJMT. For some segments, this could include a WB PPSL. We want to go through these visions and define palatable alternatives to advance to NEPA while considering context. Examples of this could be consideration of concepts such as tunneling or interchange reconfigurations. We will attempt to determine what is likely infeasible before we get into the NEPA process but may not be able to do so, in which case that will be fleshed out in the NEPA process.

Questions: Does a “concept” include “what are the appropriate segments?”

Answer: No. That is not a concept. The concepts relate to the ROD-specific improvements. For example – if we were looking at 3 WB lanes, we will want to tease out the following “concepts” - how would the 3 WB lanes be configured? Other “concepts would include: should we get rid of interchanges or transform interchanges? How does a bridge at Floyd hill get built? This is a conceptual design and we are designing what will most likely be constructed. This could get very technical (which is why we will have the TT and ITF) – at least in first 3 segments.

We are not working on a detailed alternative, but the concepts need to have enough specificity to know if they are feasible and could advance to NEPA. The TT will define what the appropriate balance of specificity is and how detailed is the concept needs to be.

Question: How does this effort connect with MOU, ROD and conceptual design? Does the result of NEPA become part of ROD

Answer: Yes, absolutely – the current ROD is Tier 1, but a new NEPA process gets initiated in Tier 2. The existing ROD and MOU define what we are going to do in “English” now we are designing with a magic marker, lines are thicker, i.e. where does the road go over/through the river. Then, we go to NEPA and use a ball point pen and eraser to get really specific.

Based on CSS process, there will be a new CSS process initiate for NEPA. But now, we are working on the process piece to ensure we are taking context into consideration moving forward.

The Outcome of the Concept Development Process

The PLT Confirmed the Following Outcome:

“The outcome of the process is to identify concepts for the roadway to be advanced into NEPA, taking into consideration the context of the communities and landscapes through which it travels. The process will also identify any fatal flaws with concepts.”

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Technical Team (TT) membership and roles

The TT membership and roles includes:

- Jurisdictional staff and other stakeholders with technical expertise.
- Provides technical advice to develop concepts.
- Evaluates concepts using Core Values and Evaluation Criteria developed by PLT.
- Defines the level of ‘feasibility’ for each segment.
- Anticipated number of TT members – 20.

Question: What is the difference between ITF and TT?

Answer: The TT determines if we need ITF to look at specific issues, e.g. linkage interference zones. ITFs are as needed.

Question: Are the Subject Matter Experts (SMEs) TT members or just participants?

Answer: There are 4 consultant teams and 3 contractor teams. The idea is for them to provide design and constructability input for consideration by the TT. There is a lot of horsepower from ideas that come out of the TT and the SME are charged with seeing if TT guidance is feasible. The SMEs participate on TTs and ITF as needed. If there is a fatal flaw technically, no reason to advance to NEPA.

Jonathan passes around the suggested TT list and asks the group if there are people who are missing. We want to keep the group size reasonable and also be inclusive to ensure context is included.

Suggestions:

The PLT deliberated and added the following members

Paul Winkle – CPW Aquatic Biologist
 Margaret Grabill – The Georgetown Loop RR
 Steve Cook - DRCOG
 John Muscatell – Clear Creek County
 Andy Marsh – Idaho Springs
 Tom Gosioroski – Summit County
 Brendan McGuire – Vail Ski Resorts
 Steve Hurlbert – Winter Park Ski Resort
 Rob Goodell – Loveland Ski Resort

The PLT removed John Cantemessa and Steve Turner from the TT as redundant.

Question: Do historical and legal concepts include 106 and 1041 review, etc? The historic issues in the Georgetown area are a big consideration.

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Answer: Impacts to these resources will definitely be considered from a high level but will be evaluated in more detail during the future NEPA phase. During this project lifecycle phase we are just identifying red flags. During the NEPA process these will go through the full eligibility and effects Section 106 clearance piece. This deliverable does not go through the 1041 permitting process at this point.

Question: How will the I-70 coalition remain informed?

Answer: The I-70 PLT designee will go back to the I-70 Coalition board and decide whether all members are represented and give PLT/TT updated to board and members. .

Question: The TT is only supposed to be 20 people, and it's bigger. Does this matter?

Answer: Not everyone will show up to the TT meetings. The team will self-select and we will call some of these TT members if we really need their input for a particular agenda item. We will make sure that our agendas list key topic areas so TT members who are specialists in these areas show up to these TT meetings. This has proven to work on past projects on the Corridor where a core of TT members are always present so the group is a manageable size while still getting the expertise needed in the room.

Question: How does the group maintain continuity? We do not want to spend a lot of time catching people up.

Answer: Consistency is achieved from self-selection. PLT is in charge of process. Part of the process is that PLT members make sure that TT is set up for success and TT members can and do attend meetings.

TT Membership Proposal and Decision

Proposal:

There is one Technical Team

The Goal is to have continuity. This continuity will be achieved by TT members self-selecting. The PLT members are responsible for making sure TT members get to the table and show up.

A TT agenda will be put out in advance to identify issue topics for specific areas and ensure that appropriate TT members are present.

If need be, the TT will go to ITFs and groups for specific issue areas

The TT is meant to ID constraints not meant to design (this is why the SMEs are part of the process).

Jonathan asked the group if there was support for the role, mission and who is in membership of the TT. There were no objections from the PLT.

Review of corridor segments and context maps

There are 4 segments. The TT would likely start with Segment 1.

The group was encouraged to look at the context maps developed during the CSS process brought in by Kevin Shanks, THK, to get a feel for how context will be mapped and included. New maps are also being prepared which show new information developed during the various Tier 2 processes (Twin Tunnels, Westbound TT, PPSL, 55/65 study, etc. These maps will be available at the first TT meeting.

TT and SMES will need to understand context – the series of maps brought in by THK were developed when I70 Mountain Corridor CSS process was developed. These maps are 5-6 years old and serve as a starting place. HDR will bring the new maps to the first TT meeting.

Question: Segment D – why is this one segment?

Answer: Because there is no vision yet. Deliverable is more conceptual than segments 1-3. We are restrained by the ROD to only operational improvements from Georgetown to Silver Plume and Silver Plume to Bakerville, except for the Other Highway Improvements listed in the ROD. Segment D will be a different product. Segment D is varied in its solutions and local government interests compared to 1-3.

Question: If we segment D further, would this be a PLT decision?

Answer: Yes

High Speed Transit

Automated Guideway System is in the ROD. A brief overview below:

- Advanced Guideway System (AGS) Feasibility Study completed in August 2014.
- Identified technology that can work in the corridor -- magnetic levitation (maglev).
- Funding not currently identified.
- This Concept Development Process is focused on implementing solutions in next 3-5 years.
- Will not preclude high speed transit in the future.

Discussion

High-speed transit, such as AGS, are not limited by steep slopes, can go up to 250mph, etc. Estimates in the CDOT AGS Feasibility Study found AGS to be economically sound if built from DIA to Eagle airport (2-hr trip, with 3 or 4 stops in between).

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USFS advocated for Aztec Engineering, specialists in designing and constructing high-speed transit systems (in Europe and Asia), to be on the TT. Mike Riggs, is the Vice President of Aztec and led CDOT's AGS study. Other suggestions for the TT include representatives of HDR who also worked on the AGS study, David Krutsinger and the current consultants/contractors working on the SME.

The group agreed that there needs to be a second opinion, outside of CDOT, looking at the AGS and there is a conflict with having a CDOT employee be an AGS SME. It is important that when roads are restructured in Glenwood Canyon that the process takes into account where the AGS is going to fit. It is important not to preclude AGS. It is important that we do not jump the gun with highway projects and that we look at the range of AGS as we further go into concepts. The concept development process must treat AGS as the preferred alternative as indicated by the ROD.

It was suggested that the current project SMEs and HDR have resources to evaluate any specific highway improvement concepts with respect to not preclude AGS in the future. The group agreed that this would be acceptable as a starting point moving forward.

PLT Charter:

Jonathan will send around PLT charter electronically looking for edits and feedback to formalize what we have been talking about in addition to meeting notes.

Stakeholder Engagement Plan

Discussion

It is important to identify a stakeholder engagement plan. How are we going to engage the public and inform the public and other stakeholders? We need to develop a feedback loop.

Suggestions

- Notifying and engaging the public
- Public meetings along the way in some type of tightly controlled environment
- Open House
- A facilitated meeting?
- These discussions need to engage a wide variety of people. This will help identify who we need to check in with re: stakeholders.

- WHEN?
 - Now

- Go to the public first, with a blank slate, open it up and let people say “don’t screw up construction” – or your context statement and vision are off.
- We need 3 solid public engagement periods for people to come out and plug in before we get too far down the road. Need to make sure people are aware. Show the data from the Mountain Express Lane and how well it is working EB. Acknowledge there was a rough go during construction. But, now, working well.
- We need to be proactive. Get information before we launch.
- We can present on the ROD, MOU and EB PPSL, IGAs, Twin Tunnels
- Good idea to let people know that this effort is underway and is a multi-agency effort, not just CDOT.
- **Wait**
 - One disadvantage to going to the public now is that we have a lot of process but no concepts.
 - An open house would work once there are some concrete alternatives identified and pictures and then invite the public to put sticky notes on what they want in certain spots. Document comments and get feedback.
 - We need some alternatives identified before going to the public.
- The PLT will need to take an active role – there must be collaboration on the public outreach effort.

PLT Decision:

The PLT supported a public meeting and agreed to participate at the meeting and help with public outreach. About 3-4 meetings. 1 early on, 2 check ins, and 1 where we show product.

Theme of first public meeting: Lessons learned (positive and negative).

Next Steps

Action items

- **PMT:** Will start conceptualizing public meeting 1) Time 2) focus 3) format (Idaho Springs, Georgetown, USFS, I-70, CCC). In the next couple weeks or first of the year.
- **PMT:** Will invite an Eagle County representative to join the PLT.
- **CDR:** Send out PLT Charter for electronic review and feedback. Send out Meeting Summary and Updated PLT/TT notes. Set up next TT meeting based on TT members confirmed at 12.12 PLT meeting.
- **PLT:** Next PLT Meeting Date: After the TT meetings

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- **PLT:** Begin to think about support role and outreach for public meetings. Review Charter and provide feedback.
- **Next TT Meeting:** January 4th, 9am to noon.

Meeting Attendees

PLT Members: Stephen Harelson, Kelly Larson, Scott Vargo, Carol Kruse, Adam Bianchi, Mike Hillman, Thomas Hale, Neil Ogden, Margaret Bowes, Tim Mauk

Project Management Team: Kevin Shanks, Steve Long, Gina McAfee, Jonathan Bartsch, Taber Ward, Benjamin Acimovic, Joe Mahoney, Lizzie Kemp

Members of the Public: JoAnn Sorensen



MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process

Technical Team (TT) Meeting

Wednesday, January 4, 2017

9:00 am – 12: 00 pm

Time	Agenda Topic
9:00 am – 9:15 am	Welcome, Introductions and Agenda Review
9:15 am – 10:00 am	<p>Review and Discussion: Project Overview, Roles and Responsibilities and Outcomes</p> <p>Goal: Provide an overview of the project, establish roles and responsibilities and outline the concept development process including the geographic scope and expected outcomes.</p>
10:00-10:15	Break
10:15 am – 11:45 am	<p>Discussion: Identification of Corridor-wide Critical Issues and Concepts for Segment 1</p> <p>Goal: Identify corridor-wide critical issues for Segment 1.</p>
11:45 am – 12:00 pm	<p>Next Steps and Action Items</p> <p>Goal: Determine immediate next steps and confirm action items.</p>

Meeting Summary

Welcome, Introductions and Agenda Review

Jonathan Bartsch, CDR Associates, welcomed the group. The meeting participants introduced themselves and stated their affiliation. Jonathan reviewed the agenda. The group agreed to the agenda as presented and proceeded.

Project Overview, Roles and Responsibilities and Outcomes

Summary: Jonathan provided an overview of the project, established Technical Team roles and responsibilities and outlined the Concept Development Process including the geographic scope and expected outcomes. He encouraged the group to weigh in at this meeting as this is an interactive presentation.

Project Overview:

- **The outcome for the Concept Development Process (CDP)** established by the Project Leadership Team (PLT) is “to identify concepts for the roadway to be advanced into NEPA, taking into consideration the context of the communities and landscapes through which it travels. The process will also identify any fatal flaws with concepts.”
- **The geographic limits** of the project are from the top of Floyd Hill to Eisenhower Johnson Memorial Tunnels.
- **The Concept Development Process will:**
 - Identify concepts that can be carried forward in the next 3-5 years because they do not have red flags or fatal flaws.
 - Develop and recommend feasible concepts for the WB I-70 Mountain Corridor for further evaluation.
 - Consider overall corridor context, including physical, historic and legal context (e.g. ROD and MOU).
 - There is a suggestion to broaden these examples of “context” to include community, economic, environmental, recreational, construction impact and safety. The group is encouraged to expand their thinking and look at a very broad context for the community.
- This meeting is focused on identifying *Critical Issues* along the Corridor.

Role of TT Members:

- The TT members are multidisciplinary subject matter experts in their field.
- Identify the context and critical issues in the corridor. Using these as a base, the TT members will work with contractors and engineers to begin to develop multiple concepts for the corridor to take into the NEPA process. This will involve considering

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 Technical Team (TT) Meeting
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fatal flaws of suggested concepts based on overall context, and the framework provided by the ROD, PEIS and MOU re: PPSL. Concepts suggested may change in NEPA.

- Provide technical advice about issues in the corridor.
- Provide technical advice to develop concepts.
- Evaluate concepts using Core Values and Evaluation Criteria developed by the PLT and TT.
- Define the level of 'feasibility' for each segment.

Question and Answer Period:

Question: What does "concept" mean? How do these concepts relate to the PEIS and what is the level of detail? **Answer:** Gina McAfee, HDR Engineering, responded that PEIS/ROD is a Tier 1 decision document that identified the preferred **mode, general location and capacity**. For example, 3 lanes from Floyd Hill through the Veterans Memorial Tunnels; an interchange reconfiguration at US 6, etc. . The concepts that will be developed in this next stage are part of an initial planning state prior to NEPA. We will drop down to a greater level of detail based on the Tier 1 mode, location and capacity recommendations. For example, this process will provide more **specificity about type of interchange, exact location (including vertically), use of walls vs. fill, etc.** The ideas developed in the current process will examine types of interchange concepts (diamond, diverging diamond, clover leaf).

- **For example, the following were identified in the ROD:**
 - Tier 1: US 6 interchange modification
 - Concept Development: What interchange configuration makes the most sense, e.g. diamond vs. directional
 - Tier 1: Add one additional lane each direction
 - Concept Development: For WB, should we consider shifting US 40 as well?
 - Concept Development: Should split alignments be considered -- with the WB lanes located at a higher elevation than the EB lanes?
- In the NEPA process these concepts will get even more detailed.
- Each concept will be reviewed to ensure it does not preclude a future AGS. But this process will not site an AGS because the process is looking at what can be built in next 3-5 years. The AGS studies have concluded that AGS will take longer.

Question: In order to achieve the goals identified in PEIS, addressing and alleviating congestion, AGS was considered an important component because highway improvements alone will not be enough. AGS is meant to relieve capacity requirements on I-70. **Answer:** Gina McAfee responds that this process is not going beyond the minimum program and the minimum program can be built prior to a decision made regarding AGS. This process will not preclude

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AGS. If a concept is developed that precludes AGS, it is fatally flawed and will not be carried forward.

Question: Are the concepts developed just engineering concepts or do they include financing/funding? **Answer:** Stephen Harelson, CDOT, responds that this process only looks at physical and operational concepts for WB lane of I-70. The process is not looking at identifying funding at this point. Funding identification will take place during NEPA. Costs for different concepts will vary, so the NEPA level at least is needed to develop accurate costs.

Project Teams

There was discussion among the group on who was on which team, the following is a result of the discussion.

Project Leadership Team (PLT)

Technical Team (TT)

- CDOT
- FHWA
- Consultants and Contractors
- Subject Matter Experts

Issue Task Force (ITF)

Project Management Team (PMT)

- HDR
- THK
- CDR
- CDOT

Stakeholders (Broader Public)

Team Roles

The PLT drives the Concept Development Process and ensures that the CSS process and guidance is followed. Further, if there are any issues that the TT cannot resolve, these issues will be elevated to the PLT. The PLT is also tasked with developing a stakeholder engagement plan to include the public. The PLT is made of up CDOT, FHWA and local agencies.

The TT is a working group made up of technical experts and experts in multidisciplinary fields. The TT develops segment specific concepts based on corridor context. The TT will look at how different concept options play out.

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The ITF (if needed) works with the TT to look at issue-specific questions, i.e. what do we do at landslide at bottom of Floyd Hill, and will bring back findings for TT to review.

The PMT is the staff for the PLT and TT to help organize, fund and facilitate the project.

Stakeholders include the broader public impacted by this process. The PLT and PMT are working on a stakeholder involvement process.

The Consultants and Contractors will work with the TT to identify fatal flaws, constructability and design. They will participate in TT meetings to understand TT perspectives.

ACTION ITEM: CDR to send out PLT/TT membership list to the TT.

Stakeholder Outreach Discussion:

- The TT discussed the critical need to include impacted neighborhood input into the process early on. Ideas should be bounced off these stakeholders and their issues need to be heard and included in the concept development process.
- The real decision-making process is at the stakeholder level.
- It is important not to get invested in concepts before involving the community.
- Ultimately, multiple concepts will come out of this process and be vetted with the broader community.
- The main theme of this conversation was that the concept development process needs to work in concert with the broader stakeholder groups and broader public. Public input is required.
- There is already a plan in motion to reach out to the public. The PMT and PLT are beginning to develop a stakeholder engagement plan that will be held in the next few months.

The Concept Development Process will work within the framework of the ROD and MOU:

ROD:

- **Specific Highway Improvements**
 - Six lanes of capacity from Floyd Hill through the Twin Tunnels (now the Veterans Memorial Tunnels)
 - Empire Junction interchange improvements
 - EB auxiliary lane from EJMT to Herman Gulch
 - WB auxiliary lane from Bakerville to EJMT
 - Bike trail from Idaho Springs to US 6
 - Frontage road from Idaho Springs to US 6
- **Other Highway Projects**
 - Truck operations improvements in non specified locations

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- Interchange improvements at Georgetown, Downieville, Fall River Road, Base of Floyd Hill
- Expand use of existing transportation infrastructure in and adjacent to the corridor, e.g. EB PPSL.

MOU:

- MOU signed in January 2014 MOU between Idaho Springs, Clear Creek County and CDOT
- Relevance to this Process
 - Agreement to a Westbound I-70 PPSL project from Twin Tunnels to Empire Junction.
 - It will not exceed the scope of the EB PPSL project.
 - WB Floyd Hill project would include widening to three lanes, improving the design speed of both EB and WB, bridge replacement at the bottom of FH, interchange reconstruction at US 6 and Phase 2 of the Greenway and Frontage Road (CR 314 from Exit 241 to 243)
 - CDOT will continue to explore demonstration opportunities for noise abatement at Lawson
- Does not preclude the preferred AGS alternative

Concept Development Process - Context Statement, Core Values and Critical Issues and Decision/Evaluation Matrix:

Kevin Shanks, THK, presented a Concept Development Flow Chart and Concept Evaluation Matrix (see handouts). He outlined the context statement, core values and critical issues identified at the previous PLT meetings.

Kevin noted that this process is completely flexible and these charts and matrices are tools to structure and design the process and information brought forward from the PPSL project and the PLT meeting #1. This is a working document that can be changed and refined. Categories include:

- Measures of success
- Core values
- Strategies – these are specific ideas that are legitimate ideas and we are capturing them.
- Critical issues – many of these were pulled from EB PPSL
- Criteria

The Decision/Evaluation Matrix is an important tool to use upfront to eliminate of concepts that don't meet evaluation criteria. Each segment will have different issues and different

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evaluation criteria that will factor into decision making. The TT and PLT will get a chance to discuss and review the evaluation criteria further as the process proceeds.

At the bottom of the Decision/Evaluation Matrix handout, there is a section that will be used to compare and contrast concepts and ideas.

The PMT will assist the PLT/TT to help fill this information in and capture ideas using these matrices.

Design ideas, city visioning processes, stakeholder recommendations and strategies, geotechnical information have been mapped out, but these issues are not located on the flow charts. PLT/TT recommendations and strategies will go through the flowchart criteria and be evaluated.

Identification of Corridor-wide Critical Issues – Mapping Exercise

HDR Engineering, Gina McAfee and Steve Long, presented four different maps:

1. Segment 1
2. Segment 2
3. Segment 3
4. Segment D

On each map HDR identified a combination of issues including, but not limited to: linkage interference zones, historic properties, wildlife crossings, components from the MOU, Clear Creek County Visioning recommendations, ROD Commitments, endangered species, known other issues such as Environmental Justice areas and tight curves, etc.

The group was asked to look at each segment map and identify additional critical issues. HDR will map these critical issues and send out to the group for review.

The group reported highlights from the critical issues exercise. All of the TT suggestions were written on sticky notes and will be mapped and sent out to the TT as either “concepts” or “critical issues.” Some suggestions at the meeting included:

Segment 1:

- Segment 1 should start at the eastern end or bottom of Floyd Hill.
 - *There will be consideration of the operations of I-70 beginning upstream of Floyd Hill at CR 65
- There is a need to address how people are merging into traffic and access point signage.
- Do not want to blow into mountains for highway improvements, need to stack highways.
- Tourists aren't familiar with merging (Floyd Hill)

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- Left exit for on and off ramps are causing problems.
- Bikeway comes in underneath I-70 bridge, bikers/peds need to go on exit ramp for 30 meters. As you come out underneath I-70 and into exit lane, people don't expect that to be 2 way road. Need better signage. People park under the bridge at US 6. When you come up on US 40, minimal edge (cyclists or walkers) and always a problem with erosion that creates HUGE drop offs.
- No on/off-ramp at 247, all Floyd Hill residents have to get off and go on US 40. Huge impact on 40. Emergency access is cumbersome here and a delay. This intersection is not built out and needs an off and on-ramp
- Fisheries: looking at it site-specific, spawning and habitat and basin-wide, river has degraded. Need basin-wide and site-specific approach to conserve fisheries.
- Emergency access challenges. Neighborhoods are isolated. Need better locations for emergency access for neighborhoods. Lack of secondary access.
- There is Illegal access on CDOT right of way by rafters at Kermitts. There is already a permit process at the county level. Issue is that those permitted and non-permitted are accessing river on CDOT right of way, illegally.
- Horizontal curve radii between Central City Parkway interchange and the bottom of Floyd Hill at the US 6 interchange.
- Headlight glare over much of the length of Segment 1.

Segment 2:

- Lack of coordination of CDOT projects in Idaho Springs: 240 off ramp closed – limited access through Idaho springs had safety impacts/emergency response. Times in Idaho Springs when no one could move, lost interstate and tourism dollars. Need better coordination between the City project on Colorado Blvd and the CDOT work on I-70.
- Hazardous materials management - mining activities, tailings. Make sure these tailing issues are built into the process.
- Noise from highway traffic noise versus visibility for Idaho Springs business. Need to balance highway noise and the need for noise abatement with the impact on economic development.
- Protect what we already have – protect frontage road, Water Wheel park.
- Need truck access for deliveries for Idaho Springs and emergency truck parking.
- Resiliency – flooding of 2013, problems with frontage road washing out. Emergency access and movement.
- A significant portion of Idaho Springs is in the 500 year flood plain
- Fisheries: basin wide consider off-site mitigation.
- Maintenance and snow removal – make sure snow is not going into the creek.
- Headlight glare.

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- The short length of the WB on-ramp where Colorado Boulevard comes onto I70 on the west side of Idaho Springs (239 interchange?). This short ramp combined with the upgrade causes traffic entering I70 to do so at a comparatively low speed thus forcing WB I70 traffic to either slow or to merge into the right lane to avoid the slower vehicles entering the highway

Segment 3:

- Rock slope stability on CR 308 – rockslide - The entire segment is narrow and there are rocks coming down.
- Traffic and seasonal constraints for paving. Construction windows are short in this segment.
- If put in WB lane, Fall River Road, need emergency vehicle access and pedestrian access.
- Fall River Road – parking problem. Makeshift park and ride and parking commercial vehicles here instead of in driveways.
- Truck Weigh Station at Dumont interchange – trucks are required to exit here to chain up and then merge back on into a steep grade. The short length of the WB on-ramp coming out of the weigh station causes trucks entering I70 to merge into traffic at a comparatively low speed. Also, the proximity of the actual WB on-ramp at this interchange with the weigh station ramp creates two merging situations in too short of a space.
- Ice issues along I-70 in the Fall River Road area (shade)
- Narrow bridges for PPSL, concern

Segment D:

- Bikeway that goes from Silverplume to Georgetown. Comes out in a private RR parking lot. Impacts RR business. Have it wide enough for E-vehicles.
- Basin-wide water quality needs
- Endangered fish species and protection of Loveland Ski Area.
- Noise at Silver Plume and other areas. The noise wall at Silver Plume is in disrepair.
- Blowing snow near and just west of the Georgetown interchange. This area seems to be especially prone to snow blowing across the highway which loads the pavement with snow and also reduces visibility. Often a short stretch of the pavement here will be covered with snow when the pavement on either side is dry.

General corridor comments:

- We are managing this specific, unique section of weather and geology – must treat maintenance when it snows differently and recognize and fund this differently or any

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highway improvement becomes a moot point. We are just adding more lanes of traffic to same old issues.

- Poor visibility, particularly during nighttime with inclement weather.
- Balancing minimization of roadway lighting in order to maintain dark skies in this rural-ish area with roadway visibility.

Next Steps and Action Items

HDR: Will send out blank maps with original issues, so TT members can get with others to define any additional issues. Next week will send out maps that have the issues identified above plus others that were discussed in the meeting.

CDR: Will send out Meeting Summary for TT to review along with PLT/TT list, meeting materials and doodle poll for TT Meeting #3.

Next TT Meeting: Easter Seals on January 18th

TT Homework:

1. Complete Doodle Poll for TT Meeting #3 in February
2. Think about additional critical issues and send to facilitators.
3. Begin to consider concepts for segment 1.

Attendees

Steve Durian, Stephen Harelson, John Muscatell, Adam Bianchi, Matt Christenson, Lizzie Kemp, Lynnette Hailey, Matthew Hogan, Kelly Larson, Gary Frey, Kevin Brown, Neil Ogden, Dennis Largent, Tracy Sakaguchi, Andrew Marsh, Cassandra Patton, Margaret Bowes, Many Wharton, Paul Winkle, Nicolena Johnson, Cindy Neely, Mary Jo Vobejda, Allan Brown, Steve Long, Jeff Wilson, Brandon Simao, Kevin Shanks, Tim Maloney, Benjamin Acimovic, George Tsiouvaras, Gina McAfee, Jonathan Bartsch, Taber Ward, (Phone) Linda Isenhardt, Suzen Raymond, Jo Ann Sorenson Steve Cook, Mitch Houston, Rick Albers



MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process

Technical Team (TT) Meeting

Wednesday, January 18, 2017

9:00 am – 12: 00 pm

Agenda

Meeting Purpose: To confirm Corridor Critical Issues and brainstorm, draw and record Corridor Concepts on Segment One plot maps.

Time	Agenda Topic
9:00 am – 9:15 am	Welcome, Introductions and Agenda Review
9:15 am – 10:00 am	<p>Review and Discussion: Review and Confirm Corridor Critical Issues</p> <p>Desired Outcome: To understand and agree on the Corridor critical issues identified on Corridor maps</p>
10:00 am – 10:15 am	Break
10:15 am – 11:45 am	<p>Discussion and Workshop: Identification of Corridor Concepts for Segment 1.</p> <p>Desired Outcome: To identify, brainstorm and draw Corridor Concepts on Segment 1 plot maps.</p>
11:45 am – 12:00	<p>Next Steps and Action Items</p> <p>Desired Outcome: Determine immediate next steps and confirm action items.</p>

Meeting Summary

Welcome, Introductions and Agenda Review

Jonathan Bartsch, CDR Associates, welcomed the group. The meeting participants introduced themselves and stated their affiliation. Jonathan reviewed the agenda. TT members agreed to the agenda as presented and proceeded.

TT members also confirmed the Official Meeting Minutes from 1.4.17 Technical Team Meeting. The 1.4 notes are ready to be posted on the project website.

Review and Confirm Corridor Critical Issues

Vocabulary Check In: What do we mean when we say “issue” vs. “concept.”

The TT determined that an “issue” is a topic, a concern or a problem and a “concept” is a proposed solution to address that particular topic, concern or problem.

Group Exercise: Identification and confirmation of critical issues on corridor segment maps.

1. HDR mapped the Critical Issues identified by the TT on 1.4.17 TT Meeting.
2. TT members split into two groups and reviewed segment maps with critical issues.
3. TT members were asked to add additional Critical Issues if any issues were missed or misrepresented.
4. TT members reported out to the entire group.

Action Items:

1. **HDR** to add the critical issues submitted via email by John Muscatell, Adam Bianchi and Jo Ann Sorensen. These issues came in after the maps had been printed. **Gina McAfee** confirms that these issues will be added to the next set of updated Critical Issue Segment Maps.
2. **HDR** to update maps and add/edit any additional Critical Issues identified by the TT
3. **CDR/CDOT** to invite Evergreen Fire Protection District to TT

Summary of Critical Issues Report-Out:

Segment 1:

- Drainage
- Need information regarding impact to greenway trail

- Where do we need better access for rafters?
- Tourism traffic during construction
- Old wall that holds up auto route for Floyd hill (historic resource)
- Future location of CCC open space and parking
- Acceleration length for merging
- 55 posted speed limit – safety, speed, congestion
- Slide area – magnitude and secondary affects
- Water wells
- Fire response and making another connection from Evergreen firehouse
- 3 lanes that go to 2 and trucks moving to the left
- Bottom of hill, curvature – bad for trucks, can flip
- Sunlight glare coming up Floyd hill
- Incidence Management and Traffic Management Plan:
 - Stopped traffic at Beaver Brook, turning trucks around. People with business at the quarry and other businesses were losing access. People trying to get home to Floyd hill were stopped.
 - There is not enough man power to manage incident closure. There should be a way for business and residents to access homes and businesses during a road closure.
- Need adequate personnel from CDOT and CSP to increase capacity and run highway .
- Construction is going to be on the top of Floyd hill – this is where trucks get lost
- Lack of message boards and correspondence for tourists and residents
- There are gaps in information in the CDOT app

Segment 2:

- Greenway trail accommodation
- Maintain current pedestrian underpass by ballfields
- Operational issues from transit center location
- Safety during school events
- Additional economic development plan near exit 103
- Make sure that we carefully consider traffic and construction interface in Idaho Springs
- Parking problem and looking for opportunities to expand parking
- Access to south side of I-70
- Help get people off the road and into parking to increase walkability
- Pedestrian access to Water Wheel Park
- Toll lanes are closed even though a lot of traffic – will that open up?

- No. Federal rule allows these to be open for a maximum of 73 day. There needs to be a safety shoulder by law because it's an interstate highway. It can only be open 20% of the time.
- There is a problem because the community is confused. People want to pay and use the lane.
- Important to recognize this problem looking at WB
- Tradeoffs of capacity vs. safety

Segment 3:

- Clear Creek County just finished Master Plan and identified potential development locations, access to these developments (Empire junction interchange) and port of entry issues
- Redevelopment of CCC
- Downieville interchange (sometimes referred to incorrectly as the Dumont port of entry) is problematic
- Need access to creek

Corridor Wide:

- Not enough resources for emergency responders.
- Geographic and weather-based issues that are very specific. 226-216, disproportionate use issues.
- Need to change the way that funding and resources are allocated
- Need a better emergency response operational plan – ambulances can't get anywhere when road is congested so they send in helicopter
- Emergency operations – how do we get ambulances where they need to be and landing for helicopters?
- Trucks - – parking (sleep), chain up areas and chain down, where do they get off, hot brakes and runaway trucks?
- Freight operations update and plan needed
- Community and economic development – this is a BIG DEAL, the positive impact of the WB PPSL is huge for Idaho Springs. Need to be considered as we push through with these improvements
- Engineering criteria – minimum standards versus compromise standards.
- Geology and underground workings, don't want to find out about this while paving
- Can't segment everything and some of these issues are overarching. Need a corridor wide solution (trucking, emergency access)

- Interjurisdictional issues – making a plan to manage the region is too complicated. Emergency Services doesn't accurately represent the problem. Evergreen fire protection is its own governmental entity. Fails to recognize home rule and local control versus state jurisdiction
- Traffic management plan – no unifying authority that manages this. If we value home rule, how do we have an integrated plan? Enforcement, rulemaking, transition in leaderships
- Access to I-70
- Property availability

AGS Plan

HDR is working with the Aztec consulting group who developed and evaluated AGS for the corridor. Aztec will provide "hybrid" alignment drawings to HDR.

- "Hybrid:" The "hybrid" AGS option was chosen because it was a lower cost and lower speed than the "high-speed" AGS option. The hybrid is more suited for the curve radius and needs less tunneling than high-speed.

AGS non-preclusion plan: The plan is to work with Chris Primus from HDR (was also on Aztec team that developed and evaluated AGS concepts). As the WB I-70 concepts get developed, these concepts will be laid onto the same maps as the AGS maps. Chris will look at the Concepts that get developed to make sure that you can still fit in a future AGS. None of the concepts developed will move forward if they preclude a future AGS. This is part of the fatal flaw criteria.

Action Items: HDR to secure AGS engineering drawings/study from Aztec.

Identification of Corridor Concepts for Segment 1

- Emergency Access: We need 100x100 landing zones area, flat and protected that are not paved, lighted with something preventing vehicles and no power lines. Need helicopter access areas at the top of Floyd Hill.
- Kermitts on west end: How can we start adjusting profiles to help us stack or move lanes – the problem is we are up against cliffs.
- Glenwood canyon – many concepts should echo the work done in Glenwood Canyon.
- Evaluating interchange at Homestead Rd. - Introducing a possible roundabout as a way to get around up at the top of Floyd Hill
- Ways to flatten the curve down the hill
- Short viaducts
- Parking - WB and/or EB into tunnels or viaduct (or stacking) to provide river, truck parking, fishing
- Lose off-ramp and bridge at 6. Retaining crossing for recreational access to the other side and parking.

- Homestead Road – improve
- Develop an interchange complex and make interchange connections at top of Floyd Hill
- Take away some of the movements at top of Floyd Hill for – what is the benefit for the community – local politics?
 - Neighborhoods
 - Rafters
 - Truckers
 - E access
 - Fishers
- New Hidden Valley interchange, WB only
- Hidden Valley – preserve for greenway
- CDOT maintenance area – could this be relocated and repurposes? This area could be for creek access
- Keep commitment to finish frontage roads and greenways
- Extend the map to Soda Creek/Beaver Brook interchange – need interchange systems to work together
- US 6 interchange becomes a full interchange – to open up for truck, recreational
- Close US 40 (local access only, open to E vehicles and bikes). Parking for gaming at the bottom of the hill (they all come up 40 now)
- Top of Floyd hill – multi-use parking lot, highschool access, on-off ramp?
- Neighbors don't like on-ramp at top of Floyd Hill because gamers cut through
- Tunneling and re-routing (1000 per tunnel because of ventilation and federal rules)
- COTRIP could use multi-media, not just signs, for distributing information

Next Steps

1. February 6th meeting for engineering contractors and consultants from 9am-4pm. This meeting will help flesh out concepts to present back to TT/PLT.
2. TT/PLT will begin to evaluate these design concepts and ID fatal flaws, etc.
3. TT will send any additional comments to maps to CDR/HDR/THK

General Feedback – this process is going very fast. TT needs more time to digest information. Need to slow the pace of decision-making down.

Summary of Action Items:

1. **HDR** to add the critical issues submitted via email by John Muscatell, Adam Bianchi and Jo Ann Sorenson. These issues came in after the maps had been printed. **Gina McAfee** confirms that these issues will be added to the set of updated Critical Issue Segment Maps provided to the contractors and consultants on Feb 6.
2. **HDR** to update maps and add/edit any additional Critical Issues identified by the TT
3. **CDR/CDOT** to invite Evergreen Fire Protection District to TT

4. **HDR** to secure AGS engineering drawings/study from Aztec.
5. **TT Members** to send additional comments to CDR/HDR to be mapped or addressed

Attendees

Neil Ogden (CDOT), Randy Furst (TSH), Matt Christensen (Kiewit), Suzen Raymond (Mile Hi Rafting), Randall Navarro (Clear Creek Greenway Authority), Gina McAfee (HDR), Yelena Onnen (Jefferson County), Mitch Houston (CCSD), Christine Bradley (CCC), Lizzie Kemp (CDOT), Kevin Brown (CDOT), Kevin Shanks (THK), Steve Long (HDR), Michael Raber (CCC Bike Representative), Allan Brown (EST), Dale Drake (CC Rafting Co.), Jason Buechler (Flat Iron), Tracy Sakaguchi (CMCA), Tim Maloney (Kraemer), Matt Hogan (Kraemer), Steve Harelson (CDOT), John Muscatell (Floyd Hill), Andrew Marsh (City of Idaho Springs), Robert Jacobs (Summit County), George Tsiouvaras (TSH), Bob Smith (CDOT), Wes Goff (Atkins), Dennis Largent (Atkins), Mark Vessely (Shannon & Wilson), Joe Mahoney (CDOT), Lynnette Hailey (City of Black Hawk, SDMD), Nicolena Johnson (CC EMS), Kelly Larson (FHWA), Jo Ann Sorensen (CCC), Martha Tableman (CCC Open Space), Jeff Wilson (WSP), Ben Acimovic (CDOT), Cassandra Patton (CC Tourism Director)

On Wed, Jan 18, 2017 at 4:10 PM, Bianchi, Adam D -FS <abianchi@fs.fed.us> wrote:

Hi Taber,

My apologies for missing today's TT meeting. I was planning on being there, but unfortunately I was pulled into a last minute meeting this morning. Today's TT meeting was in regards to segment 1, correct? If I am not too late, I want to share some info from the wildlife biologist (Dorren Sumerlin) on the Arapaho Roosevelt NF.

At this stage, my concerns are the lack of visioning for wildlife passage. Linkage Interference Zones and lynx habitat are recognized on segments 1 and 3, but there is no 'concept' or mention of wildlife passage structures to be incorporated into design, and it seems like this is the phase where the concept should be addressed. Of greatest concern are Empire Junction, Floyd Hill and Kermit's, as noted on segment 1 and 3 maps. FYI, Penny Wu (Clear Creek District Ranger) is adamant that there should be at least one large wildlife over/underpassage for megafauna (Canada lynx, moose, Bighorn sheep, etc) and probably several smaller ones (culverts) for little critters, in Clear Creek County. Herman Gulch interchange area is a huge issue for Canada lynx and moose, further toward Idaho Springs for Bighorn sheep, I believe. That's all I have for now. Thanks.



Adam D. Bianchi,
Deputy District Ranger/NEPA Coordinator
Forest Service

White River National Forest, Dillon Ranger District

p: 970-262-3495

c: 970-401-2169

f: 970-468-7735

abianchi@fs.fed.us

680 Blue River Parkway; PO Box 620

Silverthorne, CO 80498

www.fs.fed.us



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MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process

Project Leadership Team (PLT) Meeting

Wednesday, January 25, 2017

9:30 am – 12: 00 pm

Agenda

Time	Agenda Topic
9:30 am – 9:45 am	Welcome, Introductions and Agenda Review
9:45 am – 10:00 am	<p>Review and Discussion: Review of process activities, timeline and check-in with PLT on how the process is going.</p> <p>Desired Outcome: PLT gives process feedback and confirms timeline.</p>
10:00 am – 10:45 am	<p>Review and Discussion: Review Critical Issues and Segment 1 Concepts developed and mapped in January by the Technical Team. Introduction to Evaluation Matrix.</p> <p>Desired Outcome: PLT understands and discusses the critical issues, concepts developed and next steps for the TT. PLT review evaluation matrix.</p>
10:45 am – 11:15 am	<p>Discussion: Discuss the Stakeholder Engagement Plan and Public Meeting #1.</p> <p><i>See Addendum</i></p> <p>Desired Outcome: Discuss purpose, roles and responsibilities for Stakeholder Engagement Plan and Public Meeting #1.</p>
11:15 am – 11:30 am	<p>Discussion: Confirm approach to ensure AGS is not precluded.</p> <p>Desired Outcome: PLT understands and supports AGS review for the WB I-70 Concept Development Process.</p>
11:30 am – 11:50 am	<p>Review and Discussion: Segment D approach and timeline.</p> <p>Desired Outcome: PLT understands the context and approach for Segment D.</p>
11:50 am – 12:00 pm	Next Steps and PLT Chartering

MEETING SUMMARY

Welcome, Introductions and Agenda Review

Jonathan Bartsch, CDR Associates, welcomed the group. The meeting participants introduced themselves and stated their affiliation. Jonathan reviewed the agenda. The group agreed to the agenda as presented and proceeded.

Review of process activities, timeline and check-in with PLT on process

Updates

- Clear Creek County passed a Resolution on Segment D. Municipalities in the County should also pass their own related Resolutions if they so desire to indicate that they agree with the CCC Resolution. Some attendees noted that they had been involved and the resolution reflects their desires and views.

Action Item: CDR to distribute Segment D Resolution to the PLT

Communication

PLT would like to be included in all TT email correspondence and receive all materials that the TT receives. This will help PLT stay in the loop and champion the process.

Process Timeline Discussion

Generally, some members of the PLT expressed concern that the process and proposed timeline is moving too fast.

- The PLT and TT both feel that they do not have enough time to digest, organize and understand the range of diverse critical issues and related context that has been identified. Are we setting this process up for frustration?
- The TT and PLT need to be involved in the discussion of how issues are organized in a meaningful way so that they connect with concepts.
- Details matter. For example, we don't want to be so rushed that we didn't realize that we would cut off bicycle access.
- Clear Creek County does not want to be put in a pinch or looked at as "CCC is slowing this down." However, CCC is committed to doing the project right regardless of the time

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 Project Leadership Team (PLT) Meeting
 Wednesday, January 25, 2017

it's going to take. There needs to be a level of comfort and commitment to different perspectives – this takes time.

- Need more time to do good CSS process. This includes identifying the critical issues, sitting with the issues and then working through the issues.
- Some members of the PLT noted that at the last TT meeting, there was actually quite a bit of time allowed to look once more at issues that had been previously identified and confirm or add to those.
- It is important that this process is not just an exercise to comply with public participation requirements to satisfy higher-level goals. This process should not just be a checklist. Real input is needed.
- The TT needs more time before jumping into Segment 2 on the February 23 meeting.
- When we move to another segment, we should start out with initial brainstorm of critical issues. This has been done. Then, send these critical issues out and reconfirm issues before starting on concepts.
- Need 2-3 meetings minimum per segment.
- The engineering consultants and contractors may also need more time (in addition to the upcoming 9am-4pm meeting on February 6).

Discussion Outcome

It is important to slow down. Everyone at the table acknowledges and agrees to make sure the needs of the community are thoughtfully and fully considered and addressed in this process.

The PLT agreed to the schedule/timeline presented in the handout “as is” but only through the February 23, 2017 meeting.

Target Date	Activity
February 6 9am to 4pm	Engineering contractor/consultant working session to develop and evaluate Segment 1 Concepts.
February 8 or 9	PMT fills out Evaluation/Decision Matrix for Segment 1 and sends to TT for review.
February 23 (4 hour meeting)	TT meeting to review and provide feedback on corridor-wide Critical Issues, Segment 1 Concepts and the Segment 1 Evaluation/Decisions Matrix. Brainstorm Concepts for Segment 2.

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****NOTE:** Emails exchanged after this PLT meeting between Clear Creek County and CDOT/CDR indicated that there was some confusion to this timeline and process agreement and outcome. Clear Creek County had thought that the February 23rd meeting would include brainstorming **ISSUES** Segment 2, but not **CONCEPTS** for Segment 2.

CDOT responded that the February 23 TT meeting could instead focus on reviewing and providing feedback on **Segment 1 only** on 1)Critical Issues 2) Concepts and 3) Evaluation/Decision Matrix. Segment 2 discussions will be taken off of the February 23rd agenda entirely.

Clear Creek County responded that they are comfortable with confirming Segment 2 **ISSUES** at the February 23rd meeting.

After the 2/23 TT meeting, PMT and PLT will check in again to reassess the timeline and determine next steps.

Organization of Critical Issues

The mapping of critical issues is helpful to the process to understand the geospatial context. However, the PLT noted that there are so many issues and these issues need to be organized so they can be analyzed and managed. The organization process should be aimed at assisting the PLT and TT in identifying which issues are triggers, which issues have fatal flaws, and how these issues relate to core values.

The group discussed many different possibilities for organization. The group concluded that the initial Flow Chart created by Kevin Shanks, THK, is a generic template. This template is the basis for segment-specific flow charts -- each segment-specific flow chart will be tailored with specific Critical Issues (taken verbatim from the segment maps) and corresponding Evaluation Criteria.

Steve Long, HDR, cautioned that segmenting can lead to losing sight of the overarching framework of what we are trying to achieve. It is important that we retain and integrate corridor-wide issues. This needs to be an iterative process, not just looking segment-by-segment, but looking at the full piece.

Discussion Outcome

HDR and THK will take a first stab at organizing the critical issues for each segment. HDR and THK will then send this draft (for Segment 1 only) out to the PLT/TT for feedback

and further refinement to ensure that these issues/concepts are manageable and easier to evaluate.

Next steps for HDR/THK/PLT

1. HDR/THK - Put critical issues into core values buckets (color coding) per segment.
2. HDR/THK - Take a first cut at Evaluation Criteria
3. Report back to PLT/TT
4. PLT/TT will provide feedback to ensure that critical issues are manageable and in the right categories and flowcharts
5. PLT will provide feedback and edits to evaluation criteria to be used in the Evaluation matrix
6. TT members will receive these updated documents (Tier 1 critical issues, Tier 1 issues as categorized into core values and evaluation criteria) prior to the February 23rd TT meeting. At the meeting TT members will provide feedback on issues and evaluation matrix preliminary results.
7. TT decisions will go back to the PLT for review and confirmation

Review of Fatal Flaw Analysis

A concept can have a “fatal flaw” for multiple reasons. A few of these were considered at the PLT meeting:

1. If the concept is not in compliance with the ROD
2. If the concept precludes AGS
3. If a concept is so objectionable that there would be significant pushback
4. If a concept is publically unacceptable
5. If a concept is not feasible
6. If a concept is illegal
7. If a concept negatively impacts multiple critical issues.

Stakeholder Engagement Plan and Public Meeting #1

The PLT agreed to the following plan for Public Meeting #1:

Date: March 14

Time: 5pm-7pm

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Location: Clear Creek Rec Center

Draft Agenda:

5:00pm – Open to the Public

5:30pm-5:50pm – Presentation

5:50pm – 7pm: Comments/questions from the public and interactive map exercises to identify critical issues and concepts

****Note, this meeting should not be advertised as an “Open House” as people may miss out on the presentation. ****

See Addendum at the end of this Meeting Summary for Public Meeting Information

Action Items:

- PLT to send ideas for “lessons learned” board
- CDR to draft meeting agenda and notice and send out to PLT for review
- See Addendum for additional Actions

Review Segment 1 Concepts developed in January by the Technical Team

Steve Long from HDR presents a summary of concepts developed by the Technical team

1. Off-alignment options (tunnels)
2. Interchange options – what could we do at interchanges to improve them? Variety of ideas were presented, e.g.
 - Interchanges in between Beaver Brook and Hidden Valley become “interchange complexes” that work together and have different movements to get travelers to different locations. This would help with areas that are really tight.
 - US 40 and US 6 – take interchange movements out at 6 and move to Beaver Brook or build a new interchange that is NOT at such a constrained area. Move US 6 movement 100 feet to the top of the hill
3. On-alignment options
 - Coming down the hill – US 40, where does the wall go?
 - Roundabouts

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These concepts will be further developed along with likely other ideas from the consultants/contractors and mixed and matched at the engineering contractor/consultant meeting on February 6.

AGS Plan

HDR is working with the Aztec consulting group who developed and evaluated AGS for the corridor. Aztec provided “hybrid” alignment drawings to HDR on 1.24.17. The AGS is generally grade separated and not at the same level of I-70.

- “Hybrid:” The “hybrid” AGS option was chosen because it was a lower cost and lower speed than the “high-speed” AGS option. The hybrid is more suited for the curve radius and needs less tunneling than high-speed. It is also closest to the i-70 ROW so could be considered the “worst case” from the standpoint of identifying any possible conflict with the highway improvements.

AGS non-preclusion plan: The plan is to work with Chris Primus from HDR (was also on Aztec team that developed and evaluated AGS concepts). As the WB I-70 concepts get developed, these concepts will be laid onto the same maps as the AGS maps. Chris will look at the Concepts that get developed to make sure that you can still fit in a future AGS. None of the concepts developed will move forward if they preclude a future AGS. This is part of the fatal flaw criteria.

The AGS analysis will be presented at Public Meeting #1.

Segment D – Empire Junction to Eisenhower Tunnels

Question Presented: Segment D is different. What do we want to do with it? If the group wants no action, that is fine. If the group wants to gather baseline information for the next study that may come up in 5 years, that is also fine. What does the group want to do?

Discussion:

Clear Creek County mentions the need for adaptive management. Need some estimation in terms of what is the next task at hand. We need to set up some level of criteria to evaluate the impacts. What does increased traffic mean for tunnels? Need to put down the level of impacts for 2020-2025 impacts. How do we think, model and look? ADAPTIVE MANAGEMENT.

Silverplume voices their concern about losing the “bridge to nowhere.” This bridge goes to a greenway and proposed park service rifle range. It is important that this bridge not be lost. Further, Silverplume does not want to give up any land to I-70 project. This sentiment may

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change as property taxes go up and need more business, but at this point, no one wants to give up land to project.

USFS is concerned about the cumulative impacts and environmental impacts from widening the road from Empire Junction to the Tunnels. Need a model like Glenwood Canyon , with over- and underpasses to address the environmental concerns in this area.

Clear Creek County passed a Resolution on Segment D. The PLT would like to review the Resolution before making a decision.

Action Items:

- CDR to distribute the Resolution and table the discussion until PLT members have had a chance to look at the resolution.
- PLT to go back to local communities to see if they would like to add Resolutions before moving forward
- This discussion is tabled until the next PLT meeting
- At this point, focus on Segments 1, 2, 3 without losing sight of impacts on Segment D.

PLT Charter

The PLT Charter was distributed to the group prior to the meeting.

Action Item: PLT will provide electronic comments and feedback with the goal of confirming the Charter at the next PLT.

Attendees

Steve Harelson, Margaret Bowes, Joe Mahoney, Carol Kruse, Tim Mauck , Mike Hillman, Cindy Neely, Lizzie Kemp, Joseph Feiccabrino, Tom Hale, Wendy Koch, Neil Ogden, Kevin Brown, Kevin Shanks, Gina McAfee, Steve Long, Ben Acimovic, Bob Smith, Randy Wheelock, Jonathan Bartsch, Taber Ward

Addendum – Public Meeting Plan

When | Tuesday, March 14, 2017

Time | 5pm - 7pm

Where | Clear Creek Rec Center | 98 12th Ave, Idaho Springs, CO 80452

Meeting Purpose | Purpose for the meeting is to:

1. Remind interested stakeholders about what previous studies have been done. This includes the ROD, MOU and PEIS.

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 Project Leadership Team (PLT) Meeting
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2. Request input into other ideas that should be considered for WB improvements from the top of Floyd Hill to Eisenhower Johnson Memorial Tunnels.

Next Steps

Action	Timeline	Responsible Parties
PLT Confirmation	1/25/17	PLT
Prepare and distribute public meeting announcement	2/1/17 – 3/14/17	CDR (design), PLT/TT/CDOT (distribution)
<ul style="list-style-type: none"> • Facebook, flyers (Safeway, schools, post office, etc.) • E-mail blast, • Canyon Courier • Neighborhood Associations • CDOT digital traffic signs • CDOT project website • Other Ideas? 		
Prepare a first draft of graphics for PLT and TT review.	2/14/17	HDR/THK
PLT and TT confirmation of graphics.	2/20/17	PLT/TT
Develop and Review Meeting #1 Agenda	Week of 2/20	PMT/PLT/TT
PLT and TT attend Meeting #1	March 14	All
Meeting Recording, Documentation and Follow up	End of March	CDR/HDR/THK

Proposed Graphics:

- Purpose of the Meeting
- What is the Record of Decision and what is in the Record of Decision (text and maps)
- What EB work has already been done since the ROD (i.e. Twin Tunnels – EB and WB, Mountain Express Lanes, EB auxiliary lanes)
- Benefits and lessons learned from these previous projects (transportation performance, construction challenges, economic benefits to the county and Idaho Springs)
- Need for WB improvements
- Process for WB concept development
- Players in concept development process
 - o Who is on PLT, TT, PMT and what are their roles
- Maps showing 1) Critical Issues and Concepts identified so far, 2) ROD commitments, 3)MOU agreements and 3) Clear Creek County and Idaho Springs visioning ideas
- Clean maps on tables with post-it notes for people to write their ideas
- What's next?

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- Recommendation from concept development process (including a public meeting in the spring)
- Initiate NEPA process
- More public involvement
- Design, construction dependent on funding.
- The plan is to construct WB PPSL first before any improvements on Floyd Hill



February 6, 2017

Engineering Consultant/Contractor Working Session Meeting Notes

Introductions and Attendees:

George Tsiouvaras (TSH), David Woolfall (TSH), Anthony Pisano (Atkins), Dennis Largent (Atkins), Bob Smith (CDOT), Neil Ogden (CDOT), Kevin Brown (CDOT), Courtney Meade (WSP-PB), Ina Zisman (WSP-PB), Jeff Wilson (WSP-PB), Tim Maloney (Kraemer), Stephen Harelson (CDOT), Rick Andrew (Yeh and Associates), Mark Vessely (Shannon & Wilson), Ben Acimovic (CDOT), Joe Mahoney (CDOT), Jason Buechler (Flatiron), Howard Hume (Yeh and Associates), Ken Saindon (EST), Kelly Larson (FHWA), Kevin Shanks (THK), Kurt Kolleth (EST), Allan Brown (EST), Matt Christensen (Kiewit), Walter Eggers (Kiewit), Jeramy Decker (Kiewit), Tony O'Donnell (Kiewit), Fred L Holderness (TSH), Jeff Simmons (TSH), David Naibauer (Kraemer), Gina McAfee (HDR), Steve Long (HDR), Taber Ward (CDR)

HDR gives general instructions to the group:

Use engineering judgment to go through concepts. There is a big difference between 6-8%.

Engineering Firms Present Their Work.

EST

Map 3b: 55 mile design speed – Kermit's to Twin Tunnels. in design criteria, curves are doubled. Doubling the curve has consequences 7%, 6% and at hidden valley at 6% -- hold the existing interchange at hidden valley.

More opportunity for county to provide their goals.

Keep existing Eastbound lanes as is.

Use existing bridge and tie back onto I-70 deck –

EB stays low and braided toward west side of Segment 1.

Map 3a: This eliminated the interchange and ramp connections that are here today at 6 – WB I-70 is flying up higher and Floyd Hill is 6.5% (cut this down) and flatten profile to 4% and penetrate into rocky/steep area. Stay high (fly over hidden valley) – 3 levels. Smooth curves toward the end.

Constructability – works well, a lot of this can get built off line.

February 6, 2017
 Engineering Consultant/Contractor Working Session Meeting Notes
 WB I-70 Concept Development Process

Eliminating ramps at the curve at Floyd hill. No access for 6 in 3a – pushed up to Hidden Valley. 6 is being more or less extended on existing WB I-70

Movement at Kermit's are important, spaghetti concept. Very complex, high cost interchange.

Both 3a and 3b are conservative – trying to meet 55 with 6%. If can go up to 8% that helps, can look at variances with certain curves. There is some variability to have tighter curves and lower impact.

General comments:

Eastbound doesn't meet design standards – is this project intending to address EB? Depending on funding and appetite – delay EB work for some point in the future, it's posted for 55, but doesn't meet design criteria for 55. There is an economy of scale by doing EB and WB together. 2 alignments can mirror each other.

WSP-PB

Design criteria impacts decisions and opportunities. We see a Glenwood canyon type widening up the hill. Used color coding on maps to give separation between tunnels. Ideas include:

- Viaducts, bridge (up the hill to Kermit's)
- Tunnel up hill to Kermit's, 6 realignment
- Bridge from Kermit's to US 6 Golden and **reroute 6 (using old WB section)**
- Parking lot just East of Kermit's for trucks
- **Need to come back and deal with Eastbound**
- Transit, greenway maximize and up to the design speed of 55mph
- Hidden Valley – maintenance area provide area for parking.
- Potentially connect greenways with trail using 6th avenue
- Pedestrian use back down and E-access at Hidden Valley and flatten out the curve.
- Westbound traffic out of the valley floor
- Realignment of EB (minimal adjustments Floyd Hill and just before Twin tunnels)

Kiewit

General ideas:

- Took a look at faults and plotted faults
- 70 at top of Beaver Brook. Looked at digging down to help with elevation – not a great option.
- Constructability – what if you follow existing I-70?
- Looking at a long tunnel (deals with snow and weather issue)
- What if we push the roadway over toward 40?
- Use old I-70 connection with 6.
- Stack up the highway just before tunnels.

February 6, 2017

Engineering Consultant/Contractor Working Session Meeting Notes

WB I-70 Concept Development Process

- Tunnel pokes up in valley for tunnel.
- Tunnels would have both directions (EB and WB).
- High structures and tunnel – some pluses and minuses.
- Don't buttress slide (push out away)
- Need to get up higher and stack.

Atkins

- Looked at both directions (EB and WB)
- At ridge (bring around with 60mph curve). Kermit's, 65 mph curves heading W. Maintained interchange with 6. Cut west of 6.
- Use existing interchange at HV for access to area – opens up to more recreation.
- Held a lot of existing infrastructure. At the bottom of Kermit's, tunnel or cut through.
- Pushing US 6 to HV.

Kraemer

- Conceptually, we focused on the movements. WB off at Kermit's needs to be moved to top of hill.
- EB connection to 6E needs to remain and WB needs to remain. Solution to get movements down to HV .
- Realignment of Hwy 40 that parallels new WB viaduct. Gets rid of the old US 40. Good solution to take the WB off and get at Kermit's.
- HV tunnels for EB and WB – challenge on the HV cut, nowhere to put traffic. Tunnel WB to fix curve right before tunnel (approx. 1400 ft tunnel)

TUNNEL DISCUSSION

800 foot – its really about fire suppression – we can go with a longer tunnel. Tunnel code changes all the time. The PEIS – had one 3k' long tunnel.

PEIS – openness ratio (gunbarrel tunnel to minimize curves and keep speeds up to help ventilation

Ventilation problems going over 4%. Grades are important.

Silver Dollar Metro – should they be on the PLT or TT?

TSH

- We thought about “What are the constraints driving this?” What happens at the bottom of the hill (grades in excess of 6.5%). How do we keep 40 in the mix?
- Let's stay away from the rock slide.

February 6, 2017

Engineering Consultant/Contractor Working Session Meeting Notes

WB I-70 Concept Development Process

- Simple idea – come in and introduce diamond interchange near the entrance of the mine – diamond configuration on the Floyd Hill curve. Flattens out the grade and gets you away from rock fall.
- We can build a lot of bridge for a foot of tunnel.
- How do we improve the downhill?? Lets work on Floyd hill and the interchange. Go off alignment, use existing 40 and build WB over there. Close US 40 and build all of WB there and move 40 between. Split configuration.
- A big advantage to building off-alignment.
- Introduce structure to get property owners access.
- Build 40 down below and separate profiles.
- Put WB I-70 on 40. The old 40 would use the current I-70 downhill. (40 goes to the middle) 40 gets pushed over to flatten the curve at the bottom. Then we have a bigger footprint up top to deal with problems. Widen EB and improve horizontal curvature and whole design.
- **Grapevine** – maintain access and the interchange in both directions. Braiding ramps and getting a DDI, concept. US 6 and lefthand exits could become righthand exits. Move highway north from Twin Tunnels to Kermit's.
- Take movement away from rockfall area. Going uphill you can put ramps. Move US 6 ramps and connect to US 40 (just passed the slide)
- Truck only and local access segment – freeway. Whether its all the way down or part way down the curve.

Instructions for Group Work:

- At the next TT meeting, we will compare a range of alternatives. We want to see both on-alignment and off-alignment options. Need at least 2 options per concept.
- Level of detail – schematic sketch at concept level. Example: We don't need to know if it's a tunnel or partial tunnel or bridge (it's an off alignment option).
- Don't throw out stuff. We are pre-NEPA. Be open to different concepts and ideas .
- List assumptions and what you are trying to prove.
- **Question:** What are our goals re: money? **A.** The Decision Matrix vets best value for function, life cycle and context.
- **Question:** What about Eastbound? **A.** The goal of this project is to produce 3 lanes WB from top of hill to twin tunnels using 55mph. If we could fix WB and soften curves on EB, be wonderful. If we can't address EB, we can't address EB. Would be great to address EB problems if possible.
- **Question:** How much time should we spend on EB? **A.** Not a priority, but look for opportunities to fix EB.

February 6, 2017
 Engineering Consultant/Contractor Working Session Meeting Notes
 WB I-70 Concept Development Process

Group Work Presentations

Floyd Hill to Twin Tunnels:

Group 1:

North of I-70, valley that goes down to Kermit's and tie into HV

Floyd Hill tunnel (PEIS) – 65mph design in ROD.

Kiewit tunnel options (shorter) and connects halfway up the hill.

Group of concepts that follow the alignment

1. Stays on same grade as existing and would cut into knob curvatures – to minimize cut and cost, 8% instead of 6 at 55mph- More meandering with two tunnels and then back to existing alignment. Tunnels are both EB and WB
2. Straighter alignment in tunnel in north side. Same geometry coming around curve at Kermit's (6%)

More meandering with two tunnels and then back to existing alignment

Restore Clear Creek and supers.

Floyd Hill – up to Highland Hill interchange.

Look at 3 different options

1. Alignments to the south (landslide)
2. Hold alignment smoothing out curves
3. Push things to the north
 - A. Alignment 1: Push things to the north, up higher from 40, wedged into existing topography. Try and come in a shave off the top part of the landslide area, stay up high and cross over existing to tie into existing. Horizontal and vertical need to go together.
 - B. Alignment 2: holding at the top of the ridgeline and changing the interchange at the bottom of the hill. Moving south.
 - C. Viaduct – up high EB and EB and move slightly south to smooth out the curves.

Moving up Floyd hill

Lift the profile up to get separation. Helps with wildlife.

Use the pockets of void space on south side to flatten out the curves.

February 6, 2017
 Engineering Consultant/Contractor Working Session Meeting Notes
 WB I-70 Concept Development Process

Change WB provide vertically between Beaver Brook and highland hills. Drop WB profile down. Push WB to the north and lower it. Hold ridge line and then elevate onto a structure. (smooth out curves, flatten out profile and constructability)

40 – could we put WB onto 40 – well 40 is so much lower and in 8% vertical range that putting interstate on existing 40 doesn't work.

WB needs to be higher, not lower.

Evergreen cutoff – 10-20 years ago, talk about relocating US 40 from Evergreen parkway, existing road that goes down the canyon. This road goes North/West along an existing dirt road and then goes NE and hits Hwy 6. Relocate 40 over to this? And this 40 would go away. May need a frontage road there.

Moving current US 6 interchange to HV.

This may be in the URS PEIS.

Intersections: Group 2

Idaho springs. Transit center exit at 240. Slip ramps

HV: Central city access road. Move the interchange on top and keep the old underpass for access to maintenance facility and stores. Uncomplicated with odd signal phasing and multiple lights.

Floyd Hill/Beaver Brook: to get missing ramps in. Red

Wetland area to avoid.

Purple as one way ramp unto 70E and one way ramp north onto 70. Do these ramp grades even work?

Flat part before hill – use CD roads. Work your way on US 40.

Beaver Brook – put roundabouts every where

US 6: ½ ramp and US 6 wind up and connect. E-W access on 6. Need to go on 40 otherwise. Cutting into toe of slide is bad, so move over to connect to US 40 with ½ diamond ramps. Uphill ramps would be flatter than the mainline.

Braided or flip flop of mainline so left hand exits become right hand exits.

Diverging diamond – roundabout. 6.

US 6 going east up the hill. To provide the full movement there, have some opportunity to braid some ramps. PPL want to see a full movement interchange in this area. Draw this up so people can see the spaghetti bowl and expense.

Need for truck chain up/chain down. Should be under consideration. Exit 241 and Twin Tunnels

February 6, 2017
Engineering Consultant/Contractor Working Session Meeting Notes
WB I-70 Concept Development Process

Overriding concern is to increase rec opportunities along the creek.

Any solution that creates braided, simplifications can give CCC more options.

Off-alignment for Rockslide area: Group 3

Build the improvements while not impacting traffic as is. Off-alignment will require structure and tunnel.

Option 1: Go north over valley, go away from slide. This may require some tunneling. Not sure what grades are. With this option. May require bypass all of the Central City Parkway exit. Hardly any MOT with building this.

Option 2: South will be a tunnel. Tunnel in underneath existing slide, only structure you would need is to get across the creek to get back to alignment. Less than 3%. If doing just WB, needs to get up and over EB traffic. Good ways away from slide.

Tunnel underneath slide

Impacts to residents – impact wells and give residents a new water source.

Not sure what the rock is like south of slide.

Option 4: Partial-off alignment. Come off alignment away from the slide.

This one, would follow the alignment on structure and then tunnel along ridge and then back into interchange.

Next Steps and Action Items

Engineers: Take these drawing back and re-draw them into a large magnitude. Get concepts electronically. They look somewhat consistent. Need to standardize colors, symbols.

CDR: Send concept maps to Engineers to make sure they don't miss anything from TT



MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process

Technical Team (TT) Meeting

Thursday, February 23, 2017

8:30 am – 12:30 pm

Location: Easter Seals at Rocky Mountain Village in Empire

Agenda

Meeting Purpose: To review and provide feedback on (a) Segment 1 and Segment 2 Critical Issues, (b) Segment 1 Concepts and, (c) the Segment 1 Evaluation/Decisions Matrix.

Time	Agenda Topic
8:30 am – 8:45 am	Welcome, Introductions and Agenda Review
8:45 am – 9:10 am	<p>Review: Review of process and progress. Review highlights from 1.25.17 PLT Meeting.</p> <p>Desired Outcome: TT understands the process. TT understands key outcomes from the 1.25.17 PLT meeting.</p>
9:10 am – 9:30 am	<p>Review and Discussion: Discuss and confirm Segment 1 Critical Issues</p> <p>Desired Outcome: TT confirms Segment 1 Critical Issues and provides feedback.</p>
9:30 am – 10:30 am	<p>Presentation and Discussion: Presentation of Segment 1 concepts. TT provides feedback.</p> <p>Desired Outcome: TT understands the concepts developed by consultants and contractors. TT provides comment and feedback.</p>
10:30 am – 10:40 am	Break
10:40 am – 11:40 pm	<p>Review and Discussion: Segment 1 Evaluation/Decision Matrix presentation</p> <p>Desired Outcome: TT understands and provides feedback on the evaluation and decision matrix.</p>
11:40 – 12:15 pm	<p>Review and Discussion: Discuss Segment 2 Critical Issues.</p> <p>Desired Outcome: TT reviews Segment 2 Critical Issues and provides feedback.</p>
12:15 pm – 12:30 pm	Next Steps, Public Meeting, Scheduling and Action Items

MEETING SUMMARY

Welcome, Introductions and Agenda Review

Gina McAfee opened the meeting. Self-introductions followed. Gina reviewed the agenda. The group agreed to the agenda as presented and proceeded.

Review of process and progress/review highlights from 1.25.17 PLT Meeting

- Gina noted that significant progress has been made since the last meeting. She pointed to the maps, concepts, and colored matrices hanging on the walls around the meeting room.
- Gina updated the group on the January 25 PLT meeting.
 - Some members of the PLT were concerned that the process is going too fast.
 - The PLT wanted to make sure there was adequate time to digest, organize, and understand the range of diverse critical issues and related context that has been identified.
 - The PLT also discussed and gave input on the plan for the March 14 public meeting.

Discuss and confirm Segment 1 Critical Issues

- Segment 1 Critical Issues were identified and developed at the December and January TT and PLT meetings. These critical issues were used as a basis for concept development during the February 6 Engineering Contractor and Consultant working session. Gina went through the Critical Issues identified to this point:
 - 21 were related to safety.
 - 14 were related to mobility and access, concerns about pavement conditions, traffic flow around the interchanges.
 - Dropping the lane just past the crest of Floyd Hill is a huge issue for mobility.
 - Concerns about impacts to local traffic during construction and how to minimize and mitigate this impact.
 - Various environmental impact concerns include enhancing wildlife connectivity with an added lane, adhering to the ROD for Segment 1.
 - Concern about historic impacts.

- Clear Creek County noted that the commitment made by CDOT through an IGA to build out CR 314 from Exit 241 (between Floyd Hill and the Veterans Memorial Tunnel) needed to be added under Segment 1 “Community” Critical Issues. CDOT reaffirmed this agreement.
- **Comment:** From an alignment perspective, some of these have some issues in terms of what was shown in the ROD. **Response:** Gina noted that yes they did and we will talk about that when we get to the concept discussions. What we found out is that there is not one evaluation criterion that resulted in a concept not moving forward. There were a couple of concepts that we didn’t send out that were developed on February 6 that we are recommending not to go forward.

Presentation of Segment 1 concepts

- **Gina pointed the group to the concept maps that were not advanced.**
 - The first concept not advanced was consistent with a concept in the PEIS to put I-70 in a tunnel south of the current alignment through the known landslide area so traffic could go 65 mph. The 65 MPH alignments were not recommended to be considered further during the Design Speed Study that was conducted last year.
 - The second concept not advanced goes north of I-70 and bypasses the current alignment on Floyd Hill. This option was dropped because it is similar to a parallel alternative option looked at in the PEIS, which was dropped out early in the PEIS process.
- Neither of these alternatives will be looked at again in the concept development process. However, the concept development process will document that the PLT and TT reviewed these documents to confirm and validate assumptions and whether previous findings had changed.
- **Steve Long described the different concepts that were advanced in this round. He explained that the** concept development process and the evaluation matrices function as a funnel. The concept development process is meant to get us to the middle of that funnel, not all the way to the bottom, which is at the point a proposed action is recommended. The funneling process requires PLT, TT, stakeholder and public input to drill down to a deeper level of detail that incorporates project context. Steve reviewed the process up to this point: At the January 18th TT meeting, TT members were instructed to look at Segment 1 topo plot maps and critical issues. TT members brainstormed and drew concepts and critical issues on the maps. The TT then discussed their drawings. Drawings and ideas included on-alignment, off-alignment, interchanges, habitat, historic, community and other related

issues. The PMT took the issues and concepts identified and put them into categories. The categories included: 1) off-alignment, 2) Floyd Hill, 3) Clear Creek, and 4) interchanges.

- On Feb 6, the Engineering Consultant and Contractor teams gathered and, with their expertise, provided some more detailed designs to the four categories listed above. —The teams did not keep the designs general and sketched what that might be; e.g. curves that work with the 55-mph design. After this group work, the teams took the initial drawings back to their offices and produced electronic drawings. The Engineering Consultants and Contractors produced almost 50 different alternatives. Although there were so many alternatives, they could be grouped at a high level appropriate for the concept development into three alignment groups and four interchange groups.
- Once the Engineers presented their 50 options, CDOT analyzed these options and broke them down into “bite-size” alternatives. This resulted in the alignment options that will be presented today. There was a strong emphasis on alignments that were located on the south side of I-70 and on the north side. Some of them also combined EB with WB. We grouped several of these together.
- We also did not go and do permutations of different typical sections (various widths, split vertical alignments, etc. as these will be evaluated in detail in subsequent NEPA efforts
- **Steve Long described the concepts.** The 11 x 17 size maps are “pure” concepts. The bigger maps are the “bite sized” concepts. The hope is that the TT will focus on the specific designs that differentiate the major concepts.

Off Alignment Concepts

- Common theme of trying to get into the valley, which is a relatively flat area north of I-70. This concept options would take long bridges and has potential for tunnels.
- Steve showed a close-up of the off-alignment: westbound and eastbound being separated a bit, including shortening the bridges.
- Anything in grey on the map is a bridge or possibly a tunnel. Orange is eastbound and purple is westbound.

Questions/Comments

- **Q:** Is it possible to construct both interchanges on all of these options? **A:** : This is impossible to answer because, at this point, that is too detailed. We are focused on higher level concepts right now, i.e. thematic sketches.
- **Q:** This was not considered in the PEIS. How long would it take to get environmental clearance on this? **A:** Some of these could be considered as a refinement to some of

the alternatives in the PEIS. If one of these is advanced to NEPA, we would need approval from FHWA. If it's a new alternative, it would be a long process, but it was not precluded in the PEIS.

- **Q:** Who owns the area just out of the right-of-way? **A:** The east side is Frye and the west side is the County's. North of Hidden Valley is a private property owner.

North Alignment Concept

- There were many variations of the north alignment. One idea was a tunnel that ties back in to keep the existing westbound lane open.
- **Q:** Can you address the PEIS commitments through the Greenway and emergency access. Could both of these be addressed by these options? **A:** Yes, we believe so. The Greenway is on our evaluation matrix, as well as the emergency access.
- **Q:** How does design speed relate to the grade on eastbound? Because eastbound is downhill, it is important that speed is not compromised because people tend to go fast downhill. **A:** The intent was to hold at 6%, but it this wasn't possible, so portions of the design go into 7%.

South Alignment Concept

- The south alignment was discussed. Option 3 was very structurally extensive and involves moving from side to side (from the south side to the north side). There is also a lot of bridging over Clear Creek.

Interchange Concepts

- **Interchange Options:** reconfigure US 6 in existing condition, moving the US 6 interchange slightly east, closing the US 6 interchange and moving it to Hidden Valley, and closing the US 6 interchange and moving it to the top of Floyd Hill
- **Rebuilding/Reconfiguring the US 6 Interchange in its Current Location:** The group discussed how to make the existing US 6 interchange work by moving the ramps around in place. This option is very structurally extensive. There are many things to do to get all the movements to work effectively. If the intent is to meet design speed and make the connection, a lot of the environment will be displaced to make the existing interchange work.
 - Gina noted that there are many different types of interchanges (diamond, DDI, cloverleaf, etc.). But because the process is at a very high level at this point in the study, it is not the goal to choose a "best" interchange configuration for a particular location. That will be fully studied in the NEPA phase.

- Putting a full movement interchange at the bottom of Floyd Hill would require a lot of extremes. It is not recommended to put an interchange at the bottom of the hill.
- **Q:** Clear Creek County community representatives asked - From a community perspective for this visioning level, which of these alternatives provide full movement? That is what we are looking for. **A:** Of the concepts discussed so far, all would be full movement.
- Driving down US 6, it would be possible to get on a roundabout, which is a possible way to reconfigure some of the movements at US 6. From the roundabout, it is possible to enter onto the highway. This option would create a hub that all the interchanges could be connected to.
 - CMCA noted that the trucking industry would probably have a heartache with a roundabout. This would put restrictions on the trucking industry.
 - Another solution to truck traffic is may be an underground tunnel.
 - There is a need to be cautious about bike traffic. Roundabouts and bikes don't mix well and could create conflicts. .A note about a roundabout being a calming device. If you go into Pecos, the roundabout is not a calming device.
- For the bike community, noise at the US 6 interchange if it was rebuilt in the same location would be an issue from semis and other vehicles' noise. It would be too loud for bicyclists.
- When CDOT is clearing the roads after or during a snow storm, if it's too close to the bikeway, it becomes a safety issue for bike traffic. The Greenway in the US 6 area is going to be a significant route for bike traffic—to do a loop rather than just riding the canyon.
- It will be important to consider the rafting industry needs in all interchange options.
- **Closing the US 6 Interchange and moving it uphill.** Steve Long discussed the uphill movement of the interchange as the second option.
- **Closing the US 6 Interchange and moving it to Hidden Valley.** Steve Long discussed the Hidden Valley movement of the interchange. The focus of this conversation was on how the movements could be taken out of the canyon and moved west.
 - **Q:** Would anything that is in the Canyon need to go to the Hidden Valley interchange to go to I-70. **A:** Yes.
 - The WB traffic from Frye would use the frontage road to access WB I-70.

- **Closing the US 6 Interchange and moving the traffic to the top of Floyd Hill:** The group discussed how to combine the interchanges at the top of Floyd Hill. There were many common themes in the concepts developed around this idea.
 - Clear Creek County suggested that this reflects a high level neighborhood input. When Floyd Hill was closed, trucks were backed up. People near the fire station were waiting for two hours because they couldn't go a quarter mile to go to get home. This is a neighborhood issue.
 - The roundabout on the other side is not a bad idea, but this is a school bus area. Would we want kids in that area with all the truck traffic?

HDR affirmed that neighborhood input is essential as we get into the evaluation criteria. As this process continues to NEPA, there may be several permutations of the options being presented.

Segment 1 Evaluation/Decision Matrix presentation

- Evaluation Criteria handouts were distributed to the group. The PMT drafted the criteria to determine whether concept options were flawed and would not be able to move forward to the NEPA process.
- Jonathan summarized the ranking shown on the decision matrix. The goal of the following discussion is to understand the TT's reaction and feedback on the matrices.

Comments/Discussion

- A suggestion was raised to add a test whether an interchange option works with the I-70 alignment. If there is some fatal flaw to an alignment related to the interchange, it would be good to see that highlighted as a criterion.
- **Q:** Clear Creek County Do the interchange options address the three critical issues as identified by the PLT—safety, driver expectancy, and tourism driver expectancy. **A:** Yes.
- Gina stated that the consultant team is comparing these alignment concepts to each other and the interchange options to each other. When the consultant team looked at alignments, it was noted that the south alignment generally had more “white” – meaning these options were not responsive to the evaluation criteria. This was because these options had more potential conflicts with the Greenway, the least potential to capitalize on recreational access and facilities, more potential impacts with Clear Creek and its riparian resources, the most challenging geology, etc. when compared to the other alignment options.

- The **off-alignment** was more responsive to the criteria, more compatible with AGS, has minimal impact to the traveling public, supports the recreational activities and facilities that are important to the county.
- Holly Huyck Clear Creek Watershed Foundation asked what the basis is for wildlife connectivity. HDR replied there is more opportunity for wildlife to cross because it is a split vertical alignment., This is an expensive option with capital and maintenance cost issues.
- **Q:** A comment was raised regarding the evaluation criteria that includes the lifecycle costs and how is it being applied. How much would it cost to maintain? **A:** It is all subjective at this point. If it is built in the canyon with no need to work around traffic , maybe it would not be so expensive.
- It was noted that some evaluation criteria are going to have different weights. At some point in time, impacts to traffic may have more weight than cost.
 - HDR noted that with the NEPA process, FHWA lawyers have stated that using weights is not a legally defensible way to come to a decision. Therefore, we don't intend to apply weights. The evaluation documentation will discuss issues and advantages of different options. The key is to provide clear documentation related to how a decision has been made.
- **Q:** What happens to the existing highway if we do realign the highway? **A:** CDOT replied that the ROD allows for 6 lanes from Floyd Hill to the tunnel. If we abandon the existing I-70 in the lower end of the canyon, the highway would be repurposed.
- It was noted that the politics of the issue of a full interchange at the top of Floyd Hill is making the community upset. There are competing interests - everyone wants the westbound PPSL built because the traffic is awful, but the community is getting really tired of the traffic. They are really getting tired with the traffic. But at the same time, they don't want all the impacts.
- Gina discussed the **north alignment** option, which has less impact to Clear Creek, favorable geology and adheres to the ROD.
- Some of these alignments are really close to Clear Creek. The purpose of the matrix is to determine which concepts have more impacts. We are looking at a very high level at these alignments at this point and it is not yet determined whether any concept designs can be dropped out.
- CDR noted that the consultant team was not looking for the TT to provide any conclusions. At this point, the level of analysis needed to take this to the NEPA process is being

determined. If there are flaws in the concept design or evaluation criteria thinking, or anything that was missed, the PMT needs to hear this from the TT today.

- **Q:** Is truck traffic/operations reflected in the evaluation criteria?

CMCA also noted that under it needs to say “safety for all users of the corridor.” **A:** There is agreement that this should be included. Safety for all vehicles should include vertical and horizontal issues.

- **Q:** Does the matrix capture operational issues, e.g. places to chain up, places to pull off the road? **A:** We have “improve traffic operations” on the Decision Matrix.

Q: Should “improved traffic operations” go under intersections rather than alignment?

A: The north and south alignments are essentially what we have now—with 6% grade.

It’s going from 6% to 5.5%. The curve cannot be at the bottom of the 6%. The off-alignment could potentially address those other issues better—but could result in an icy bridge.

- **Q:** Surprised that Criterion 3 would be equal for mobility and reliability. On the alignments with curves, there is a risk of vehicles sliding to the inside under icy conditions especially on bridges. There is a lot of differentiation. **A:** In general, the various concepts have similar lengths of structures. Tunnels could substitute for the bridges however the initial costs and maintenance costs are much greater.
- Interchanges need to be left open to set the alignment.
- John Muscatell noted that Clear Creek County went through the master planning process. (The Clear Creek Master Plan was just approved in January and can be viewed on the website.) It took a year to get the interchange at the top of Floyd Hill off the master plan.
 - Response: The matrix will be revised to *add consistency with 2017 master plan to the matrix.*
- Clear Creek County suggested the need to have a segment-specific aesthetic to be consistent with the Clear Creek Master Plan (not the visioning document).
- Clear Creek County noted that for water and sewer—they prefer for the economic development for sites to have access to county services.
- Regarding consistency with Greenway improvement, the second column seems to be the only option that works with the master plan.
- **Top of Floyd Hill.** There was a comment from Clear Creek County that some of the wording on the decision matrix should be revised for this option. Gina asked John Muscatell to give

specific recommendation as to how to revise the wording on the Decision Matrix. *John provided to Gina handwritten suggestions for the Decision Matrix.*

- A concern was raised by Tom Gosiorowski about one person (John Muscatell) rewording the decision matrix. How are we going to prevent one individual from revising an option to suit his need?
- John replied that what he suggested was 3 years' worth of work with the community. He is merely the messenger.

Action Item. Make changes to the decision matrix based on comments received today and distribute the revised matrices to the Technical Team for review. HDR/THK/CDR

- There were no comments regarding the **Hidden Valley West** option.
- **Slightly East.** Is there any way to get those as far downhill as possible? Traffic is trying to slow down and wait for all the traffic going uphill. *Response:* There is constructability issue with landslide.
- There were no comments on the **full movement at the current location** option.

Discuss/confirm Segment 2 Critical Issues

- Jonathan pointed the group to the Segment 2 Issues handouts and asked the group to take 5 minutes to review and note things that are missing or want to highlight and discuss with the group today.

Comments

- Clarify Item 1 (lack of corridor project management) under Safety: There are multiple construction efforts going on at the same time and a multi-project traffic management is needed to make sure the traveling public aware of any road closures.
- Clarify Item 5 (stop sign at Exit 239) under Safety: Exit 239 is way up the west end of Idaho Springs and there is no ramp there, so what is the problem at 239? The issue is mostly the eastbound off-ramp not having a stop sign, but it is really an intersection issue, not just a stop sign issue.
- The westbound off-ramp at 239 drops traffic into a residential area and there is concern in Idaho Springs about how that traffic interacts with the residential area. It is an awkward exit ramp and no exit sign at the off-ramp.
- At the 239 east bound off-ramp you are bringing in high traffic, so you have traffic coming down the ramp that doesn't stop into an area where vehicles are trying to merge into

traffic. Colorado Boulevard is angled in such a way that you can't see traffic coming from the east.

- There is issue with sight distance, speed, and traffic.
- For the eastbound on-ramp, there are narrow shoulders along that segment.
- Idaho Springs and Clear Creek County are a big consideration for this project, but the construction impacts from this kind of project go well beyond these two areas.
- Exit 240 is the main corridor to the National Forest—just a consideration to keep in mind. Sounds like there is already a study done, but this is a very big portal for the Clear Creek District.
- Mobility and Access—when the right-of-way for I-70 was originally established through Idaho Springs, ROW in some areas was not clearly defined. One question is related to Water Street – is that in CDOT ROW?
- Area just west of 240 where Water Wheel Park is—this area is very tight. Need to protect not just the park but city parking on the other side.
- Regarding groundwater contamination—there was a lot of mine shaft activity through Idaho Springs.

Action: Suggestion to contact Christine Bradley to get the latest mapping.

- Entrance ramp is short (eastbound on-ramp), is there a way to adjust the median one way or another to make it more comfortable for drivers? Eastbound on-ramp is not long enough. Yes, we will look at it.
- Maintenance of noise walls as well as signage. Signage is not adequate for the scenic byway. The problem is consistency with signage throughout the corridor, including I-70.

An example of signage inconsistency is with Exit 240. It says Mt. Evans exit but doesn't say that this is a historic district or that this is the main exit for Idaho Springs. Do we want to think about the east entrance to Idaho Springs as 241 and the west entrance as 239? Also, some of the signs are printed brown but then another sign next to them are not.

- CDOT suggested the County come up with a concept on how to coordinate signage consistency.

- Between 240 and 239, on the south side, there is currently a path that goes along the Forest Service property. Gina replied that, yes, compatibility with the Greenway plan is a consideration.
- There is visibility/sight distance problem at Exit 240/241 on the west end.
- For the historic context relook at commitments in the Section 106 Programmatic Agreement. There are some commitments to inventories in Idaho Springs.

Next Steps, Public Meeting, Scheduling, and Action Items

- CDOT noted that the process for Segment 1 seemed to work very well and suggested rolling it over to Segment 2. This is a PPSL-type solution, do we want to go through the same process and continue? We don't really have alternatives, we are not going to split the alignment. Perhaps we need to just go to the contractors after this next TT meeting.
- A question was raised about the need on Segment 1 to make such a drastic change if we are only adding one lane, and why we can't we just add a lane in the Floyd Hill segment.

Response: It is because we need to blast the canyon to add 12 more feet of pavement, as well as address some of those sharp curves. The goal is to make it a 55 mph road. In terms of constructability, if we construct it, some of the big rock cut through the hill would take 6 months of blasting. So in terms of constructability, it's not going to be easy.

- From the PLT's perspective, we need to allow more time to pursue some of the issues. Suggest continuing the process as we did for Segment 1.
- A suggestion was raised about combining the PLT and Technical Team and meeting as one group to talk through all these things.
- There was a suggestion that since there are a number of constraints in this area, there are not many options. Maybe it would be good to see what the contractors and designers can come up with.

Clear Creek County agreed and suggested having the contractors come up with concepts, then the Technical Team meet again to review the concepts.

The group agreed to have the PMT develop concepts for Segment 2, bring the ideas to the Technical Team at the March 8 meeting, allow the Technical Team to review the ideas and then have an engineering contractors and consultants working session to look at other concepts for critical areas such as at US 40.

- Jonathan announced the public meeting coming up on March 14 at Clear Creek Recreation Center and asked the group to get the word out.

Westbound I-70 Mountain Corridor - Concept Development Process
 Technical Team (TT) Meeting
 February 23, 2017

- The TT asked to include the project limit -- top of Floyd Hill and going to Empire Junction – to the flyer.
- **Action: CDR to update flyer. TT to distribute flyers.**
- Next PLT meeting is March 6 and next Technical Team meeting is on March 8.

Attendees

See attached sign-in sheet.

Action Items

Action	Responsible Parties
• Revise Decision Matrix and issues based on comments received	HDR/THK
• Distribute revised Decision Matrix and Critical Issues to Technical Team and PLT	CDR
• HDR to develop concepts for Segment 2	HDR
• Present Segment 2 concepts to Technical Team	CDOT?
• Convene Consultants and Contractors to develop concepts for Segment 3 critical issue areas	
• Confirm Segment 2 and 3 issues	CDR/HDR
• Contact Christine Bradley for latest mapping information	HDR
• Add project limits to project flyer	CDR
• Next PLT meeting: March 6 <ul style="list-style-type: none"> ○ Distribute agenda and meeting materials 	CDR
• Next TT meeting: March 8 <ul style="list-style-type: none"> ○ Distribute agenda and meeting materials 	CDR

On Wed, Mar 1, 2017 at 9:49 PM, **Brandon B. Marette (Colorado Parks and Wildlife)** Marette - DNR, Brandon <brandon.marette@state.co.us> wrote:

Good evening Neil,

Earlier today I setup a meeting with the District Wildlife Manager (Joe), Aquatic Biologist (Paul), and the Terrestrial Biologist (Lance-all cc'd) to discuss the recent I-70 West meeting. I wanted to summarize our meeting with the following recommendations and questions:

Alignment Matrix

-Row 11:

Change the Off Alignment box to white, as it will add another barrier for year-round bighorn sheep use.

Change the North Alignment box to green, as this option is CPW's preferred 1st choice, and change the text "More" to "Fewer".

-No changes to Row 12 (e.g, CPW agrees with that assessment).

Interchange Matrix

-Row 11:

Change the Hidden Valley box to green, and change "Most" to "Less".

Change the Top of Floyd Hill box to green.

-Row 12

Change the Hidden Valley box to yellow, and change "Most" to "Lesser". (or "Less" if we're being consistent across the matrix).

Change the Top of Floyd Hill box to green, and change "Lesser" to "No".

Bighorn Sheep

Bighorn sheep should be emphasized more in the planning process as they are located mainly north of I-70 throughout most of the corridor (see Figure 1 below, which was taken from this technical report that has a lot of helpful figures and charts: <https://cpw.state.co.us/Documents/WildlifeSpecies/Mammals/Bighorn-Sheep-Georgetown-TechReport.pdf>). This document, which I just learned about, should be an invaluable tool in the planning process to help us learn: 1) where the bighorns typically occur and what time of year, and 2) when and where bighorns are involved in highway collisions.

As discussed above in the matrix changes, the reason CPW does not prefer the Off Alignment alternative is because of the extensive bighorn use in the proposed route (see Figure 24 below). However, this recommendation and map agrees with the Reconfigure Intersection alternative which currently states "Most Impacts to Wildlife". Given the extensive bighorn sheep use in Segment 1, perhaps later down the road we should consider a Wildlife Viewing Area similar to the one at Georgetown Lake?

Regarding bighorn-vehicle collisions, Figure 16 below shows that bighorns are most often hit on I-70 during the month of April. *Note, if CDOT desires an immediate action item (reduce vehicle collisions in the corridor), we would be recommending adding "Watch for Bighorns" (or equivalent) on the variable message signs throughout the month of April throughout the corridor on the westbound lanes (since bighorns are mainly north of I-70). Is that something you can have someone implement next month? It is particularly imperative around the I-70/Hwy 40 intersection, as shown below in Figure 62.

Segment 2 Issues

CPW has no terrestrial wildlife concerns for Segment 2, but asked that the project inventory existing grade control structures in Clear Creek in this segment, and make some/all of them

On Wed, Mar 1, 2017 at 9:49 PM, **Brandon B. Marette (Colorado Parks and Wildlife)** Marette - DNR, Brandon <brandon.marette@state.co.us> wrote:

more fish-friendly for passage. Also CPW requests that any channelized sections be improved (e.g., have bends) where opportunities may arise. CPW also realizes these recommendations may conflict with rafting interests, but believe both sets of goals can be accomplished when we get to that specific discussion.

Questions (feel free to call if it's easier to answer these questions)

We came up with the following questions during today's meeting:

- Is this project only proposing one additional lane in each direction (3 lanes in each direction for a total of a 6-lane highway)?
- Will this additional lane be tolled?
- Will this additional lane be only used on weekends and restricted from use on weekdays?
- Approx. how long is the addition of this extra lane expected to last before another highway expansion is needed (e.g., 10 years from now, or more like 30 years)?
- To confirm, this project area stops at the top of Floyd Hill exit? I ask since CPW is somewhat concerned about the elk herd just east of this exit that is known to cross I-70.

If you have any questions about any of these recommendations, please feel free to contact me. Also I will not be able to make the next technical team meeting, but Joe should be there.

Cheers,

Brandon B. Marette
Northeast Region Energy Liaison



Direct (303) 291-7327
6060 Broadway, Denver, CO 80216
brandon.marette@state.co.us | cpw.state.co.us

THINK SAFETY FIRST!

On Wed, Mar 1, 2017 at 9:49 PM, **Brandon B. Marette (Colorado Parks and Wildlife)** Marette - DNR, Brandon <brandon.marette@state.co.us> wrote:

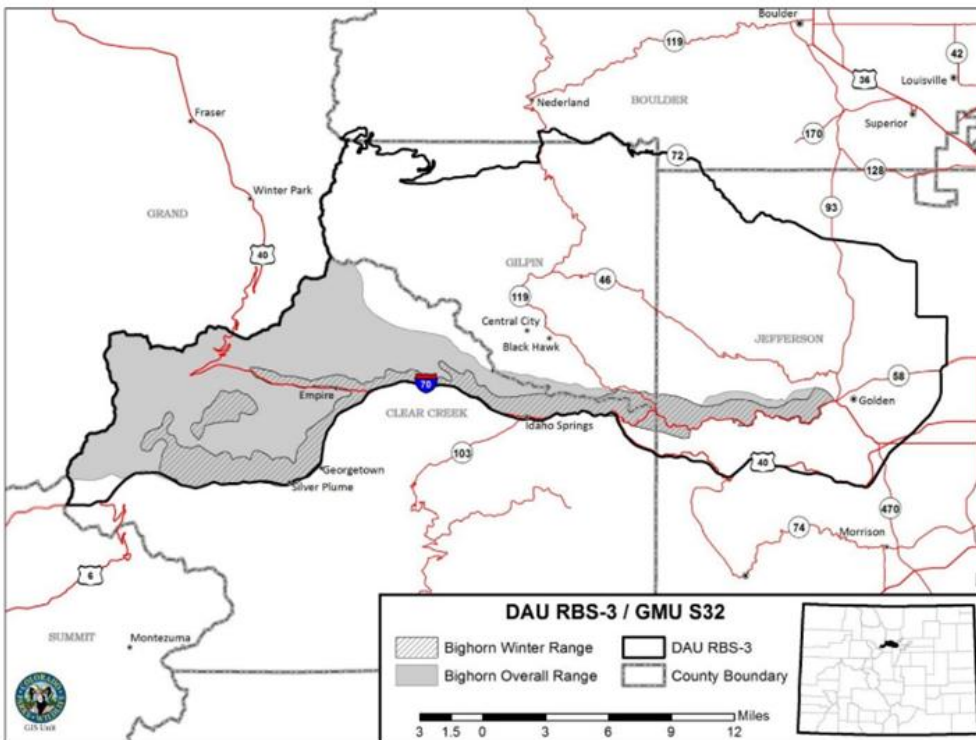


Figure 1. Distribution of bighorn sheep in the Georgetown herd.

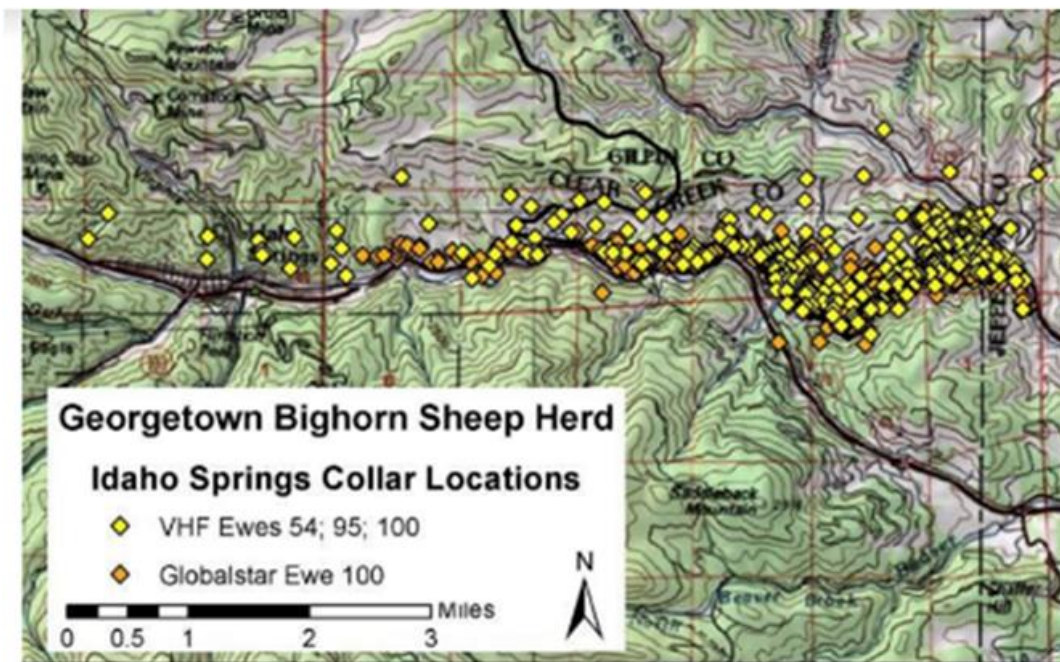


Figure 24. Collar locations of ewes from the Idaho Springs subherd of the Geor

On Wed, Mar 1, 2017 at 9:49 PM, **Brandon B. Marette (Colorado Parks and Wildlife)** Marette - DNR, Brandon <brandon.marette@state.co.us> wrote:

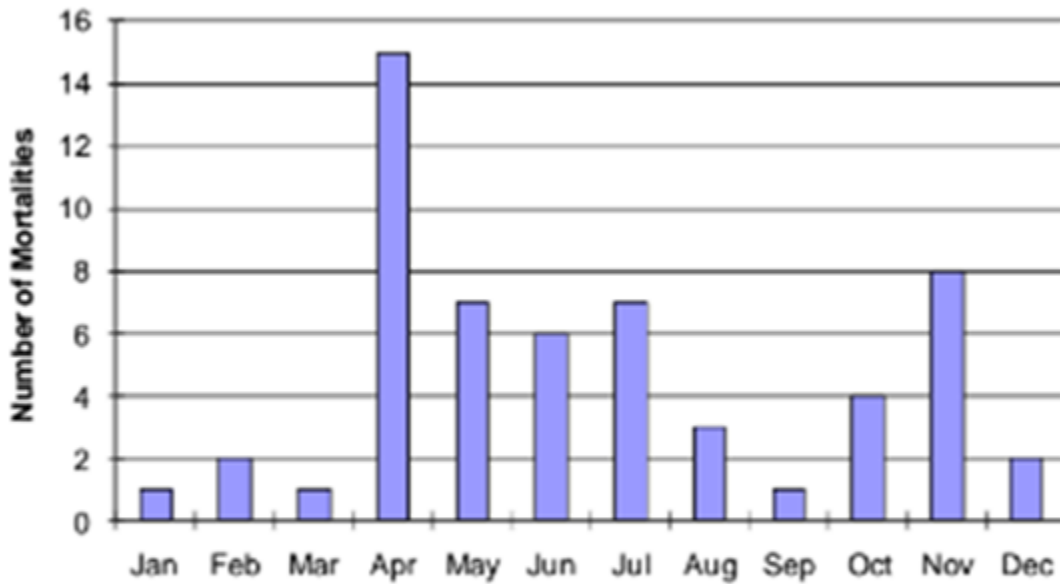


Figure 16. Timing of vehicle collision caused mortalities in the Georgetown bighorn sheep herd from 2006 to 2010.

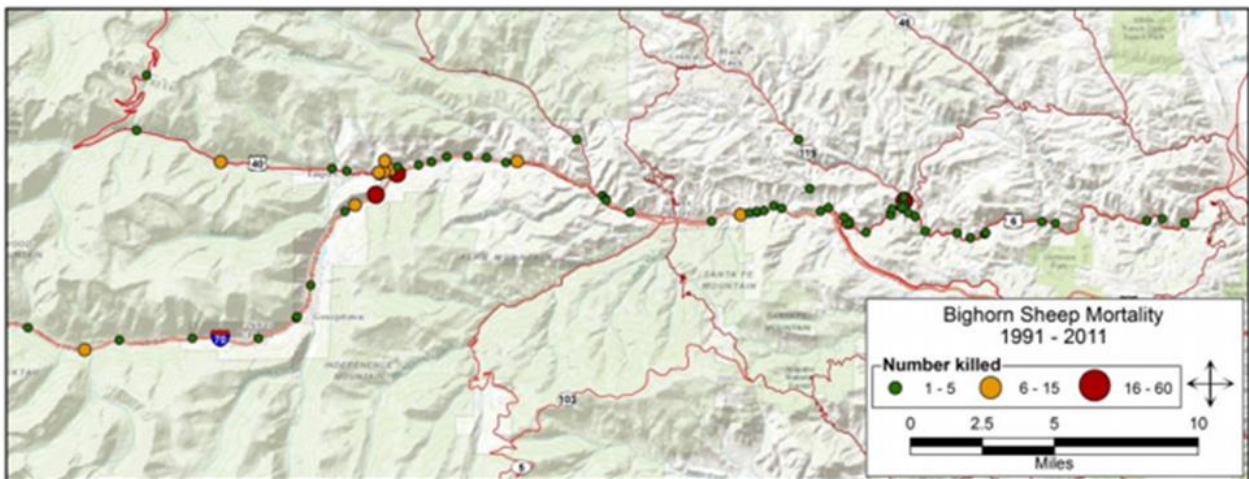


Figure 62. Locations of vehicle caused bighorn sheep mortalities from 1991 to 2010. The numbers indicate the number of bighorn sheep killed at each location where more than 1 bighorn was killed.



MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process

Project Leadership Team (PLT) Meeting

Monday, March 6, 2017

12:00 pm – 3:00 pm

Agenda

Meeting Purpose: To review Segment 1 Concepts and Evaluation Matrix, confirm Segment 2 Critical Issues, and discuss Segment 2 concept development process.

Time	Agenda Topic
12:00 pm – 12:15 pm	Introductions, Timeline and Process Overview
12:15 pm – 1:30 pm	Review and Discussion: Segment 1 Concepts and Evaluation Goal: Provide an overview of the Segment 1 Concepts (alignment and interchange), Concept evaluation and summary of TT discussion from Feb. 23 rd .
1:30 pm – 1:45 pm	Break
1:45 pm – 2:15 pm	Discussion: Review Segment 2 Critical Issues Goal: Identify corridor context and confirm previously discussed Critical Issues for Segment 2.
2:15 pm – 2:45 pm	Discussion: Process for developing Segment 2 and Segment 3 Concepts and Evaluation Goal: Agreement on the process and timeline going forward.
2:45 pm – 3:00 pm	Charter Confirmation and Next steps Goal: Discuss Charter and define expectations at public meeting.

MEETING SUMMARY

Attendees

Steve Harelson, Randy Whellcock, Tim Mauck, Cindy Neeley, Joe Mahoney, Mike Hillman, Neil Ogden, Steve Long, Chris Pinot, Kevin Shanks, Gina McAfee, Kevin Brown, Margaret Bowes, Carol Kruse, Scott Vargo, Wendy Koch, Bob Smith, Kelly Larson, Joseph Feiccabrino, Adam Bianchi

Agenda Review

CDR reviewed the agenda. All attendees agreed to the agenda as presented and the meeting proceeded.

Timeline/Schedule and Process

Segment 1 Evaluation

- The PLT was asked to continue sending in any feedback they have on the two evaluation matrices. These will not be finalized until the end of the process in June.

Segment 2 Concepts

- Develop Segment 2 Concepts throughout March and April with the TT and Consultant/Contractor teams
- Once the Segment 2 Concepts have been developed and an initial evaluation has been prepared and reviewed by the TT, these concepts will be discussed with the PLT
- These concepts will be finalized in June along with Segments 1 and 3.

PLT members from Clear Creek County provided feedback they had received from their TT member contacts. Feedback included:

1. It was very difficult to follow the various concepts presented at the last TT meeting. The concepts were reviewed quickly and were up on a screen. The maps are not big enough in the shared DropBox Folder, PLT and TT members are unable to adequately view the maps to prepare for meetings.
 - a. **ACTION:** In addition to hanging maps/concepts around the room, HDR will provide printed maps to each PLT and TT member for future meetings. HDR will re-image the maps to upload larger versions on Dropbox that are readable. CDR will upload new maps.
2. The evaluation process needs to be clarified. A timeline is needed that people can understand and follow for Segment 1, Segment 2 and Segment 3. At this point, it is unclear to the TT and PLT when a product is “final” and when conclusions need to be reached.
 - a. **ACTION:** PMT to clarify that all documents are working documents until June. PLT and TT members are welcome to send comments on Critical Issues, Concepts, Evaluation Criteria and the evaluation matrices from now through June.
3. Fatal Flaws – TT members had the impression that if there is a fatal flaw in a concept, they were not supposed to weigh in.
 - a. **Response:** The TT should definitely weigh in re: fatal flaws. However, what one TT members sees as a fatally flawed concept, another TT member may see as a concept that meets all of the needs. Therefore, each concept will go through evaluation criteria and process to ensure the needs of the entire corridor and corridor context are taken into consideration.
4. Selection of colors on Decision Matrix - it can be difficult to understand why things were “fair, better or best.” The PLT and TT need clarity on what type of thought process and differentiating factors make a decision for fair, better or best?? For example, “enhancing tourist potential” - what differentiates the colors chosen? Why is something rated as better or best? Can criteria be weighted?
 - a. **Response:** In some cases it is a judgement call. The matrices are developed so that each cell should have enough wording in it to explain why one concept was rated differently than another one. The TT and

PLT feedback is also critical here. There is no weighting of criteria as using weighted criteria is not legally defensible in NEPA.

ACTION: HDR and THK will double check all of the matrices to make sure the wording in each cell clearly describes why one concept is then rated differently than the others.

Decision Matrix Segment 1 – Next Steps

- PLT and TT are asked to let this sit and continue to provide feedback

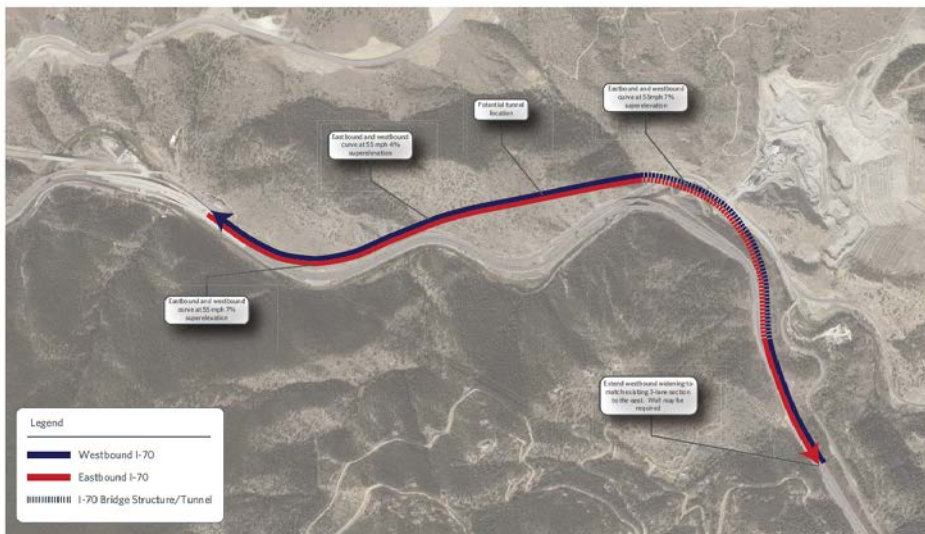
Additional PLT Comments Re: construction process

- Clear Creek PLT members noted the need to be responsive to the community and its daily needs. For example, if a problem arises with a contractor during design or construction, there needs to be repercussions. It is important to think about the local community, rush hour, and how the community functions. For example during construction – can a rolling stop of traffic start at 8:15am instead of 7:00am so people can get to work.
- There was additional discussion around traffic control accountability, coordination and training.

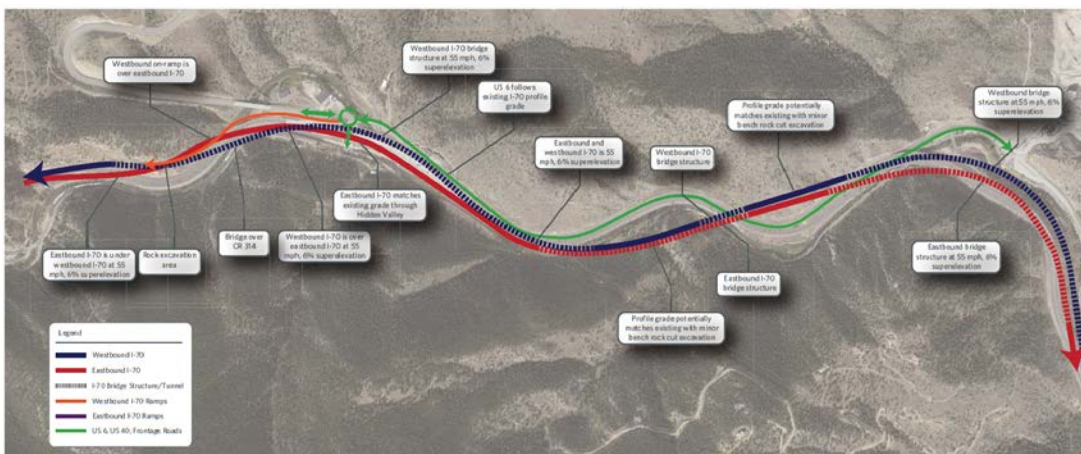
Presentation and Discussion of Segment 1 Concepts and Evaluation

Since the last TT meeting, HDR simplified the Concept maps to be less engineered/technical and more higher level . The maps are still true to approximate size and scale. These maps are based on the first TT meetings and subsequent consultant/contractor meetings (together, these meetings came out with approx. 30 different alternatives matched with different scenarios). HDR took these alternatives and places them into “buckets.” These are discussed below:

- **Mainline/Alignment:**

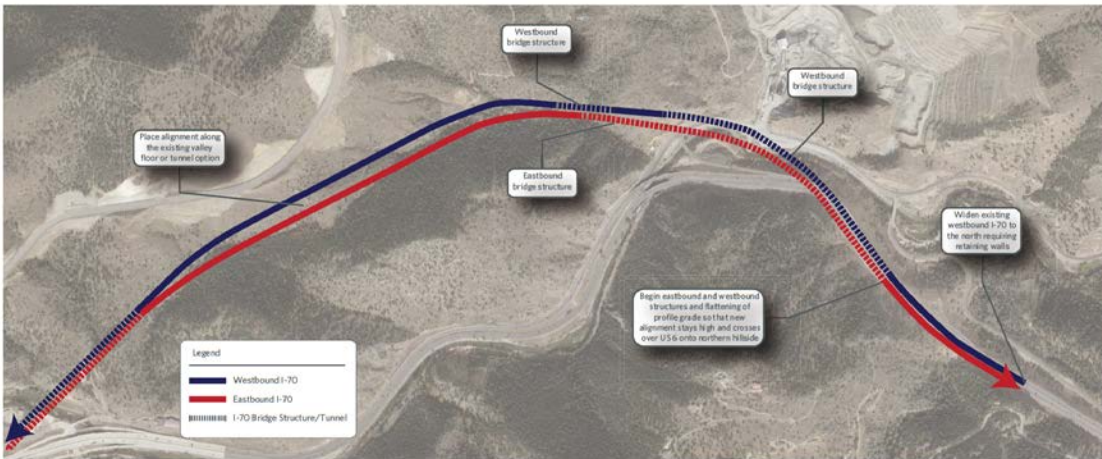


North Alignment concept – this concept held the profile high with a bridge. It comes up off the north wall or behind the valley (there is a significant profile shift in Floyd Hill).

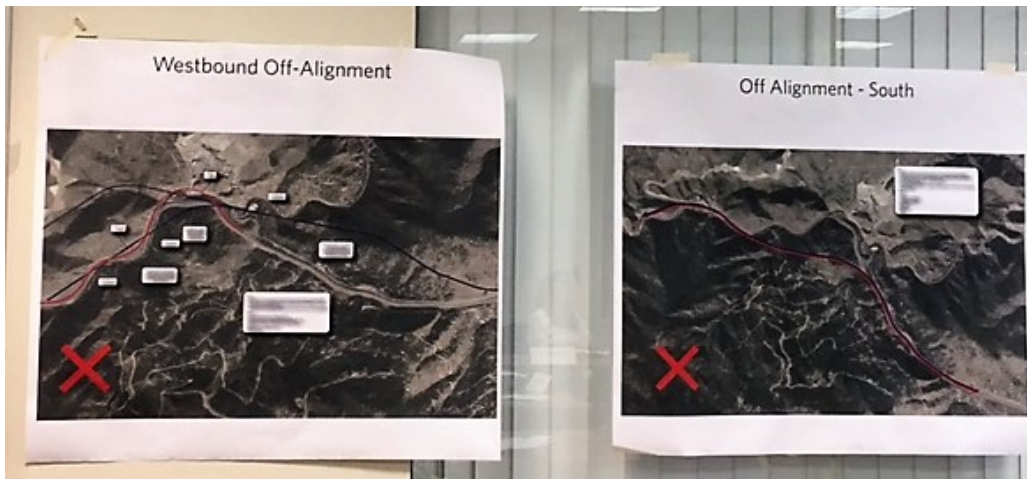


South alignment concept – thread into Floyd Hill

- **Off-Alignment:** Goes into the valley on the north side of road. Would need bridges and tunnels.

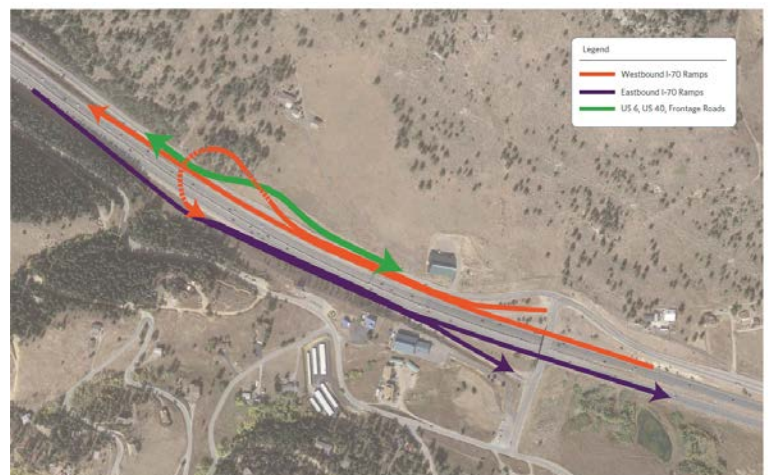


- Two of the “way off-alignment” options were crossed off primarily due to geotechnical, well water, landownership, US 6 integration considerations. Both were also considered either during the Programmatic EIS process or during the subsequent Design Speed Study and were recommended to be dropped at those times. **See below**
 - These two alignments included the “Westbound off-alignment” - avoiding Floyd Hill completely and the “Off-alignment South,” avoiding Floyd Hill.



Interchanges

Close Interchange at US 6
Move to East (Top of Floyd Hill)



The Close Interchange at US 6 (move to east) concept, pictured above, moves the interchange to the east. Traffic from US 6 will need to go back up the hill. This options does not seem friendly to trucks or community. Intersections at both ends will be modified. Impacts are at the north side because all traffic will need to come up north side.

Close Interchange at US 6 Move to West (Hidden Valley)



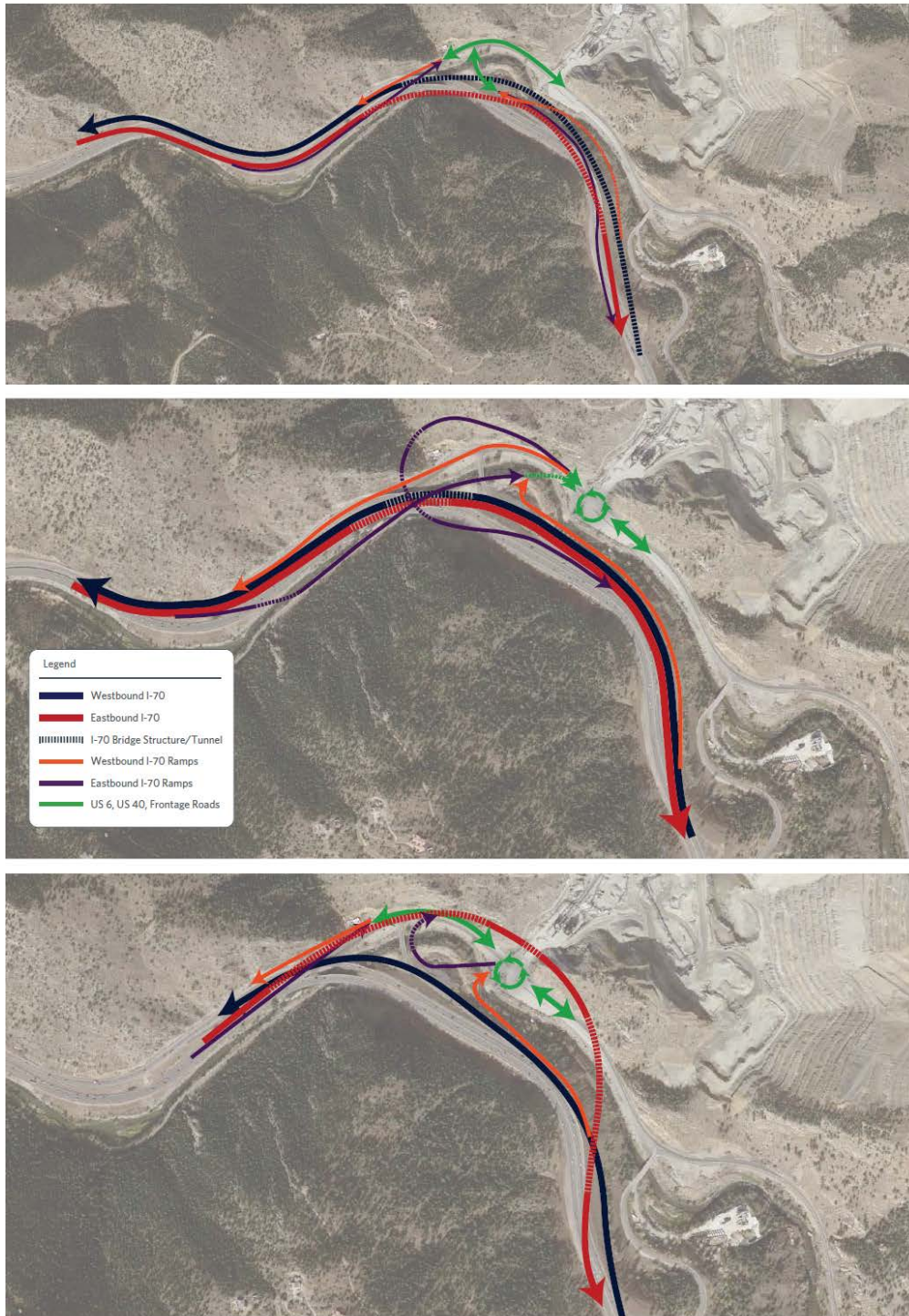
The above option takes all movements on the bottom of US 6 and moves them over to Hidden Valley.

Partial/Complete Closure of US 6 Interchange Shift Other Movements to East



These above maps are an interchange complex to address the issue of combining geometric movements with another location. The top drawing looks like it handles everything, but purple arrow is VERY steep.

Reconfigure US 6 Interchange Full Movements at Current Location



Keeping the interchange where it is will take a considerable amount of land to make these movements geographically appropriate for the context. The question here is how all of the movements will meet FHWA and CDOT criteria without putting in difficult ramps.

General comments and discussion regarding alignment and interchange options:

- Exits and onramps will be moved to the right of the highway to meet driver expectations
- Context is addressed differently in each option.
- There are a lot of different interests to meet for the reconfiguration of the US 6 interchange.
- It is important to think about truck movement, e.g. turning. This will be greatly impacted by how the interchange functions.

Evaluation Matrix – Segment 1

Discussion of Level of Detail and How the Decision Matrix Will be Used:

- The Matrix was modified to reflect input from TT members, PLT and CPW.
- The segment-specific section at the bottom considers the specific context of Segment 1. Rows 1-18 will be the same for each segment.
- **Question:** How were these concepts scored and why?
 - **Answer:** Criteria was ranked for each alignment and scored. South Alignment has a little bit more white, but no reason to drop any of the options out at this point. The PMT incorporated all comments from TT into the matrix so long as there was justification. Further, the CCC Master Plan consistency is now a criterion.
- The TT has received the Segment 1 Matrix and asked to provide comment. It is a DRAFT matrix and the TT will be able to continue submitting comments throughout the process. This will be reviewed again at the 3/8/17 TT meeting.

Segment 2 Critical Issues Review and Discussion

- The Critical Issues were updated by the TT and CPW.
- The TT has been advised of the engineering criteria that go with CSS.
- PLT modified the Critical Issues to include:
 - School bus travel
 - Exit 103 as a portal for entering and access to USFS
 - Snow plowing added to Mobility issue #8
 - Change to “Idaho Springs Historic District and structures should be noted and considered”
- The updated Segment 2 Critical Issues will be placed in DropBox. The PLT is asked to review to ensure all Critical Issues are captured.

Process Review for Developing Segment 2 and Segment 3 Concepts and Evaluation

- The TT agenda for the 3/8/17 meeting was reviewed with the PLT. The PLT agreed with the TT agenda as presented.
- The PMT and PLT agreed to the following process for the next TT Meeting on 3/8:
 - Review Segment 1 Critical Issues, Concepts and evaluation of the concepts in the Decision Matrix. Gather and document TT feedback.
 - Review Segment 2 Critical Issues and Concepts. Gather and document TT feedback.
 - Segment 2 Decision Matrix criteria will be listed for the TT but not filled in. We will plan to just review criteria with the TT.
 - Allow TT to absorb critical issues and concepts prior to going through decision matrix at the following meeting in late-April.

- PMT will ensure that people understand how the text in each box is differentiated prior to adding color and rating.
- **ACTION:** Provide PLT a document that visually tracks how to get to the conclusion of each segment and then integrate this with the conclusion of the entire process.
- **PLT would like another check in in April.**

Public Meeting Discussion

- Cannot seem like CDOT driving the meeting. PLT is encouraged to come to the meeting to talk about critical issues board, context, process and concepts.
- PLT agrees that is important to communicate that we are learning from past mistakes and doing due diligence (i.e bridges in Idaho Springs).

Next Steps

CDOT has released 2 RFPs for this corridor –

1. One is closed -- PPSL
2. Come out in 10 days – Floyd Hill

These have been distributed to Clear Creek and a selection should be made this summer.

The next PLT meeting should be 2 hours, not 3.

ACTIONS

1. **ACTION:** In addition to hanging maps/concepts around the room, HDR will provide printed maps to each PLT and TT member for future meetings. HDR will re-image the maps to upload larger versions on Dropbox that are readable. CDR will upload new maps.
2. **ACTION:** PMT to clarify that all documents are working documents until June. PLT and TT members are welcome to send comments on Critical Issues, Concepts and Evaluation Criteria from now through June
3. **ACTION:** CDR/HDR to provide PLT a document that visually tracks how to get to the conclusion of each segment and then integrate this with the conclusion of the entire process.
4. **ACTION:** CDR to update Critical Issues list for Segment 2
5. **ACTION:** HDR and THK will check the wording in each cell of the matrices to make sure it adequately describes different ratings.



MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process Technical Team (TT) Meeting

Wednesday, March 8, 2017

12:00 pm – 3:00 pm

Clear Creek Metropolitan Recreation | 98 12th Ave, Idaho Springs, CO 80452

Agenda

Meeting Purpose: To confirm Segment 1 Concepts and Decision Matrices and input from PLT. To review and gather input on Segment 2 Concepts and evaluation criteria. To confirm Segment 3 Critical Issues.

Time	Agenda Topic
12:00 pm – 12:15 pm	Introductions and Agenda Review
12:15 pm – 12:45 pm	Review and Agreement: Confirm Segment 1 Concepts and Decision Matrices Desired Outcome: TT reviews and confirms Segment 1 Concepts and Decision Matrices
12:45 pm – 1:30 pm	Review and Discussion: Review Segment 2 Critical Issues and Concepts Desired Outcome: TT provides feedback and has an understanding of Segment 2 Concepts.
1:30 pm – 1:40 pm	Break
1:40 pm – 2:20 pm	Review: Introduce Segment 2 Decision Matrix Criteria Desired Outcome: TT reviews and provides feedback on evaluation criteria.
2:20 pm – 2:45 pm	Discussion and Activity: Confirm Segment 3 Critical Issues and Context Desired Outcome: TT confirms Critical Issues and context for Segment 3.
2:45 pm – 2:55 pm	Review and Discussion: March 6 PLT Meeting Outcomes and Key Themes Desired Outcome: TT understands key outcomes, decisions, public meeting and process timeline suggestions from the March 6 th PLT meeting.
2:55 pm – 3:00 pm	Action Items, Next Steps and Closing

MEETING SUMMARY

Introductions, Agenda Review and Process Check in

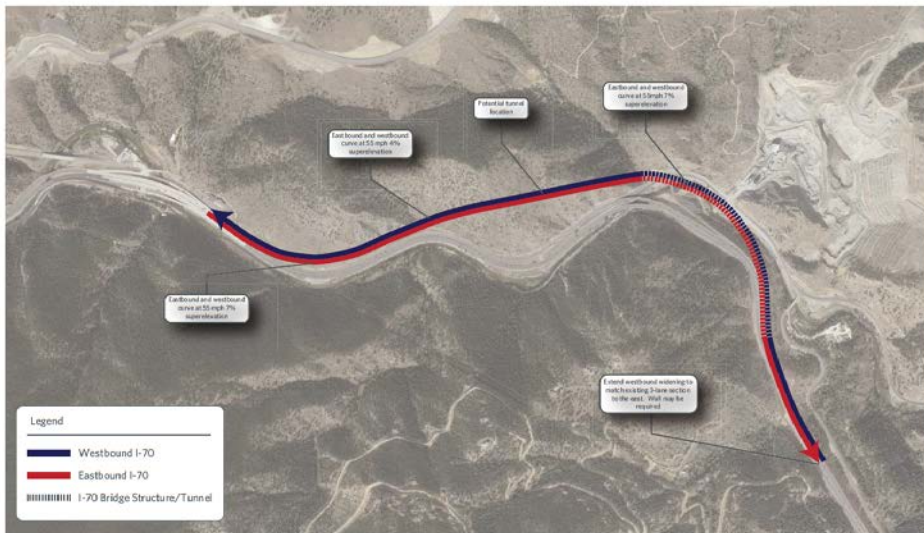
TT members introduced themselves and reviewed the agenda. The agenda was acceptable to the group as presented and the meeting proceeded.

The Project Management Team clarified to the TT that all Critical Issues, Concepts, and Evaluation Matrixes are works in progress. The TT should continue to provide feedback and commentary throughout the process until documents and project report are finalized in June.

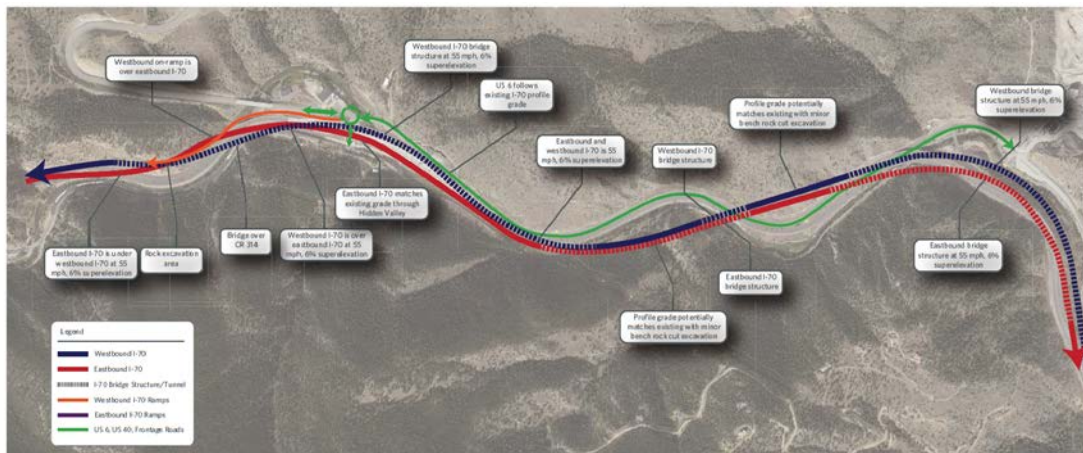
Segment 1 Concepts

Since the last TT meeting, HDR simplified the Concept maps to be less “engineered/technical” and at a higher level. The maps are still true to approximate size and scale. These maps are based on the first TT meetings and subsequent consultant/contractor meetings (together, these meetings came out with approx. 30 different alternatives matched with different scenarios). HDR took these alternatives and places them into “buckets.” These are discussed below:

- **Mainline/Alignment:**

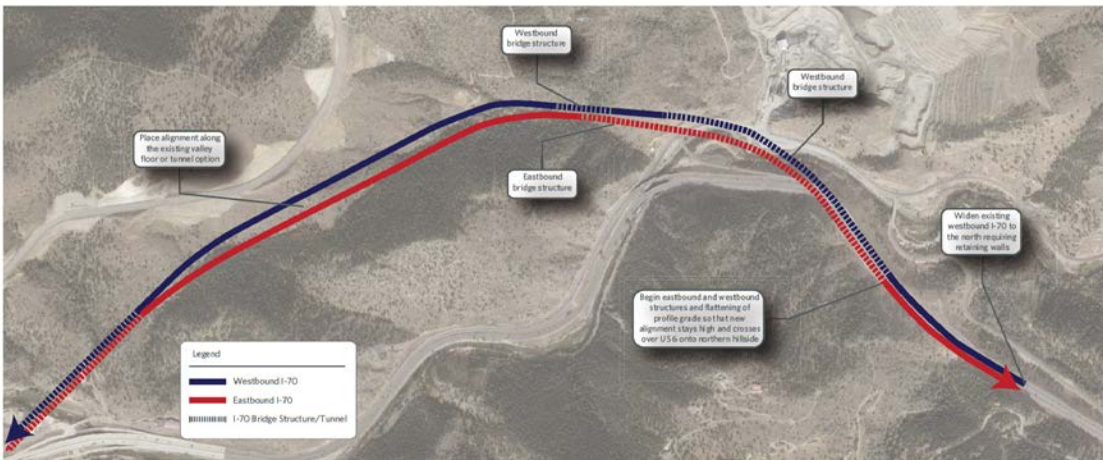


North Alignment concept – this concept holds the profile high with bridges beginning mid-way down Floyd Hill. The alignment is benched above the grade of I-70.



South alignment concept – The profile is raised beginning midway down Floyd Hill, then crosses to the south side canyon before swinging back to the north side to connect to the Hidden Valley interchange.

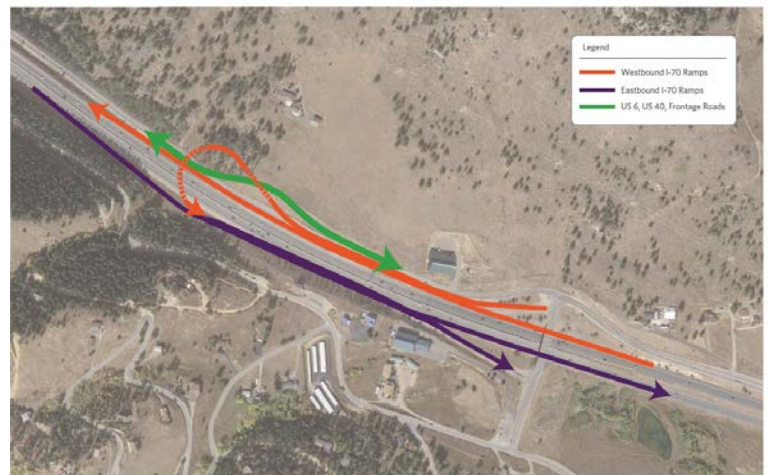
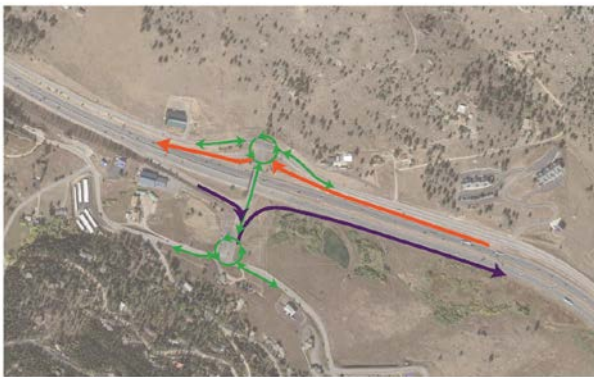
- **Off-Alignment:** Goes into the valley on the north side of road. Would need bridges and tunnels.



- Two of the “way off-alignment” options were not advanced primarily due to geotechnical, well water, landownership, US 6 integration considerations. Both were also considered either during the Programmatic EIS process or during the subsequent Design Speed Study and were recommended to be dropped at those times. These two alignments included the “Westbound off-alignment” - avoiding Floyd Hill completely and the “Off-alignment South,” avoiding Floyd Hill.

• **Interchanges**

Close Interchange at US 6
Move to East (Top of Floyd Hill)



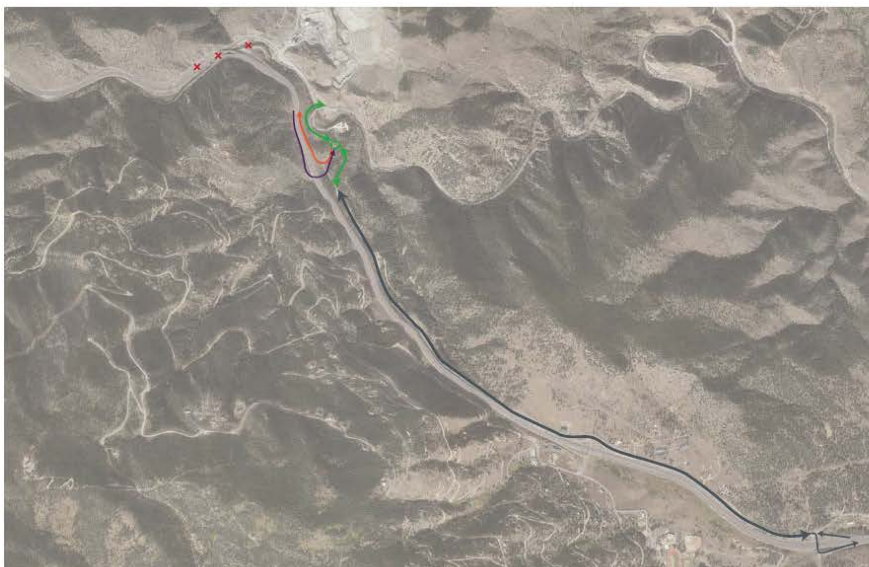
The Close Interchange at US 6 (move to top of Floyd Hill) concept, pictured above, closes the US 6 interchange and moves it to the top of Floyd Hill. Traffic from US 6 will need to go back up the hill. This option does not appear to be optimal for trucks or community. Intersections at both ends will be modified.

Close Interchange at US 6 Move to West (Hidden Valley)



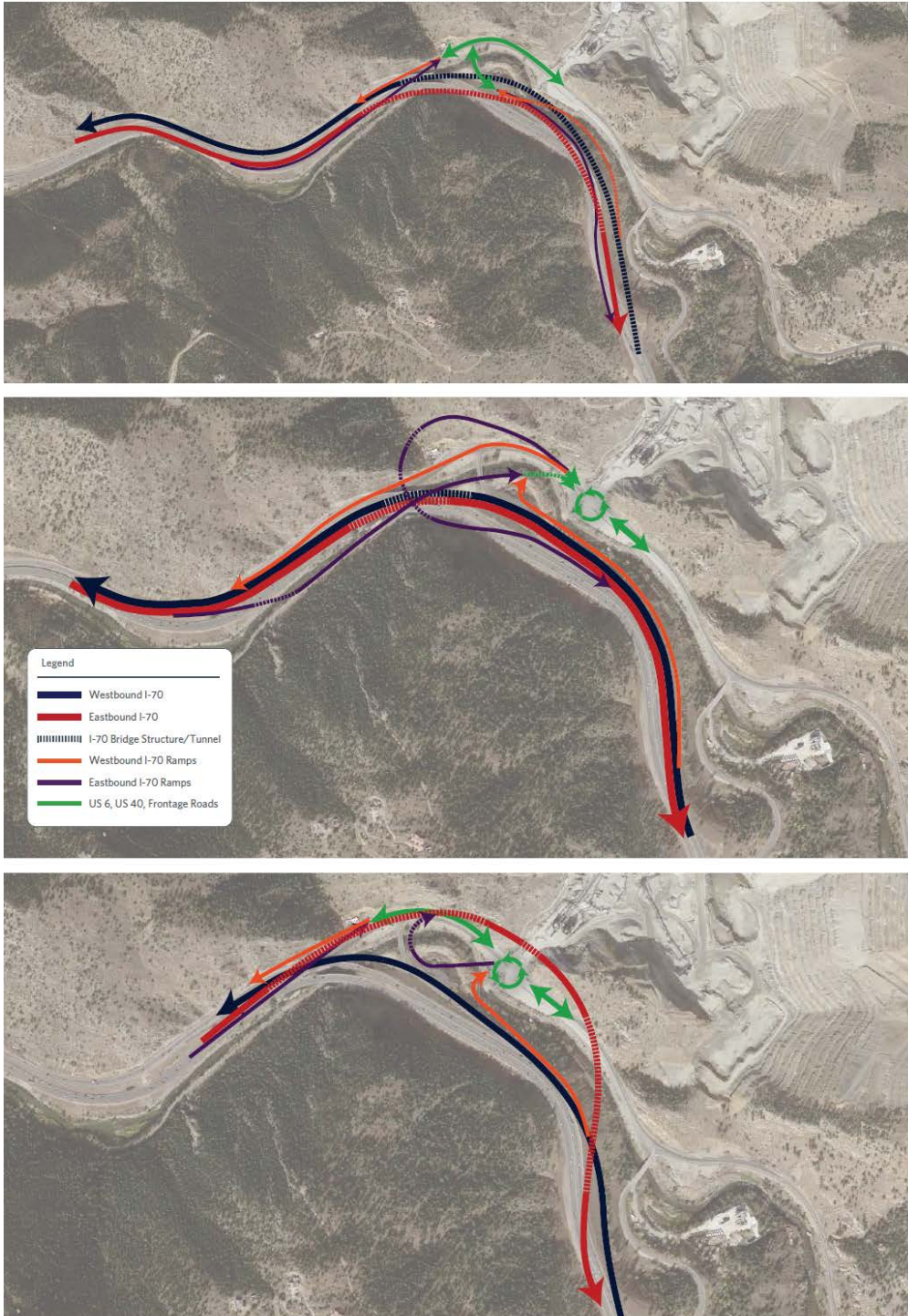
The above option takes all movements from the bottom of US 6 and moves them over to Hidden Valley.

Partial/Complete Closure of US 6 Interchange Shift Other Movements to East



These above maps show an interchange complex that moves some of the US 6 movement approximately 1500 feet up Floyd Hill. The top drawing looks like it handles everything, but the purple arrow is very steep.

Reconfigure US 6 Interchange Full Movements at Current Location



Keeping the interchange where it is will take a considerable amount of land to make these movements geographically appropriate for the context. It is very challenging to fit them all in because of topographic constraints and with Clear Creek.

General comments and discussion regarding alignment and interchange options:

- Roundabout arrows are going the wrong way! **The maps pictured above have already been fixed to address this issue.**
- Exits and onramps will be moved to the right of the highway at the US 6 interchange to meet driver expectations
- Context is addressed differently in each option.
- There are a lot of different interests to meet for the reconfiguration of the US 6 interchange.
- It is important to think about truck movement, e.g. turning. This will be greatly impacted by how the interchange functions.
- The Greenway is part of the evaluation criteria for all of Segment 1 Concepts. However, some of the concepts prioritize the Greenway, some prioritize community needs, some prioritize safety. All of the concepts involve different tradeoffs.

Decision Matrix Segment 1 Review

Alignments Matrix

- Matrix was modified to reflect input received from CPW, PLT and TT.
- Rows 1-18 are the same for every Segment, the Matrix contains a segment specific section at the bottom to look at accommodation of all users and how it fits with different interchanges.
- The TT clarified and changed items on the South Alignment re: wildlife connectivity (THK made changes to the document during the meeting). In general, the South Alignment has more white than other two, but there is not a compelling reason to drop any of the concepts at this time.
- The TT was encouraged to continue to keep thinking about the evaluation criteria and process and send additional comments to the PMT via email. The goal is to finalize the matrix in June.
- **Comment:** CMCA needs more operational input about the use of roundabouts – i.e. how big are the roundabouts? It is hard to decide which option is the “best” unless operations are included and specified as this could change whether or not trucks get through.
 - **Response:** At this point in the process, we are not diving deeper because we do not have enough information to provide specific roundabout widths, etc. This process looks at very broad concepts. This TT will continue to convene throughout this whole project (through NEPA) and will continue to get more specific and detailed. The TT will consider finer details at a future stage.
- **Comment:** South alignment looks like the worst option. Why are we holding on to South alignment? Is this because of budgeting and funding restrictions?
 - **Response:** There is not yet enough information to eliminate any alignments.
- **Comment and ACTION:** Instead of saying “no differentiator” say N/A.
- **Question:** Is the intent of Decision matrix to funnel down to NEPA or to use this matrix to guide NEPA process? Are all of these going to NEPA?
 - **Response:** None of these appear to be fatally flawed, so they will remain at this time. This matrix will help guide the NEPA scoping and allow us to determine the major issues that we will need to focus on in the NEPA process.
- **Comment and ACTION:** Change “minimize” to “reduce” in Row 6 of matrices.
- **Comment:** Some of these criteria are so broad and aggregated that they do not capture the details and issues.
- **Comment and ACTION:** The Matrix should state “base assumption is” so reader knows that each concept uses the same cross section assumptions identical to that used in the Veteran’s Memorial Tunnel.

- **Discussion:** There was a robust conversation among the TT asking for integration and combination of Alignment and Interchange Options. The TT would like an analysis of how each alignment option is favorable, or not favorable, to the different interchange options. Some TT members suggest that understanding the cost effectiveness for each option would also be helpful.
 - Some TT members and CDOT noted that it would be helpful to have more information before mixing and matching concepts and options. Some TT members were concerned that it is too early in the process to start ranking and eliminating options. At this stage, it is important to be identifying concepts that work or don't work. Further ranking and eliminating would come in NEPA when more engineering has been completed (e.g. grades, height, etc).
- **ACTION:** The PMT will develop a compatibility matrix of interchange and alignment options based on current data.
- **AGREEMENT:** At the next TT meeting, review any changes in the Matrix resulting from the Public Meeting

Interchange Matrix

- Added "impact to CMV" at the bottom of the Matrix
- **Comment:** Does the "Reconfigure full movement at current location" option impact river access in front of Kermitts (now Two Bears)? This is one of the most used input and outputs for rafters on Clear Creek, this would be "really white" and a huge detriment. Rows #10 and #8 – these would be "very white" – can we use red?
- **ACTION:** Change "Hidden Valley" option to yellow for rows #10 and #8 to provide a contrast effect and emphasize that the white in rows #10 and #8 in "reconfigure full movement" is incredibly detrimental.
- **Question:** Are we keeping all of the movements at one location or splitting between 2 locations? How high is the potential that we could keep all movements at one interchange? Are we pushing traffic onto frontage roads – are we creating trips on frontage roads because we are pushing movements to 2 sections?
- **ACTION:** Note this is something that needs more consideration. Suggestion to add a column that says: "can do full movement at one interchange or splits movement." **Add a new segment evaluation criteria to indicate out-of-direction travel.**
- **Question:** If interchange at US 6 is closed, could an access road be built so rafters can put in and out and mine workers would not need to radically change their business plans?
 - **Answer:** If this interchange is closed, we would move to Hidden Valley and would plan on providing access to minimize out of direction travel. No access to business will be cut off.
- **Question:** #2 Safety – Reconfiguration and Closing -- why are these two options rated the same?
 - **Answer:** Because of the huge out of direction travel and traffic would move to a winding road.
- **ACTION:** Number the Segments on the Matrices (Segment 1, Segment 2, etc)
- **ACTION:** Add methodology, i.e. distinguishing characteristics of why one option is white, yellow or green.
- **Comment:** Kermitts (now Two Bears) is the most undesirable place for an interchange. Although out of direction travel is terrible, we need to look at the benefits (e.g. its safer, maintenance, roadway and ramps are more sustainable, grades). Therefore if Matrix is going to add the adverse impact of out-of-direction travel, need to make sure we add positive impacts from a regional perspective.

Segment 2 Critical Issues

Critical Issues document was presented to the group and changes in the document were highlighted including:

- Mobility
- Access

- Construction schedule (work/school);
- Views along the highway
- Balancing visibility and sound
- SH103/Exit 204 – consistency of language
- Environmental #2 – existing mining claims under I-70, property rights/mineral rights.

The Critical Issues document will be updated to include these changes.

Segment 2 Concepts

- Presentation of WB PPSL Cross Section – Minimal, Hybrid/Variable and Maximum
- In general, looking to compare and contrast EB and what is different with WB?
- How do we optimize the existing facility and how much additional pavement should we put in
- **Questions:** If EB PPSL is optimized to full standard, what does that look like?
 - **Answer:** Full standard will have implications, i.e. rock falls
- There was a TT discussion around the issue of width with the following key themes:
 - How many of the historic properties will be impacted?
 - EB PPSL was a positive improvement and Clear Creek County (CCC) believes that under the MOU/ROD that the same template was going to be used for WB PPSL.
 - CCC does not believe that the hybrid and maximum sections as depicted would be considered an “operational improvement.” All minimum improvements must be made first, as well as adding busses, prior to these cross section options being considered. CCC does not believe they signed off on these type of options (Hybrid and widest section)
 - The maximum section was not called for in the ROD and is not an improvement identified in the ROD. It should happen after other improvements identified as triggers are concluded (i.e. interchanges, transit decisions).
 - USFS: It is important to work within the MOU for guidelines on widths.
 - EB had significant mobility benefits but there were a lot of lessons learned from that project, want to keep all of the options on the table to talk through pros and cons. We are not at the level where we are making decisions around width.
 - It is too early to say “it’s worse” because it’s wider. It will be important to have an assessment of what the impacts are. Before dropping Hybrid and Maximum, should evaluate the impacts and see how consequential these will be. Use the green, yellow and white matrix model.
 - **ACTION:** The word “maximum” is misleading: This is the maximum of the alternatives provided. It is not the maximum program as described in the ROD. Change the word maximum to “wide” or something less misleading.
 - FHWA - NEPA should consider these alternatives with varying widths and based on context. The road will not be one straight section – there will be narrower and wider sections, it is context dependent.
 - **ACTION:** FHWA: Need a separate discussion on what is considered an “operational improvement” – if it gets too big, it no longer fits within the definition of “expanded use of existing transportation infrastructure.”
 - Will local jurisdictions need to give up land for the PPSL?
 - The CSS Process requires that all ideas are put on the table to look at the range of alternatives.

Lessons learned discussion from EB PPSL

- Emergency access is vital for safety
- No place for cars to pull over since during peak period the shoulder is too narrow.
- Narrow section does not allow for Bustang/transit
- Important to respect the MOU, IGAs, ROD regarding operational improvements
- Construction and implementation best practices were not followed. Need better implementation and fulfillment or commitments
- Need construction phasing, safe refuge access, e-access, striping and signing, community, traffic control and flaggers
- Huge impacts on the related businesses
- Locals are not able to get through town
- On and off-ramp problems
- Trust – at the SB 1041 hearing, it was indicated that PPSL was not designed for oversized vehicles, etc. The permit was granted. 6-12 months after, CCC learned about buses, and now the operating plans at 1041 hearings and on website don't match. Documentation doesn't match. Impacts trust. Consistency and ensuring that plans match what is said in public and what is articulated in permits.
- Enforcement - High level of illegal activity (jumping the line, passing on the left)
- The “shy” distance from the wall is short – larger shy distances between wall and car.
- Poor visibility leads to diminished speeds (45-50 mph) because people can't see.
- Need to harmonize mobility and needs of community.

ACTION: If you have additional Lessons Learned, send to PMT.

Decision Matrix Review – Segment 2

ACTION: TT to look at review Matrix and provide feedback

- Add “Segment 2” at the top
- Add a row that states “Comply with the MOU”

Segment 3 Critical Issues

These have been collected from PLT and TT, we will get additional input from Public Meeting

ACTION: PMT to update Segment 3 Critical Issues and TT to continue to review and send feedback

- Eliminate #10 (Mobility) and get rid of #7 (Safety)
- Locate #1 and #2 (Safety) – locate these
- #3 (Safety) – follow up with Nicolena
- Mobility and Access: #2 – clarify that this is the bridge structure

Next Steps and Actions

- **ACTION:** THK to Update Decision Matrices for Segments 1 and 2 – see specific actions indicated above
- **ACTION:** CDR to update Critical Issues for Segment 2 and 3
- **ACTION:** HDR to send relevant elements of ROD and the MOU to the group to ensure clarity and intent.

- **ACTION:** PMT, TT and PLT to continue conversation re: PPSL Cross Sections, perhaps hold an ITF with some TT members to navigate the issues of PPSL width.
- **ACTION:** Change PPSL Cross Section nomenclature to be less misleading
- **ACTION:** FHWA, TT, PLT, PMT to discuss “operational improvements”
- **ACTION:** Next TT Meeting: Agenda Item on Building Trust

Attendees

Fred Holderness, Jeff Simmons (TSH); Allan Brown (EST); Matthew Christensen (Kiewit); Jason Buechler (Flatiron Corp); Ina Zisman, Jeff Wilson (WSP-PB); Kelly Larson, Shaun Cutting (FHWA); Gary Frey (Trout Unlimited); Tim Maloney, Matthew Hogan (Kraemer); Tom Gosiorowski (Summit County); Joseph Feiccabrino (Silverplume); Jo Ann Sorensen, John Muscatell (Clear Creek County); Mike Raber (Clear Creek Bikeway Users Group); Randall Navarro (Clear Creek Greenway); Cassandra Patton (Clear Creek Tourism Bureau); Martha Tableman (Clear Creek County Open Space); Holly Huyck (Clear Creek Watershed Foundation); Mitch Houston (Clear Creek School District); Andrew Marsh, John Bardoni (Idaho Springs); Carol Kruse (USFS); Tracy Sakaguchi (CMCA); Stephen Harelson, Neil Ogden, Ben Acimovic, Joe Mahoney, Bob Smith, Adam Parks (CDOT); Joe Walter (CPW); Jenna Bockey, Kevin Shanks (THK); Gina McAfee, Steve Long, Chris Primus (HDR); Jonathan Bartsch, Taber Ward (CDR)



MEETING SUMMARY

Public Meeting #1 WB I-70 Concept Development Process March 14, 2017 | 5 PM - 7PM Clear Creek Recreation Center

Background of Public Meeting #1

Public Meeting #1 (“Meeting #1”) was requested by the WB I-70 Mountain Corridor Project Leadership Team (PLT). The PLT advocated for a Public Meeting to involve constituents and project stakeholders as early on in the process as possible and prior to any highway concepts being developed.

Intent

The intent of Meeting #1 was to ensure a transparent process and provide the public with information on the Concept Development Process, answer questions from stakeholders, and gather input from the public to inform the context, critical issues, and conceptual highway improvement designs for I-70 in the Westbound direction from the top of Floyd Hill to Empire Junction.

A Chronology and Brief Summary of Meeting #1:

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

- Members of the public (“Attendees”) arrive. Approximately 60 people signed in on the sign-in sheet.
- Representatives from CDR Associates and HDR, Inc. greet members at the door and ask people to sign in.
- A Meeting Information Sheet is distributed at the door to all Attendees (see, **Exhibit A, attached**). The Meeting Information Sheet outlines the Meeting Agenda, Project Limits, Project Need, Identified Solutions, Concept Development Process, “What’s Next?,” Additional Terms and Contact Information for Neil Ogden, CDOT Project Manager.

Public Meeting #1
WB I-70 Concept Development Process
March 14, 2017 | 5 PM – 7PM

- As Attendees enter, they are encouraged to ask questions and speak to Project Management Team members who are wearing name tags.
- Attendees are also briefed on the Public Meeting Agenda and asked to walk around the room and look at the Meeting Boards (**see, Exhibit B attached**) and blank Segment Maps (**see, Exhibit C attached**).
- Attendees are asked to write on the three blank Segment Maps (from the Top of Floyd Hill to Empire Junction interchange) with sticky notes and comment cards to identify critical and context-related issues, opportunities and ideas. These comments are collected and typed up at the end of the meeting (**see, Exhibit D attached**). Segment maps are left out for public comment and viewing for the duration of the meeting.

5:30 PM - 6:00 PM - WB I-70 Concept Development Process Presentation

- Stephen Harelson, CDOT, provides an introduction to the Project. Key themes are noted below:
 - This is the first step in a two-year planning process to come up with highway improvements that fit community needs as well as design safety and mobility to improve congestion and decrease traffic incidents on the WB I-70 Mountain Corridor.
 - This process will use Eastbound PPSL as a model.
- Tim Mauck, Clear Creek County Commissioner, provided opening remarks.
 - Thank you to Clear Creek Recreation Center for providing a space for the Meeting. Commissioner Mauck recognized other elected officials and staff in the room.
 - The Westbound solutions process will be similar to Eastbound - we are using a Project Leadership Team and Context Sensitive Solution (CSS) design process. Commissioner Mauck pointed out the PLT members who are in the room and can answer questions.
 - The intent is to allow impacted communities and stakeholders to work alongside CDOT to start evaluating and considering alternatives early on in the project.
 - Tim asks Attendees for input on critical issues and ideas on how to move forward.
- Jonathan Bartsch, CDR Associates, presents a Slide Show (**see, Exhibit E attached**) to elaborate and explain the Public Meeting Boards that are placed

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around the room. The slide show content follows the Public Meeting Board graphics created by HDR, Inc (**see, Exhibit B attached**).

- Highlights from the presentation include:
 - The need for WB I-70 solutions due to increasing congestion, population growth, traffic incidents and hazards along the corridor, including difficulties providing emergency response and hazardous roadway conditions due to weather.
 - The first step in this process is to identify context related critical issues that will inform solutions. The role of Attendees is to inform how the process moves forward.
 - The Concept Development Process will help inform Step 2 - the NEPA process.
 - The Project Management Team, Project Leadership Team and Technical Teams and role in the process were discussed.
 - Definition of Critical Issues and Core Values - we need public input here so community issues and values are recognized and addressed in the process
 - We want to incorporate lessons learned from EB

6:00 PM - 6:45 PM

After the presentation, the floor is open for a public Question and Answer period. CDOT, HDR, Inc., CDR Associates and THK Associates receive questions and write comments on large easel paper in the front of the room

- **Question:** How long is the project? **Answer:** 14 miles
- **Question:** How are we looking at geotechnical considerations? What about the landslide? **Answer:** We have two geotechnical firms involved to consult on these issues and the landslide in particular.
- **Question:** What about Wildlife Crossings? **Answer:** We are looking at this as part of the context of the corridor - it is hard for animals to get across 6 lanes, including bridges and split alignments.
- **Question:** I have asked CDOT for years to put in a noise barrier to reduce noise at my house in Idaho Springs. Will that be done as a part of this project? **Answer:** A noise analysis will be done as a part of this project and if noise abatement needs to be considered, it will.
- **Question:** We asked for CDOT to monitor noise levels before and after the EB PPSL was put in. What were the results of that study? **Answer:** In general,

there were minor increases in noise in some locations, minor decreases in other locations and in other locations, the noise level was unchanged.

- **Question:** What widths are you considering for WB PPSL? **Answer:** It is likely to be similar to the EB PPSL, which varies but is generally 11' to 12' lanes with one of the lanes only used during peak periods. It is used as a shoulder the rest of the time. During peak periods, the shoulder is reduced substantially especially on the inside.

Comments Received during Q&A:

- Consider the Cross Section width of WB. Make sure the MOU is followed.
- Need AGS or some other rail transit
- Eastbound should have included a full shoulder
- Consider three lanes and a shoulder lane
- WB doesn't need to be three lanes the entire corridor, consider passing lanes
- Empire Junction is dangerous - Exit 232W signs get knocked down, replace signs promptly
- EB express lane is dangerous due to trucks, speed, stopping, foliage blocking vision
- Traffic Management - need to consider Evergreen, acceleration lanes, focus on weekends
- Bike Paths - tunnel under landslide at US 6; take out horseshoe
- Improvements for rafting companies @ US 6 interchange
- Economic Impacts -don't want Clear Creek County to become a pass through. Would like to see data on economic impacts of EB PPSL
- Need data on: economics, environmental (air emissions), noise
- Make sure to pay attention to the areas of special attention identified in the I-70 CSS documents.
- Need frontage roads and passing lanes - Central City Pkwy to bottom of Floyd Hill
- Use real estate for highest and best use. Look at all opportunities for land use.
- Expand evaluation criteria specific to localities -- include water, exit 247, emergency access
- Interchange with US 6 near Mile Marker 244 is a problem
- Clear signage and instructional signage is needed
- Impact at top of Floyd hill due to closing US 6 - do not close US 6.
- Emergency access from neighborhoods - consider ingress/egress at the top of Floyd Hill
- Need access to I-70 for gamers/Casinos - this impacts Floyd Hill because traffic from the gaming areas affects residential traffic
- Need assurance that concepts will comply with previous agreements -

Public Meeting #1
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MOU/ROD

- Need noise mitigation east of Idaho Springs historic district
- Geotechnical analysis needed early on, e.g. landslide
- Consider detours during construction and the effects of detours on truck traffic and gravel mine operations and traffic
- Need improved road closure information and residential traffic management
- Wildlife Crossings need to be considered at Kermitts and Two Bears
- Only one access/egress point from the four subdivisions that get access off MP 247. This is a problem.
- Sight distance on frontage roads is a problem. Foliage needs to be managed.
- Need neighboring county support (Summit County).

6:45 PM - 7:00 PM - Further comment and one-on-one question and answer period.

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

7:00 PM - Close

A summary of the primary input and comments received from Attendees on the maps, in the comment box and as communicated during the public meeting is categorized and provided here:

Purpose and Need

- 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.
- 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.
- As a resident of Floyd Hill, I appreciate the effort CDOT is going through to improve I-70.
- There is a great deal of support for your initiative to relieve the congestion on westbound I-70. Residents in the area can't go out or get back home on many weekends because of the traffic jams.
- Need AGS
- During summer months of June/July 2016, our neighborhood was routinely gridlocked. For example, 30-60 minutes to high school from Hwy 40.

- 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
 Need to improve emergency egress to protect community from fire.
 - Improve the safety for Floyd Hill residents wherever you can. This includes doing things like an emergency egress at Sawdust Court.

Issues to Consider

- **Community**
 - Too much traffic from gaming area on US 6 and US 40
 - Improvements on CO Blvd and on I-70 will help property values in Idaho Springs
 - What will be the impact to mobile homes in Idaho Springs?
 - Quality of life should be a priority
 - Locals should not have to pay a toll
 - My family owns the restaurant at Exit 244. I hope you take into consideration, the restaurant, rafting, and wildlife that are in the area.
 - Will improving access to this area increase the congestion?
 - Major concern for Floyd Hill residents: Safety, egress and evacuation.
 - Avoid moving US 6 ramp traffic to Floyd Hill. Increasing traffic would pose traffic and safety issues for our community.
 - Traffic Noise Reduction and Visual Enhancements needed.
 - 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.
 - 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

- Reevaluate several of the other criteria, particularly #2 and #7, as they impact the local considerations on Floyd Hill
- **Cost**
 - The return on investment does not justify this project. There are more long-term investments worthy of taxpayer money.
 - The money used on this project should have been invested in a train instead.
- **Highway Safety**
 - 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.
 - Need signage to deter speeding in the WBPPSL. People using these "express" lanes are jeopardizing local motorist safety.
 - 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.
- **Environmental**
 - Concerns about water supplies - is there enough water to support the urban sprawl that will come with adding capacity?
 - Big horn sheep and river conservation.
 - May need to discuss a wildlife passage in Segment 1 depending on alignment.
 - Restore Clear Creek

Design Solutions to Consider

- Connection to Jefferson County 65 will increase traffic
- 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.
- Straightening curves will reduce accidents.
- Lessen the grade of hill from Exit 247 to Exit 244.
- Limit big trucks to non-peak hours.
- Cantilever a highway to double tier it to add 2 additional lanes.

- Make mass-transit system -- Monorail.
- Offer more buses like Front Range Ski Bus.
- Need more passing lanes.
- Have peak lane open more often.
- Design lanes wide enough to allow smooth traffic flow rather than what you did for East bound. Don't just repaint the line and say you added a lane. Give enough room for safe on and off exit-ramps.
- The roundabout on the north side of Exit 247 is a good idea -- there is no need for an off-ramp at Exit 247
- 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.
- 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.
- Do not ignore the county memorandum that stated NOT to have a full diamond interchange at this exit.
- Do not mix trucks and school buses.
- Do not put a roundabout on the south side of I-70, or anything else that would impede the emergency egress of residents.
- **Segment 1 Specific Design-Related Comments (Top of Floyd Hill to VMT)**
 - There will be more traffic noise if I-70 is elevated
 - Object to two diamond interchanges at Exit 247 and 248
 - Should tunnel under the landslide. It straightens curves and eliminates the bridge issues at US 6

- **Reaction to moving the US-6 interchange to the 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.
 - **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.
 - 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.
 - 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.

- **Segment 2 Specific Design-Related Comments (Idaho Springs)**
 - PPSL must have wider shoulders and better sight distance than EB does
 - Build bridges off line
 - CC Parkway to US 6 should be considered a frontage road
 - Need more parking in Idaho Springs
 - Acceleration ramp from SH 103 to EB is too short
 - 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?
 - 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
 - Are the EB lanes required width by state law - they seem too narrow. So will WB be the legal width?
 - 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?
 - 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.
 - 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

- **Segment 3 Specific Design-Related Comments (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 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.
 - Need new bridge over to the frontage road from Fall River Road
 - Need new access to Fall River Road
 - Need to control speed to be more consistent - recommend speed signs to harmonize
 - The cross section of Eastbound is dangerous at MP 234

Construction Feedback

- Residents in Idaho Springs were experiencing deteriorating air quality during Eastbound construction with 10 - 12 black top trucks present.
- Use recycled pavement in road base.
- Construction went on for too long.
- A third party contractor installing fiber optic line was allowed to construct all night and noise was a real issue.
- Noise from rumble strips Eastbound during construction and currently on MP 234 on Segment 3 is bad.
- What is the plan to keep I-70 open during construction?

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 PUBLIC MEETING

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.
- **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 project limits are located between the top of Floyd Hill and the Empire Junction interchange.

PROJECT NEED

With a total of 5.5 million residents in Colorado (and counting), congestion along westbound I-70 has gotten increasingly worse each year and has had a major drag on the local economy and tourism. Congestion also contributes to hazards along the corridor and leaves locals stranded.

IDENTIFIED SOLUTIONS

1. I-70 Mountain Corridor Improvement Projects

- a. Additional Capacity
 - i. Six lane capacity from the top of Floyd Hill through the Veterans Memorial Tunnels, previously known as the Twin Tunnels.
 - ii. Frontage road from Idaho Springs to US 6.
- b. Interchange Efficiency
 - i. Empire Junction interchange improvements.
- c. Safety Improvements
 - i. **PARTIALLY COMPLETED:** Eastbound acceleration lane from the Eisenhower-Johnson Memorial Tunnels to Herman Gulch.
 - ii. Westbound acceleration lane from Bakerville to Eisenhower-Johnson Memorial Tunnels.
- d. Multimodal Improvement
 - i. **PARTIALLY COMPLETED:** Bike trail from Idaho Springs to US 6.





2. **Advanced Guideway System (AGS)**—a term for a range of transit technologies that could include high speed rail or magnetic levitation.
 - a. The AGS feasibility study was completed in 2014 and evaluated technology, alignment and funding/financing options to determine the feasibility of a high-speed transit system for the 120-mile segment of the I-70 Mountain Corridor from C-470 in Jefferson County to Eagle County Regional Airport. The technology that was recommended was magnetic levitation. No funding was identified.
 - b. Westbound improvements would not stop a future AGS from being developed.
3. **Other Improvements Identified**
 - a. Truck operations improvements
 - b. Interchange improvements at Downieville, Fall River Road, the base of Floyd Hill and Hyland Hills (top of Floyd Hill.)
 - c. Non-infrastructure strategies such as: Expanding use of existing infrastructure, bus service, programs for improving truck movements, and traveler information.
4. **Advanced technology opportunities**
 - a. These opportunities could include: Autonomous and connected vehicles, information technology systems, technology advancements (RoadX), bus, van or shuttle services, and AGS.
 - b. **RoadX**: The RoadX vision is to transform Colorado’s transportation system into one of the safest and most reliable in the nation by teaming up with public and industry partners to harness emerging technologies. Learn more: codot.gov/programs/roadx
5. **Adaptive Management Process**—a structured commitment to a deliberate style of repetitive decision making with an aim to revisit and analyze key questions at project milestones. This allows for continued research into the changing travel demands throughout the process. Adding capacity between the Veterans Memorial Tunnels and Eisenhower Johnson Memorial Tunnels could be implemented after an adaptive management process of reexamining the need for westbound improvements is implemented.

CONCEPT DEVELOPMENT PROCESS

I-70 Mountain Corridor Context sensitive solutions process is being followed.

1. Establish context statement
2. Define core values and issues
3. Develop concepts with staff, project teams, and public
4. Evaluate, select, and refine alternative options
5. Determine which option(s) to advance to the **National Environmental Policy Act (NEPA) process**—NEPA requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. The range of actions covered by NEPA is broad and includes: making decisions on permit applications and constructing highways and other publicly-owned facilities. For the I-70 Mountain Corridor, because a Programmatic NEPA decision has already been made, future NEPA processes will follow the basic decision made in the Programmatic Record of Decision.
6. Finalize concept development document and evaluate process





WHAT'S NEXT?

Westbound Concept Development Timeline

- **6 to 9 months:** Second public meeting Summer 2017
- **9 months to 2 years:** Initiate the National Environmental Policy Act process. For the Westbound Peak Period Shoulder Lane, this is likely to be initiated in the summer of 2017.
- **2 to 3 years:** Design the improvements
- **3 years:** Secure funding
- **3 to 4 years:** Construct—the plan is to construct the Westbound Peak Period Shoulder Lane project first, to minimize construction effects in Clear Creek County

ADDITIONAL TERMS

- **Programmatic Environmental Impact Statement:** evaluates the effects of broad proposals or planning-level decisions that may include any or all of the following: a wide range of individual projects, implementation over a long timeframe, and/or implementation across a large geographic area. In the case of the I-70 Mountain Corridor, the decision that has already been made is the mode, capacity and location of the highway, non-infrastructure and transit improvements.
- **Record of Decision (ROD):** a concise public document that records Federal agency's (in this case the Federal Highway Administration's) decision concerning a proposed action for which the agency has prepared an environmental impact statement. A ROD was signed in 2011 for the I-70 Mountain Corridor.

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



Exhibit B

A Path Forward

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

WELCOME



COLORADO
Department of Transportation

HOW DID WE GET HERE?



BIG IMPACT FROM POPULATION BOOM

Colorado has become the second fastest growing state.* The total current population is over 5.5 million, with 91,726 new residents in 2016.



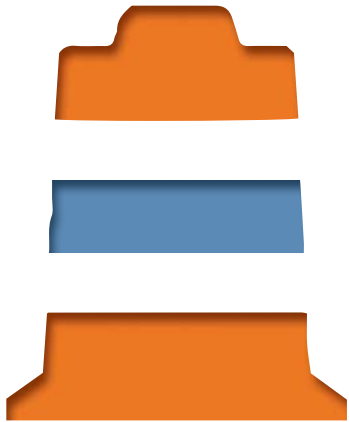
Traffic Congestion

This rapid growth has caused major road congestion issues. During the 2016 winter and summer seasons, a combined 2.1 million vehicles traveled the I-70 Mountain Corridor.

*

*According to the
Dec. 20, 2016 U.S.
Census Bureau report*

HOW DID WE GET HERE?



PLANNING PROCESS IS UNDERWAY

Recognizing the need for westbound improvements, CDOT and Clear Creek County have begun a planning process for the top of Floyd Hill to Empire Junction.



Programmatic Environmental Impact Statement (EIS)

Process ended in 2011 and resulted in an official Record of Decision (ROD) that identified list of selected improvements.



Goals of the Concept Development

- + Identify concepts for the roadway to be advanced into the National Environmental Policy Act (NEPA) Process.
- + The work will examine context of the communities and landscapes through which I-70 travels while identifying any fatal flaws with concepts.

PROJECT CORRIDOR



IDENTIFIED SOLUTIONS

FROM THE 2011 RECORD OF DECISION



I-70 MOUNTAIN CORRIDOR IMPROVEMENT PROJECTS



Additional Capacity

- + Six lane capacity from Floyd Hill through the Veterans Memorial Tunnels, previously known as the Twin Tunnels
- + Frontage road from Idaho Springs to US 6



Interchange Efficiency

- + Empire Junction interchange improvements



Safety Improvements

- + **PARTIALLY COMPLETED:** Eastbound acceleration lane from the Eisenhower-Johnson Memorial Tunnels to Herman Gulch
- + Westbound acceleration lane from Bakerville to Eisenhower-Johnson Memorial Tunnels



Multimodal Improvement

- + **PARTIALLY COMPLETED:** Bike trail from Idaho Springs to US 6

IDENTIFIED SOLUTIONS

FROM THE 2011 RECORD OF DECISION



ADVANCED GUIDEWAY SYSTEM (AGS)

CDOT'S Advanced Guideway System feasibility study was completed in 2014. It came to the following conclusions:

- + 4.6 to 6.2 million annual riders
- + \$13.3 to \$16.5 billion in capital costs
- + \$114 to \$157 million in annual operating revenue
- + Technically feasible
- + Not currently financial feasible without local, state, or federal funding sources that can cover capital costs
- + Westbound concepts will not stop future Advanced Guideway System



OTHER IMPROVEMENTS IDENTIFIED

- + Truck operations improvement in non specified locations
- + Interchange improvements at Georgetown, Downieville, Fall River Road, and base of Floyd Hill
- + Non-infrastructure strategies such as: Expanding use of existing infrastructure, bus service, programs for improving truck movements, and traveler information

IDENTIFIED SOLUTIONS

FROM THE 2011 RECORD OF DECISION

4

ADVANCED TECHNOLOGY OPPORTUNITIES



Autonomous and connected vehicles



Information technology systems



Technology advancements (RoadX)



Bus, van or shuttle services (supported by technology advancements)



Advanced Guideway System

What is RoadX?





The RoadX vision is to transform Colorado's transportation system into one of the safest and most reliable in the nation by teaming up with public and industry partners to harness emerging technologies. Learn more: cdot.gov/programs/roadx

IDENTIFIED SOLUTIONS

FROM THE 2011 RECORD OF DECISION



ADAPTIVE MANAGEMENT PROCESS IS A VITAL COMPONENT

- 
 Maximum program of improvements (including 6 lane capacity in Clear Creek County) implemented only after evaluating the need for those improvements in 2020.
- 
 Recognizes that future travel demand and behavior are uncertain.
- 
 Recognizes that global, regional, or local trends or events have unexpected effects on travel needs, behavior and patterns.
- 
 May need to consider other improvements in response to unexpected trends or events.

What is Adaptive Management?

It is a structured commitment to a deliberate style of repetitive decision making with an aim to revisit and analyze key questions at important project milestones.

COMPLETED PROJECTS

FROM THE RECORD OF DECISION

VETERANS MEMORIAL TUNNELS



- + Veterans Memorial Tunnels, previously known as the Twin Tunnels, were widened in both directions.

I-70 MOUNTAIN EXPRESS LANES



- + The I-70 Mountain Express Lane Project was completed in Spring 2016. It extends eastbound from Empire Junction through the Veterans Memorial Tunnels.

ACCELERATION LANE ADDITION



- + Eastbound acceleration lane addition just east of the Eisenhower Johnson Memorial Tunnel was partially completed.

EASTBOUND IMPACT

POSITIVE EFFECT OF RECENT CONSTRUCTION



Travel times
for all lanes
has improved
20 to 50
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

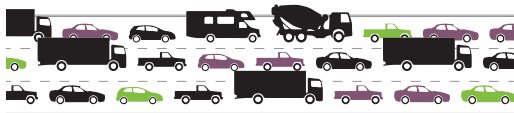
Data is from the I-70 Mountain Express Lane January 1 through April 10, 2016 and May 30 through September 5, 2016 Summary of Findings Report

EASTBOUND DATA

VOLUME

Winter: 1.03 million vehicles

2010-2012 average: 896,000 vehicles



Summer: 1.06 million vehicles

2010-2012 average: 993,500 vehicles

CORRIDOR SAFETY IMPROVED



Corridor incidents were down 15 percent in the winter season.

TRAVEL TIMES IMPROVED

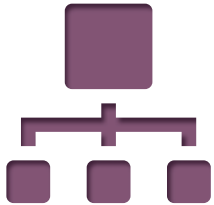


In a worst-day comparison between 2015 and 2016, eastbound travel times between Georgetown and US 40 improved by 21 minutes with Mountain Express Lanes.

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

OUR LESSONS LEARNED

FEEDBACK ON RECENT CONSTRUCTION



Need better coordination among the multiple construction projects



Need better communication with the business community and the public, especially about road closures



Need more signage that business access is open



Need better construction quality



Need more sufficient traffic control

WHY ARE WESTBOUND IMPROVEMENTS NEEDED?



TRAFFIC IS STILL A DRAG

Westbound congestion that starts at the base of Floyd Hill on Saturday mornings and Friday afternoons is a drag on the local economy and impacts tourism negatively.



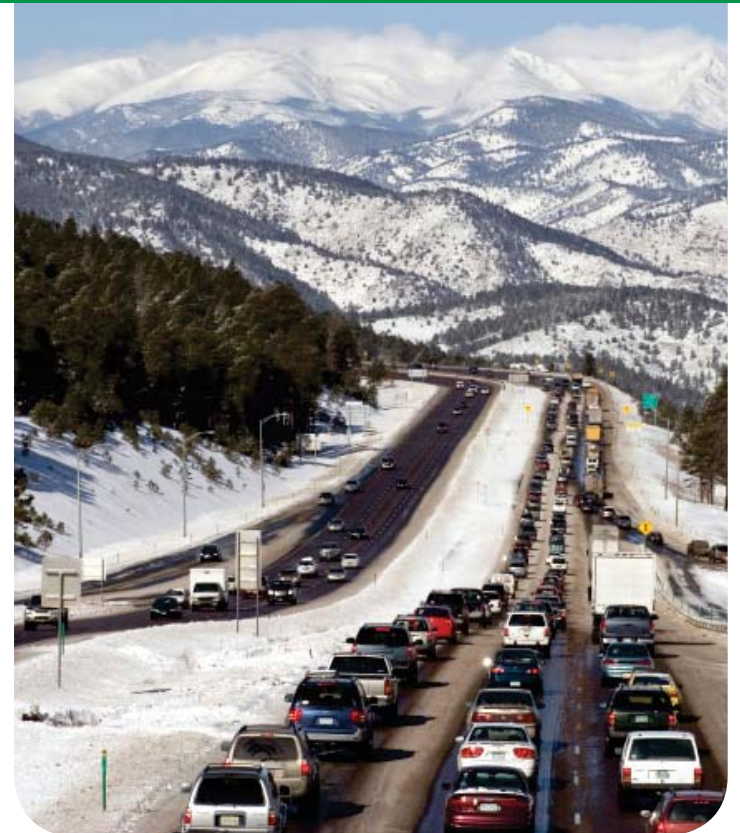
HAZARDS REMAIN THE SAME

Increasing number of westbound crashes occur when the roads are congested. This also creates delays for emergency response vehicles.



LOCALS ARE STILL STRANDED

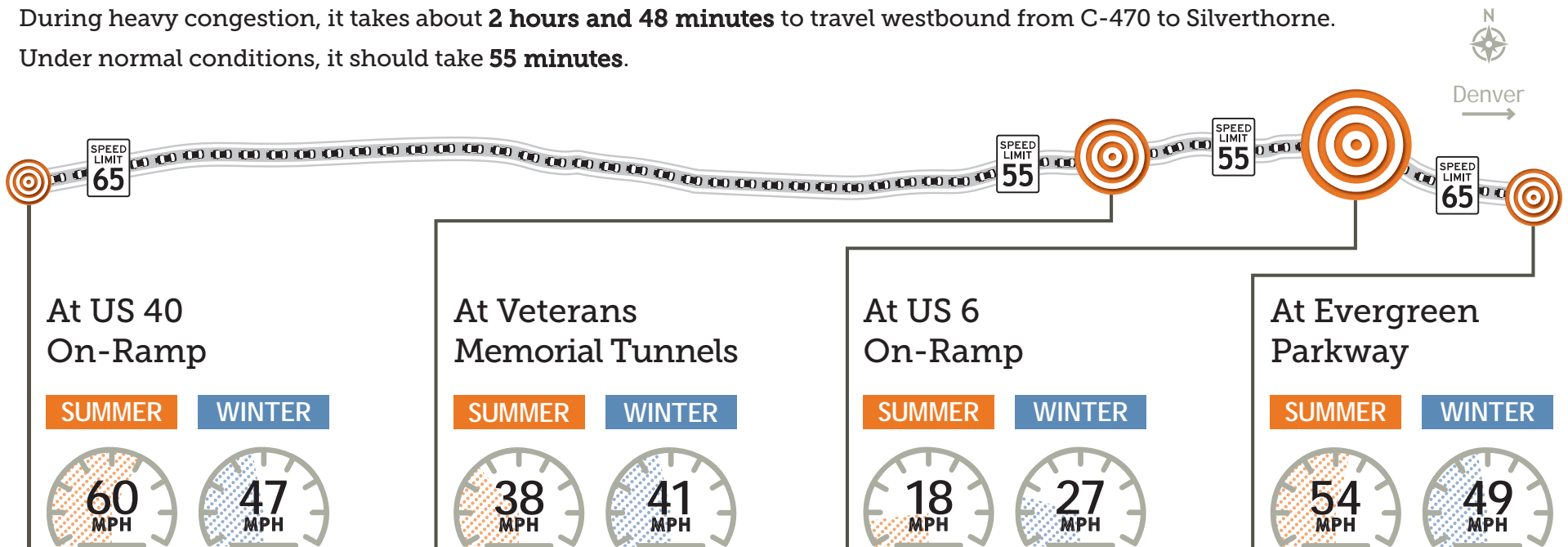
Local access becomes nearly impossible during westbound gridlock time periods on I-70.



WESTBOUND IMPACT

CORRIDOR SPEEDS CAN BE SEVERELY IMPACTED

During heavy congestion, it takes about **2 hours and 48 minutes** to travel westbound from C-470 to Silverthorne. Under normal conditions, it should take **55 minutes**.

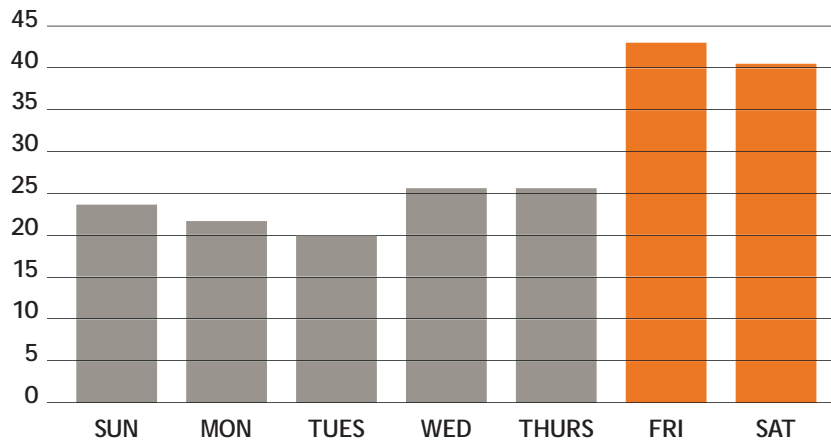


Speeds are an average of the slowest speeds on Friday and Saturday in the Summer and in the Winter

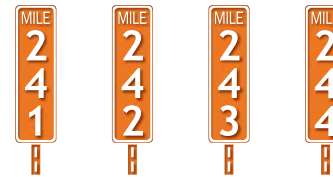
WESTBOUND DATA



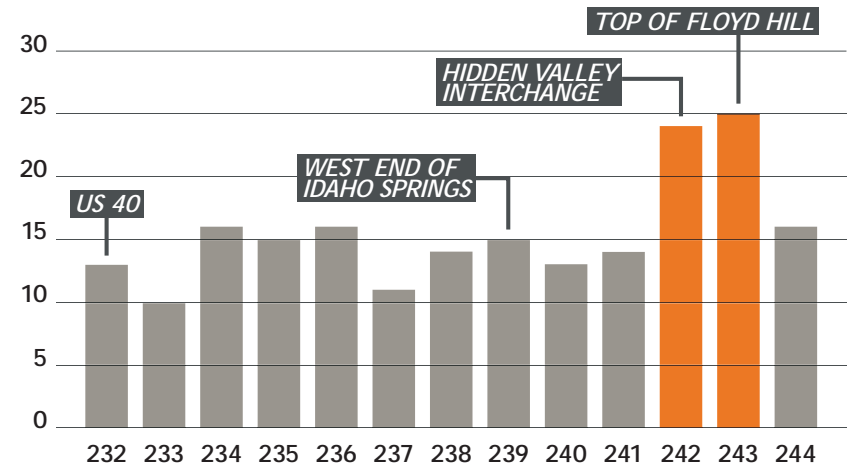
CRASHES BY DAY OF THE WEEK



Westbound crash data is from 2012-2015

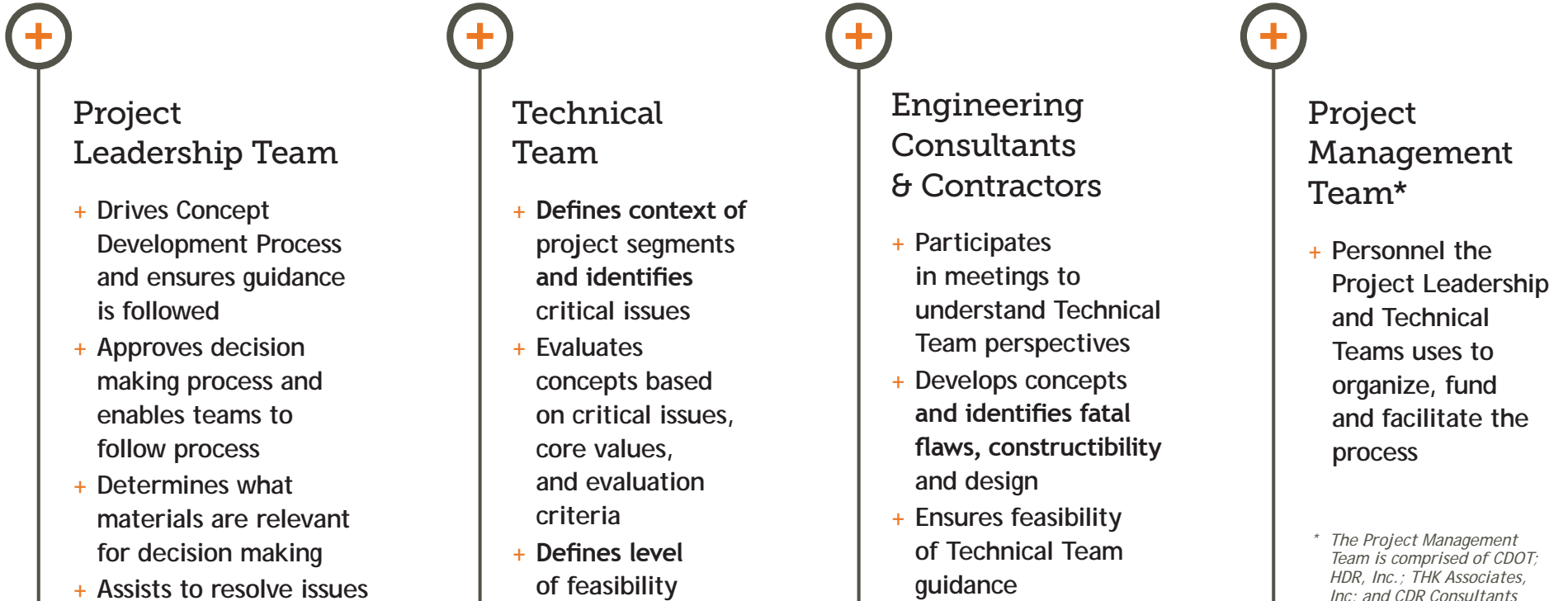


CRASHES BY MILE POINT



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

WHAT'S THE CONCEPT DEVELOPMENT PROCESS?

CONTEXT SENSITIVE SOLUTIONS PROCESS



Establish context statement



Define core values & issues



Develop concepts with staff, project teams, & public



Evaluate, select, and refine alternative or option



Determine which option(s) to advance to NEPA



Finalize documents and evaluate process

CONTEXT STATEMENT

The I-70 Mountain Corridor is a magnificent, scenic place.

Human elements are woven through breathtaking natural features. The integration of these diverse elements has occurred over the course of time.

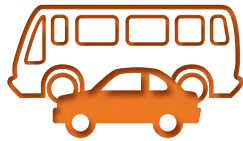
The corridor is a world class recreational destination, a route for interstate and local commerce and a unique place to live. I-70 is also a nationally significant part of the defense network and is the lifeline for many local communities along the corridor.

Current I-70 roadway geometry is constrained, with narrow shoulders and tight curves resulting in decreased safety, mobility, accessibility and capacity for travelers. Westbound improvements are needed to lessen delays caused by peak period volumes in a manner that protects and enhances the unique environmental, historic, community and recreational resources in the I-70 Mountain Corridor.

CORE VALUES



Safety



Mobility &
Accessibility



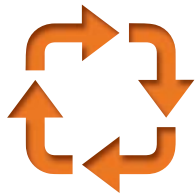
Implementability



Community



Environment



Sustainability



Engineering
Criteria &
Aesthetic
Guidelines



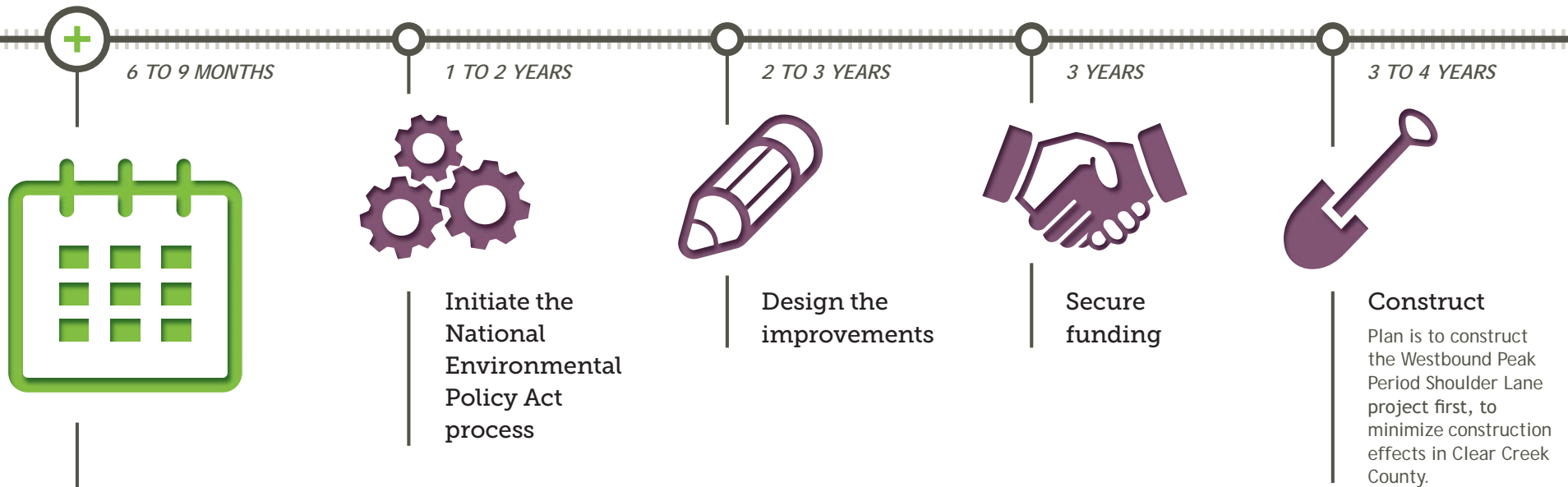
Historic
Context



Decision
Making

WHAT'S NEXT?

WESTBOUND CONCEPT DEVELOPMENT TIMELINE



Second public meeting Summer 2017

TELL US YOUR IDEAS

Please visit the map table to write down your thoughts and ideas for Westbound Improvements



What concerns do you have for each project segment?



What are your suggestions for improvements for each project segment?



WANT TO LEARN MORE OR HAVE QUESTIONS?

Send your additional comments and questions to Neil.Ogden@state.co.us

Go online to codot.gov/projects/i-70mountaincorridor

A Path Forward

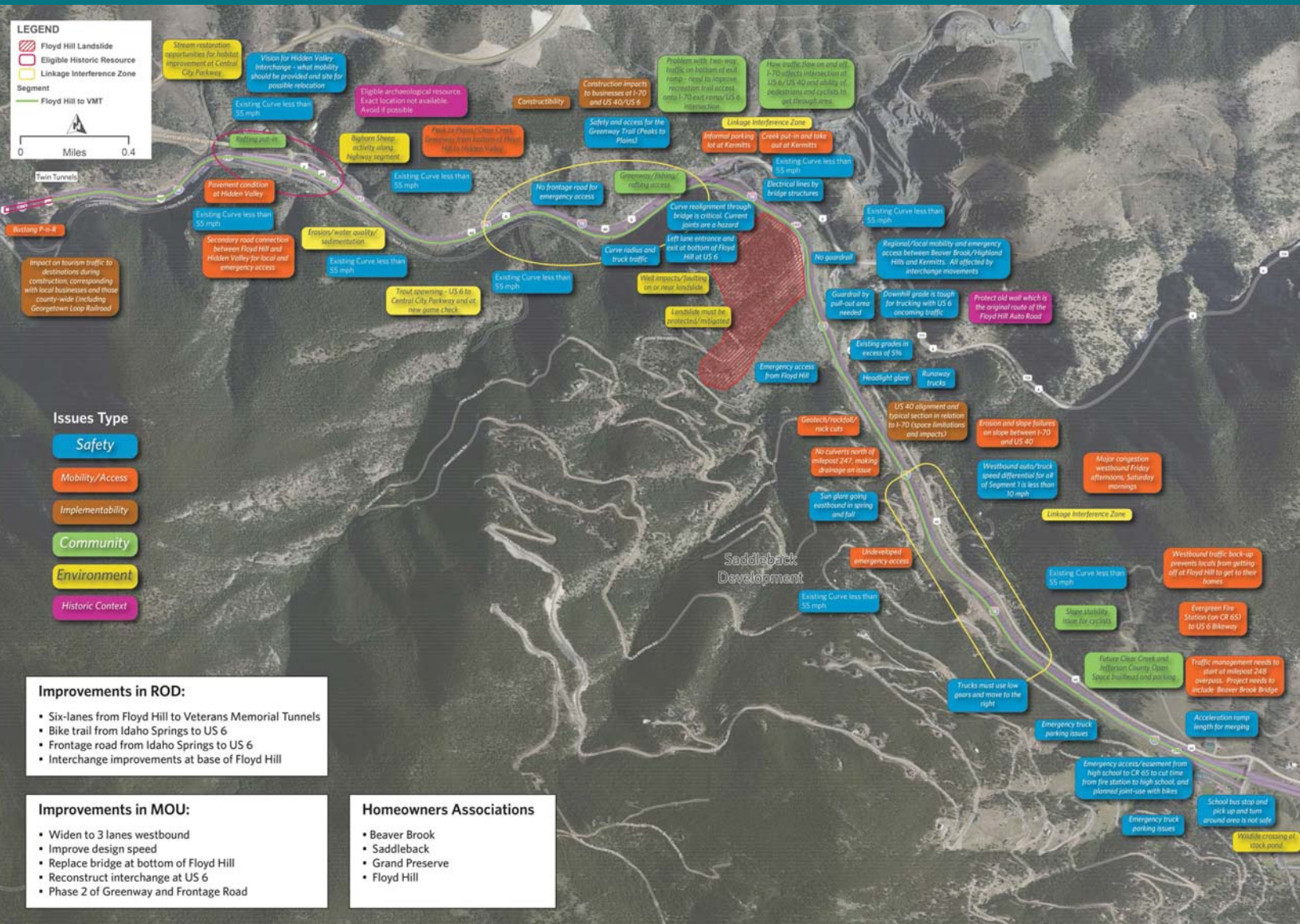
WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

THANK YOU
FOR JOINING US

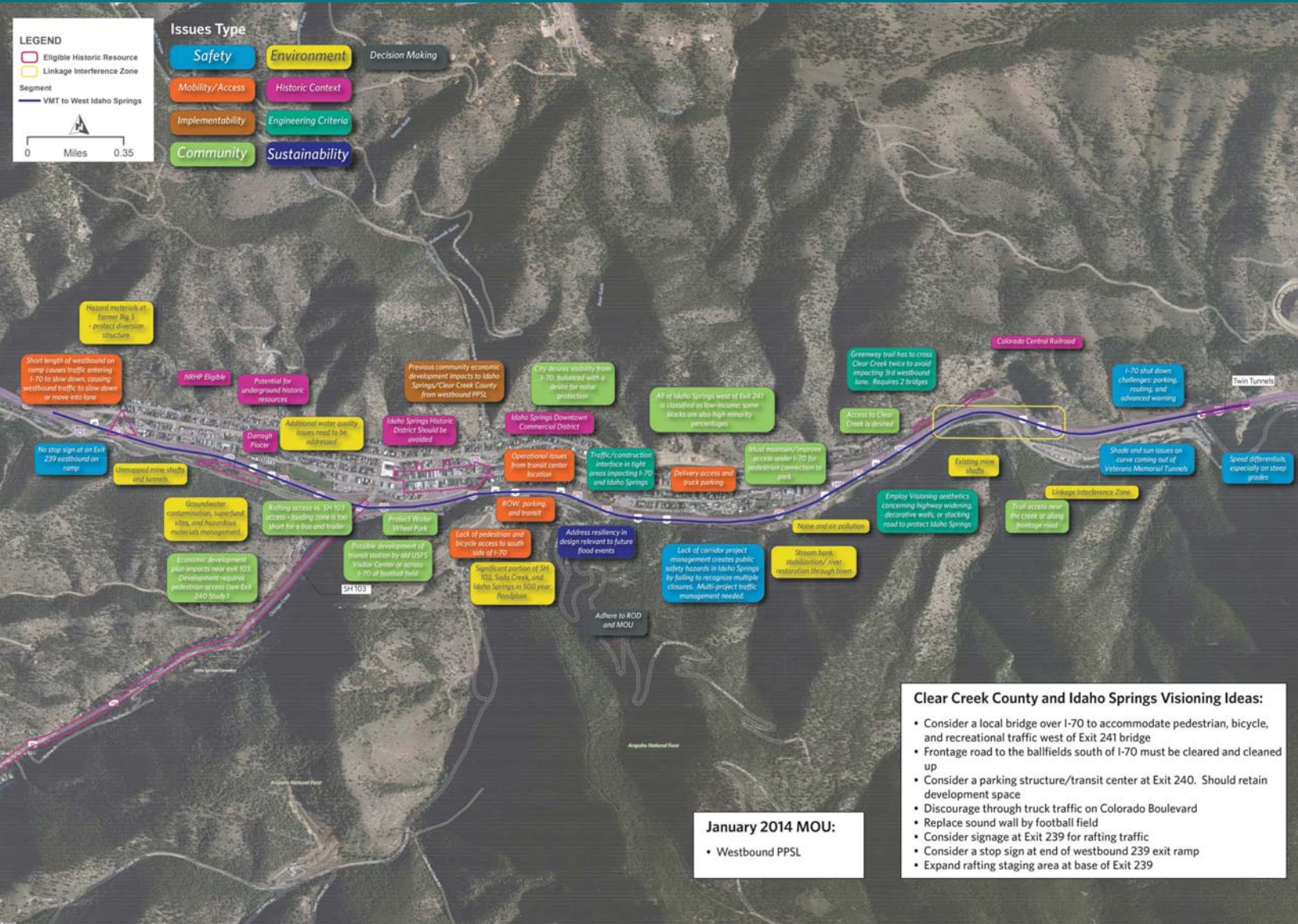


COLORADO
Department of Transportation

CRITICAL ISSUES: SEGMENT 1



CRITICAL ISSUES: SEGMENT 2



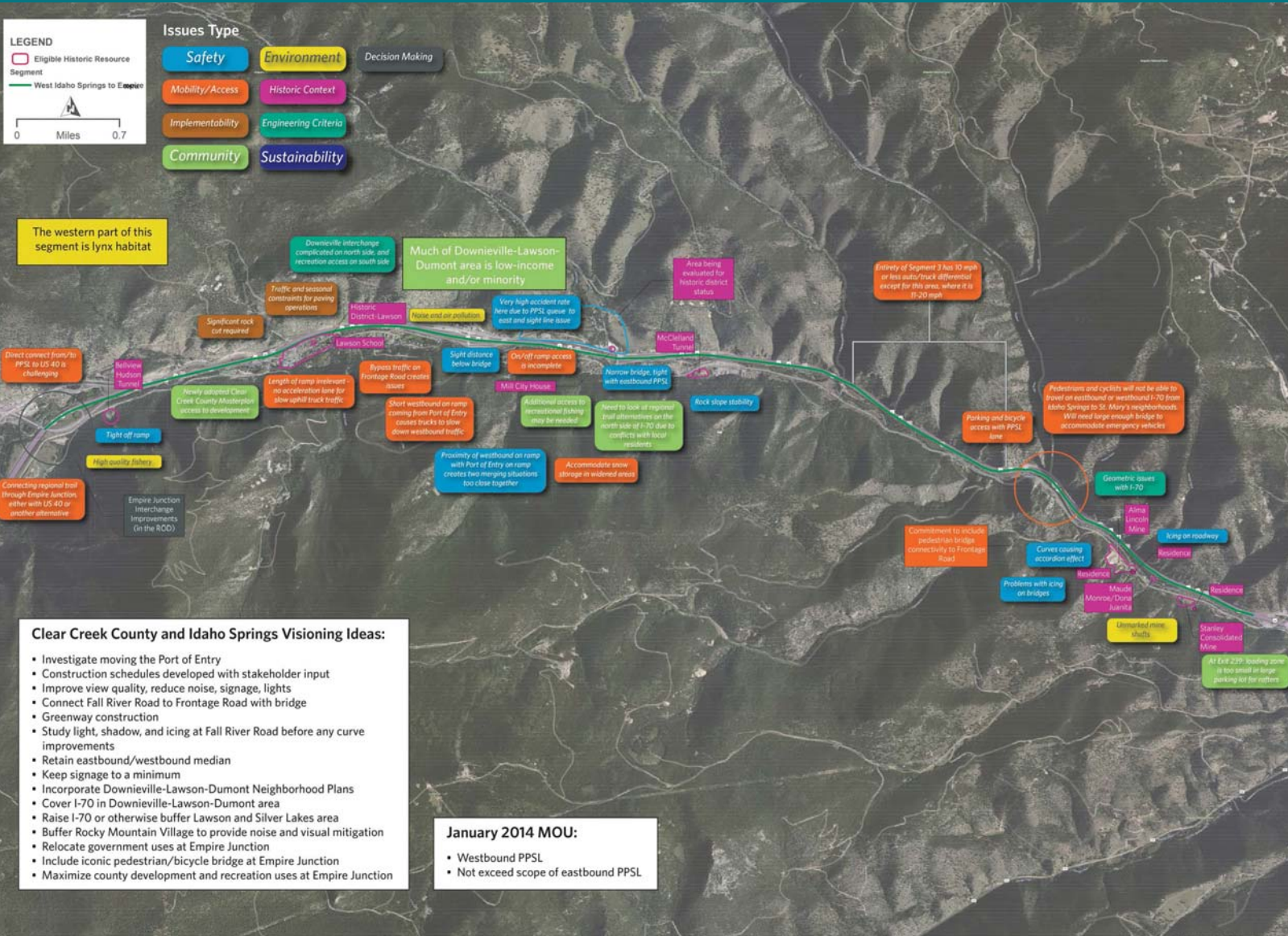
- Clear Creek County and Idaho Springs Visioning Ideas:**
- Consider a local bridge over I-70 to accommodate pedestrian, bicycle, and recreational traffic west of Exit 241 bridge
 - Frontage road to the ballfields south of I-70 must be cleared and cleaned up
 - Consider a parking structure/transit center at Exit 240. Should retain development space
 - Discourage through truck traffic on Colorado Boulevard
 - Replace sound wall by football field
 - Consider signage at Exit 239 for rafting traffic
 - Consider a stop sign at end of westbound 239 exit ramp
 - Expand rafting staging area at base of Exit 239

January 2014 MOU:

- Westbound PPSL



CRITICAL ISSUES: SEGMENT 3




- Clear Creek County and Idaho Springs Visioning Ideas:**
- Investigate moving the Port of Entry
 - Construction schedules developed with stakeholder input
 - Improve view quality, reduce noise, signage, lights
 - Connect Fall River Road to Frontage Road with bridge
 - Greenway construction
 - Study light, shadow, and icing at Fall River Road before any curve improvements
 - Retain eastbound/westbound median
 - Keep signage to a minimum
 - Incorporate Downsville-Lawson-Dumont Neighborhood Plans
 - Cover I-70 in Downsville-Lawson-Dumont area
 - Raise I-70 or otherwise buffer Lawson and Silver Lakes area
 - Buffer Rocky Mountain Village to provide noise and visual mitigation
 - Relocate government uses at Empire Junction
 - Include iconic pedestrian/bicycle bridge at Empire Junction
 - Maximize county development and recreation uses at Empire Junction

- January 2014 MOU:**
- Westbound PPSL
 - Not exceed scope of eastbound PPSL



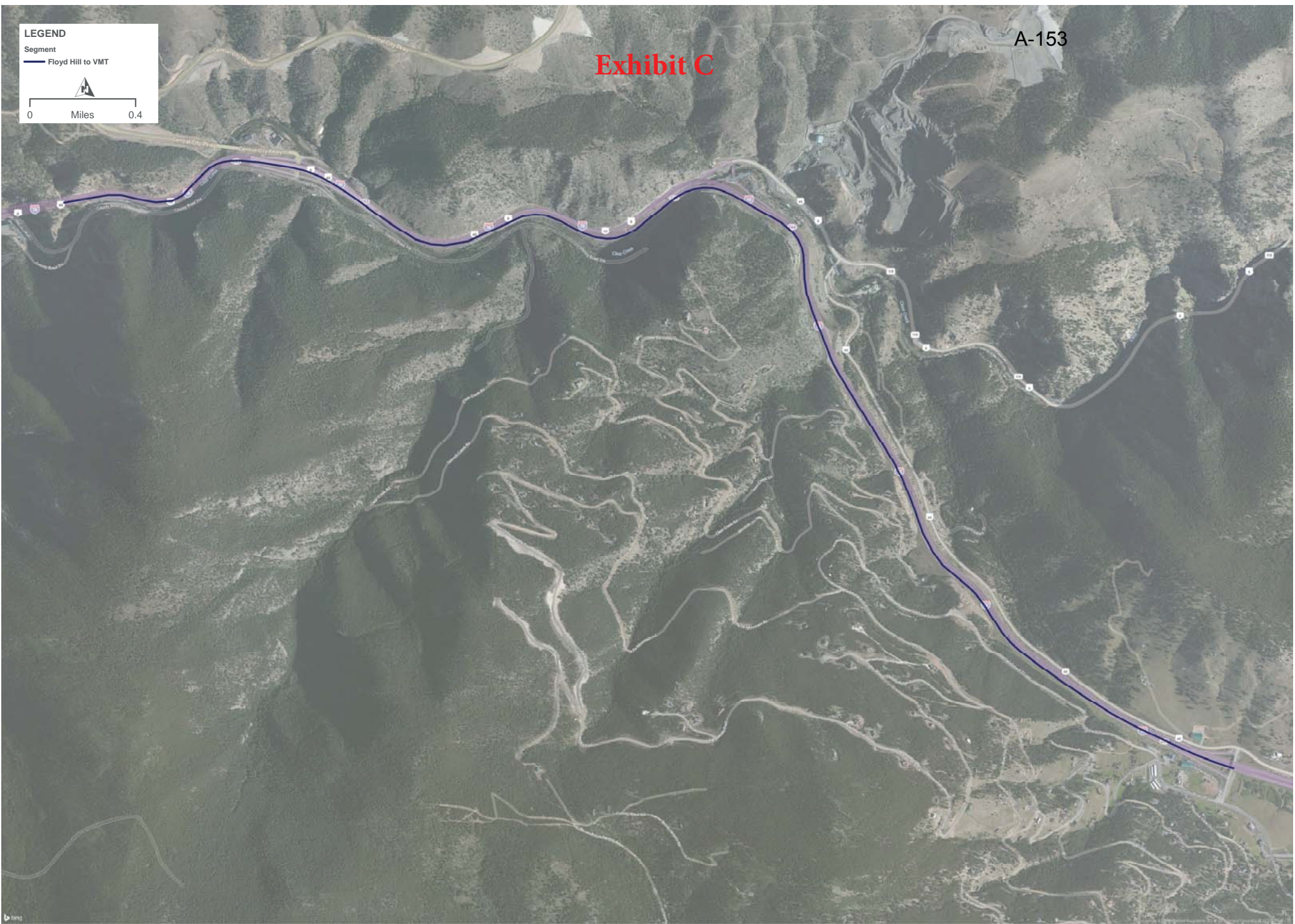
LEGEND
Segment
— Floyd Hill to VMT



0 Miles 0.4


A-153

Exhibit C



TIER 2 CONTEXT: FLOYD HILL TO VETERANS MEMORIAL TUNNELS

LEGEND
Segment
VMT to West Idaho Springs




0 Miles 0.35

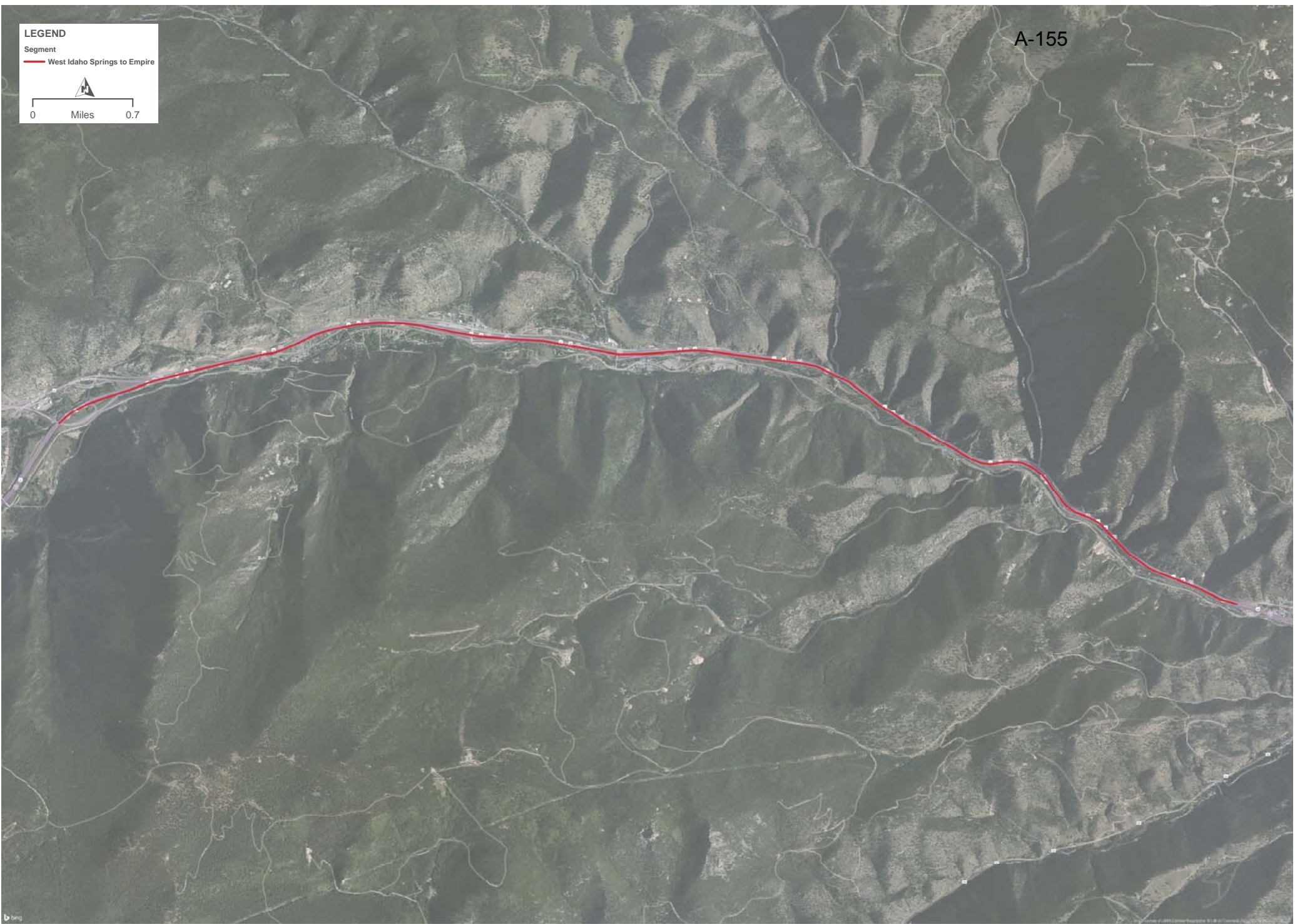


HR TIER 2 CONTEXT: IDAHO SPRINGS

LEGEND
Segment
— West Idaho Springs to Empire



A-155



TIER 2 CONTEXT: EMPIRE JUNCTION TO WEST IDAHO SPRINGS

Exhibit D
I-70 West Bound Public Meeting 3-14-2017
Input from Residents

Yellow Notes
Residents in Idaho Springs were experiencing deteriorating air quality during construction w/ 10-12 black top trucks present.
Approves of doing a segmented approach so you can have "lessons learned."
Please ensure that you use recycled pavement in the road base.
Local resident doesn't think the ROI is sufficient. There are more long-term investments worthy of our money.
Will speed limit be enforced in the WB lane? There is currently no enforcement on EB. People drive way too fast! (Currently the Idaho Springs - We have had construction forever. A third party contractor installing fiber optic line was allowed to construct all
There is not enough water to support the urban sprawl that will come with adding capacity.
All of the money we have been using to construct these improvements could have built a train.
Please add signs to deter speeding in the WBPPSL. People using these "express" lanes are jeopardizing local motorist safety!
Floyd Hill residents worried about emergency access and egress for 3 Floyd Hill alternatives.
New PPSL toll lane EB travelers go way too fast. Inhibit the ability for emergency response.

Collected Note Cards	
Allison Guyton	During summer month of June/July 2016, our neighborhood was routinely gridlocked. For example, 30-60 minutes to high school from 40. Do any of these options address this?
Mike & Gretchen Harberts	Concerns: Big horn sheep and river conservation. Connection to Jefferson County 65 and increased traffic
	Add "on-ramp" on South side of bridge at Exit 247 off existing alignment will provide best finished highway. Least congestion during construction. Straighten curves will reduce accidents. Lessen grade of hill from Exit 247 to Exit 244. Restore Clear Creek. What is project budget?
	The residents of Silver Lake in Lawson do not want it. 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.
	May need to discuss a wildlife passage in segment 1 depending on alignment.
Taylor Geltmaker	My family owns the restaurant at Exit 244. I hope you take into consideration, the restaurant, rafting, and wildlife that are in the area.
Shari Bales	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. I live at the East end of Idaho Springs and work at the Loveland Ski area so I travel I-70 everyday. Limit big trucks to non-peak hours. Cantilever a highway to double tier it to add 2 additional lanes. Make mass-transit system -- Monorail. Offer more busses like Front Range Ski Bus. Make more passing lanes. Have peak lane open more often.
	Design lanes wide enough to allow smooth traffic flow rather than what you did for East bound. Don't just repaint the line and say you added a lane. And give enough room for safe on and off exit-ramps.
	Major concern for many residents: Safety, egress and evacuation. More congestion in area.
Jamie Bradley	I appreciate the effort CDOT is going through to improve I-70. As a resident of Floyd Hill, I strongly urge CDOT to: Avoid moving US6 ramp traffic to Floyd Hill increasing traffic would pose traffic and safety issues for our community. When re-aligning I-70, please consider ensuring traffic noise reduction, wildlife migrating, and visual enhancements.
	As a commercial shuttle operator, we could use a better line 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.
	Three neighborhoods at top of Floyd Hill need more access to I-70 to evacuate in case of an emergency.

Exhibit D
I-70 West Bound Public Meeting 3-14-2017
Input from Residents

Letters	
Jim White	Floyd Hill Information
<p>322 Hy Vu Drive, Evergreen Co 80439 jim.white@iitx.com 303-679-6224</p>	<p>First we should acknowledge that 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.</p> <p>However, there are a lot of concerns relative to the specific locale around Exit #247. Your Decision Criteria seem to take into account greater regional needs, but they do not indicate an understanding of these specific concerns,</p> <p>To help remember the basic concerns of many people in the community, those concerns could be simply summed up as: Earth, Air, Fire, & Water</p> <p>Fire</p> <p>Fire may be the easiest concern to understand.</p> <p>There are 1100 people who live in the area to the south of 1-70. That is about 1/8 of the total population of the county.</p> <p>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.</p> <p>Evergreen Fire Rescue (EFR) has designated the Floyd Hill area at Exit 247 is one of the 4 Most Dangerous places in their protection area, due to characteristics such as:</p> <ul style="list-style-type: none"> • Steepness of terrain • Vegetation • Density of population <p>EFR has also told the community that a wildfire is not a matter of "if" but one of "when" EFR told the POA that there is nowhere near the capacity needed to evacuate the community in an emergency, such as a wildfire. Residents will have to learn to "Shelter in Place." Firefighters know that this is a euphemism for "some people are going to die a horrible death."</p> <p>If egress cannot be improved, the number of deaths could be national news.</p> <p>This is an important issue in the community-- even an emotional one. The Property Owners Association has initiated a number of projects, including some significant successes on Fire Mitigation. However, in spite of multiple efforts, there has been no progress yet on increasing capacity for emergency egress.</p> <p>Requested CDOT Actions</p> <p>COOT should take into account the specific new information about the large community at Exit 247.</p> <p>Some criteria need to be added to your decision matrix, specific to the needs of people who live at Exit 247. At the very least, there should be an additional criterion about public safety in the area, in case of the need for an emergency evacuation-- which is even more important than emergency access and response. Other criteria should be reevaluated in the context of these additional needs and concerns.</p> <p>I have been a resident of Floyd Hill for 14 years, and I have been involved in the community for most of that time. I am currently an officer of the Property Owners Association.</p> <p>I am well-enough connected to be able to describe the concerns of many people in the community, some of whom wanted to come tonight, but are out of town, or who are still working downtown Denver ..</p>

Exhibit D
I-70 West Bound Public Meeting 3-14-2017
Input from Residents

Opportunity
<p>Assuming that (1) you find a way to install the interchange with US-6 near its current location, and (2) there is nothing to draw traffic to the south side of the interchange at Exit 247, you may have a good opportunity on the North side of Exit 247.</p> <p>The roundabout on the north side is a good idea (although there is absolutely no need for a off-ramp there). It would help out at a point where the Sheriff's Office has noted a traffic flow problem.</p> <p>Additionally, there is some land between this proposed roundabout and the building just to the west, signed as Marte. This land is indicated approximately by a brown oval in the diagram below. 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.</p> <p>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.</p> <p>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.</p>

Specific reaction to US-6 Interchange Option 4
<p>The option to move the US-6 interchange to the Floyd Hill area is fraught with negative consequences.</p> <p>It seems to be utterly 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</p> <p>Skiers from north of Golden use this route , as do summer recreation travelers. Can you imagine how gravel trucks with loads bound for the west would react?</p> <p>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. There is already grossly insufficient capacity for an emergency evacuation. How many of my do you want to kill?</p> <p>This option should not be considered any further</p>

Exhibit D

**I-70 West Bound Public Meeting 3-14-2017
Input from Residents**

Requests
<p>1. 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:</p> <ul style="list-style-type: none"> • 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 (in the case of Floyd Hill, 3 or 4 miles up 800 feet of altitude, and then right back to where they started) <p>2. Add some 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. Reevaluate several of the other criteria, particularly #2 and #7, as they impact the local considerations on Floyd Hill.</p> <p>3. Improve the emergency egress out of the Floyd Hill area for all 1100 people who live there, wherever you can. This includes doing things like an emergency egress at Sawdust Court.</p> <p>4. 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. Do not ignore the county memorandum that stated NOT to have a full diamond interchange at this exit. Do not mix trucks and school busses. Do not put a roundabout on the south side of I-70, or any thing else that would impede the emergency egress of residents.</p>

Q&A Comments and Themes from Easel Paper at the Front of the Room
<ol style="list-style-type: none"> 1. Cross Section width of WB 2. Need AGS 3. EB - should have included a shoulder 4. Consider 3 lanes and a shoulder lane 5. Empire Junction is dangerous - Exit 232W signs get knocked down, replace signs promptly 6. EB express lane is dangerous due to trucks, speed, stopping, foliage blocking vision 7. Traffic Management - need to consider Evergreen, acceleration lanes, focus on weekends 8. Bike Paths - tunnel under landslide at US 6; take out horseshoe 9. Improvements for rafting companies @ US 6 interchange 10. Economic Impacts -- EB PPSL, don't want Clear Creek to become a pass through 11. Need data on: economics, environmental (air emissions), noise, areas of special attention 12. Need frontage roads and passing lanes -- Central City Parkway to bottom of Floyd Hill 13. Using real estate for its highest and best use. Look at opportunities 14. Expansion of evaluation criteria specific to localities -- include water, exit 247, emergency access 15. Interchange with US 6 near Mile Marker 244 16. Clear signage/instructional signage 17. Impact at top of Floyd Hill due to closing US 6 18. Emergency Access - ingress/egress at top of Floyd Hill 19. Access to I-70 for gamers/Casino - Impact on Floyd Hill 20. MOU - assurance that concepts will comply with previous agreements 21. Noise mitigation east of historic district 22. Geotechnical analysis early on, e.g. landslide 23. Detours during construction -- truck traffic and gravel mine 24. Road closures and residential traffic management 25. Wildlife crossings (Kermitts and Two Bears)

Exhibit D

**I-70 West Bound Public Meeting 3-14-2017
Input from Residents**

26. Only one access/egress point from the four subdivisions that get access off MP 247.

Exhibit D
I-70 West Bound Public Meeting 3-14-2017
Input from Residents

27. Sight distance on frontage roads - foliage is a problem
 28. Need neighboring county support

Comments from Maps

Segment 3 (Empire Junction to west of Idaho Springs)

1. Greenway should be on the north side of I-70 where bicyclists have been riding for years
2. Noise from rumble strips eastbound during construction was bad. It kept us awake at night
3. The Greenway can come up Stanley Road, cross I-70 at the overpass at Dumont then continue west along the north side of I-70 past Lawson
4. Need new bridge over to the frontage road from Fall River Road
5. Need new access to Fall River Road
6. The Mountain Express Lane has worked very well – it cuts off about 20 minutes
7. Need to control speed to be more consistent – recommend speed signs to harmonize
8. The cross section of Eastbound is dangerous at MP 234
9. CDOT has created a noise problem because of the rumble strip at MP 234

Segment 2 (Idaho Springs)

1. Need AGS and bus transit
2. PPSL must have wider shoulders and better sight distance than EB does
3. Build bridges off line
4. CC Parkway to US 6 should be considered a frontage road
5. Need more parking in Idaho Springs
6. Acceleration ramp from SH 103 to EB is too short
7. Improvements on CO Blvd and on I-70 will help property values in Idaho Springs
8. On the 1900 block of Miner St – we've been asking CDOT for a noise wall for 35 years. Will it ever happen?
9. At exit 239 – the RR tie wall – how will it be impacted?
10. 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
11. Are the EB lanes required width by state law – they seem too narrow. So will WB be the legal width?
12. What will be the impact to mobile homes?
13. 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?
14. Quality of life should be a priority
15. WB should consider passing lanes
16. Locals should not have to pay a toll
17. 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
18. 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

Exhibit D
I-70 West Bound Public Meeting 3-14-2017
Input from Residents

Segment 1 (Top of Floyd Hill to VMT)

1. There will be more traffic noise if I-70 is elevated
2. Concern about there being only one access/egress point from the neighborhood if there is a fire
3. This subdivision is not fully built out so there will be more traffic
4. On weekends, can't get out or into of Floyd Hill area because of the traffic on I-70
5. Object to two diamond interchanges at Exit 247 and 248
6. Too much traffic from gaming area on US 6 and US 40
7. Congestion on I-70 hinders the ability of emergency vehicles from getting to their destinations
8. Should tunnel under the landslide. It straightens curves and eliminates the bridge issues at US 6
9. How will you keep I-70 open during construction?
10. Concern related to highway safety – in areas with no shoulder for emergencies (both EB and WB)
11. Why put in a bicycle lane west of US 6? How many would use it? Too expensive

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

WELCOME



COLORADO
Department of Transportation



Meeting Agenda

5:00pm – Doors open

5:30pm – Project Presentation

6:00pm – Public Comment Period

7:00pm – Closing

HOW DID WE GET HERE?



BIG IMPACT FROM POPULATION BOOM

Colorado has become the second fastest growing state.* The total current population is over 5.5 million, with 91,726 new residents in 2016.



Traffic Congestion

This rapid growth has caused major road congestion issues. During the 2016 winter and summer seasons, a combined 2.1 million vehicles traveled the I-70 Mountain Corridor.

*

According to the
Dec. 20, 2016 U.S.
Census Bureau report

HOW DID WE GET HERE?



PLANNING PROCESS IS UNDERWAY

Recognizing the need for westbound improvements, CDOT and Clear Creek County have begun a planning process for the top of Floyd Hill to Empire Junction.



Programmatic Environmental Impact Statement (EIS)

Process ended in 2011 and resulted in an official Record of Decision (ROD) that identified list of selected improvements.



Goals of the Concept Development

- + Identify concepts for the roadway to be advanced into the National Environmental Policy Act (NEPA) Process.
- + The work will examine context of the communities and landscapes through which I-70 travels while identifying any fatal flaws with concepts.

PROJECT CORRIDOR



WHO'S DOING THE WORK?

CONTEXT SENSITIVE SOLUTIONS



Project Leadership Team

- + Drives Concept Development Process and ensures guidance is followed
- + Approves decision making process and enables teams to follow process
- + Determines what materials are relevant for decision making
- + Assists to resolve issues



Technical Team

- + Defines context of project segments and identifies critical issues
- + Evaluates concepts based on critical issues, core values, and evaluation criteria
- + Defines level of feasibility



Engineering Consultants & Contractors

- + Participates in meetings to understand Technical Team perspectives
- + Develops concepts and identifies fatal flaws, constructibility and design
- + Ensures feasibility of Technical Team guidance



Project Management Team*

- + Personnel the Project Leadership and Technical Teams uses to organize, fund and facilitate the process

* The Project Management Team is comprised of CDOT, HDR, Inc.; THK Associates, Inc; and CDR Consultants

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

WHY ARE WESTBOUND IMPROVEMENTS NEEDED?



TRAFFIC IS STILL A DRAG

Westbound congestion that starts at the base of Floyd Hill on Saturday mornings and Friday afternoons is a drag on the local economy and impacts tourism negatively.



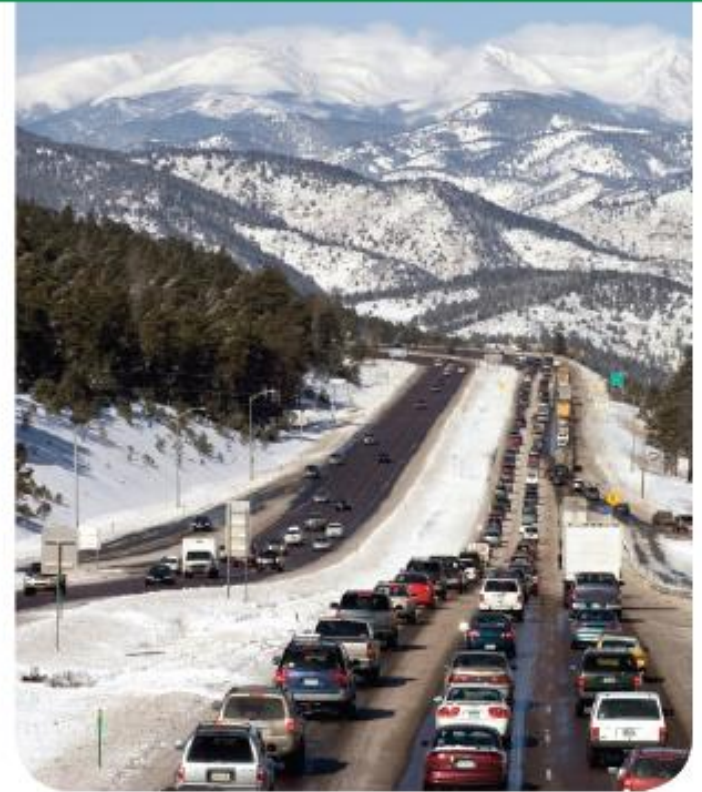
HAZARDS REMAIN THE SAME

Increasing number of westbound crashes occur when the roads are congested. This also creates delays for emergency response vehicles.



LOCALS ARE STILL STRANDED

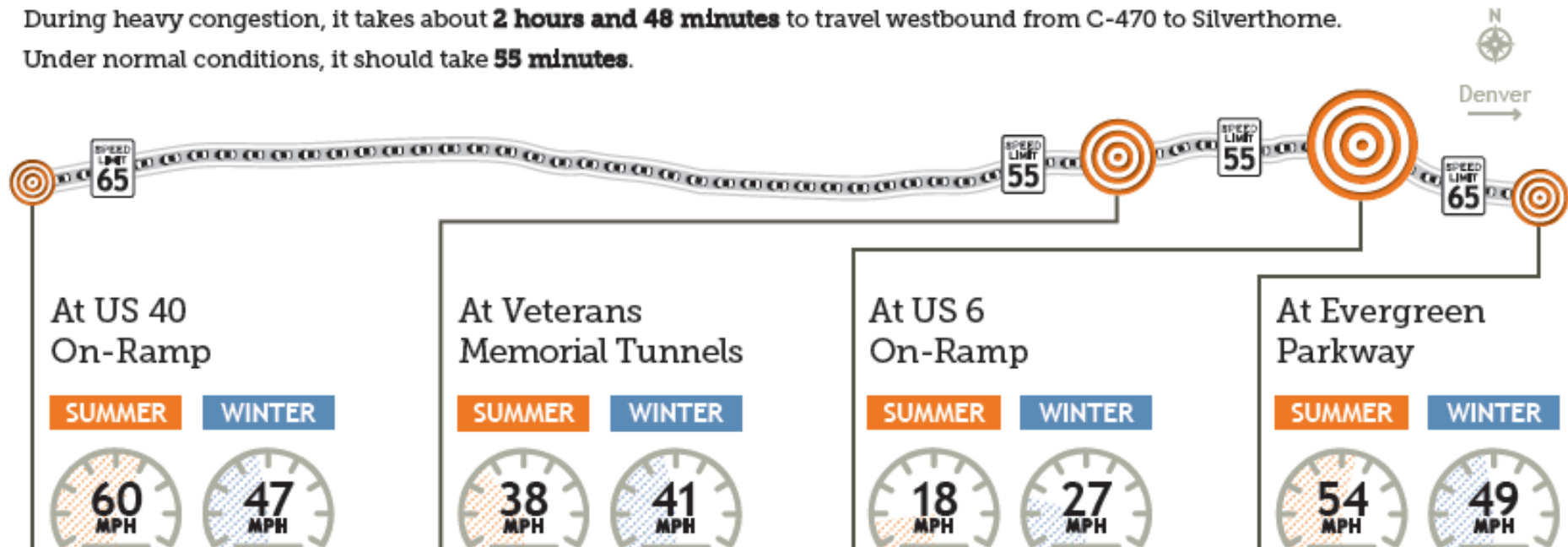
Local access becomes nearly impossible during westbound gridlock time periods on I-70.



WESTBOUND IMPACT

CORRIDOR SPEEDS CAN BE SEVERELY IMPACTED

During heavy congestion, it takes about **2 hours and 48 minutes** to travel westbound from C-470 to Silverthorne. Under normal conditions, it should take **55 minutes**.

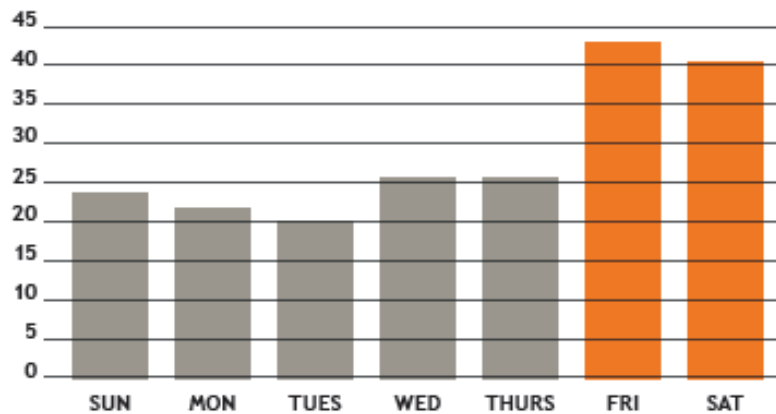


Speeds are an average of the slowest speeds on Friday and Saturday in the Summer and in the Winter

WESTBOUND DATA



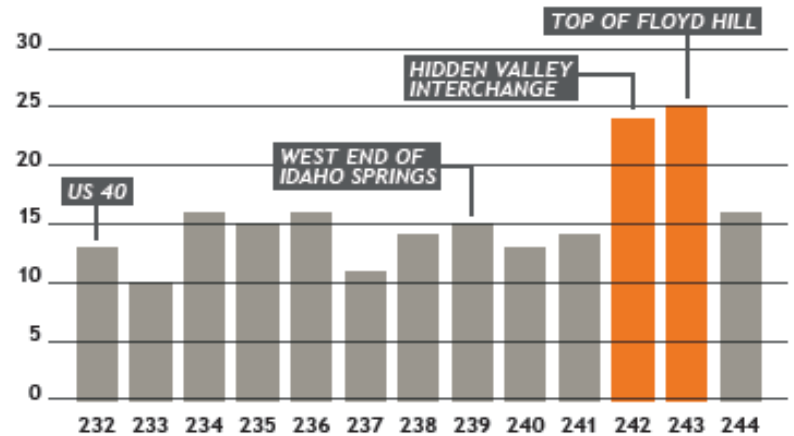
CRASHES BY DAY OF THE WEEK



Westbound crash data is from 2012-2015



CRASHES BY MILE POINT



WHAT'S THE CONCEPT DEVELOPMENT PROCESS?

CONTEXT SENSITIVE SOLUTIONS PROCESS

1

Establish
context
statement

2

Define
core values
& issues

3

Develop
concepts
with staff,
project
teams, &
public

4

Evaluate,
select,
and refine
alternative
or option

5

Determine
which
option(s) to
advance to
NEPA

6

Finalize
documents
and evaluate
process

CORE VALUES



Safety



Mobility &
Accessibility



Implementability



Community



Environment



Sustainability



Engineering
Criteria &
Aesthetic
Guidelines



Historic
Context



Decision
Making

COMPLETED PROJECTS

FROM THE RECORD OF DECISION

VETERANS MEMORIAL TUNNELS



- + Veterans Memorial Tunnels, previously known as the Twin Tunnels, were widened in both directions.

I-70 MOUNTAIN EXPRESS LANES



- + The I-70 Mountain Express Lane Project was completed in Spring 2016. It extends eastbound from Empire Junction through the Veterans Memorial Tunnels.

ACCELERATION LANE ADDITION



- + Eastbound acceleration lane addition just east of the Eisenhower Johnson Memorial Tunnel was partially completed.

EASTBOUND IMPACT

POSITIVE EFFECT OF RECENT CONSTRUCTION



Travel times
for all lanes
has improved
20 to 50
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

OUR LESSONS LEARNED

FEEDBACK ON RECENT CONSTRUCTION



Need better coordination among the multiple construction projects



Need better communication with the business community and the public, especially about road closures



Need more signage that business access is open



Need better construction quality



Need more sufficient traffic control

IDENTIFIED SOLUTIONS

FROM THE 2011 RECORD OF DECISION

1

I-70 MOUNTAIN CORRIDOR IMPROVEMENT PROJECTS



Additional
Capacity



Interchange
Efficiency



Safety
Improvements



Multimodal
Improvement

2

ADVANCED GUIDEWAY SYSTEM (AGS)

CDOT'S Advanced Guideway System feasibility study was completed in 2014. It came to the following conclusions:

- + 4.6 to 6.2 million annual riders
 - + \$13.3 to \$16.5 billion in capital costs
 - + \$114 to \$157 million in annual operating revenue
 - + Technically feasible
 - + Not currently financial feasible without local, state, or federal funding sources that can cover capital costs
 - + Westbound concepts will not stop future Advanced Guideway System
-

IDENTIFIED SOLUTIONS

FROM THE 2011 RECORD OF DECISION

3 OTHER IMPROVEMENTS IDENTIFIED

- + Truck operations improvement in non specified locations
- + Interchange improvements at Georgetown, Downieville, Fall River Road, and base of Floyd Hill
- + Non-infrastructure strategies such as: Expanding use of existing infrastructure, bus service, programs for improving truck movements, and traveler information

4 ADVANCED TECHNOLOGY OPPORTUNITIES



Autonomous
and connected
vehicles



Information
technology
systems



Technology
advancements
(RoadX)



Bus, van or
shuttle services
(supported by technology
advancements)

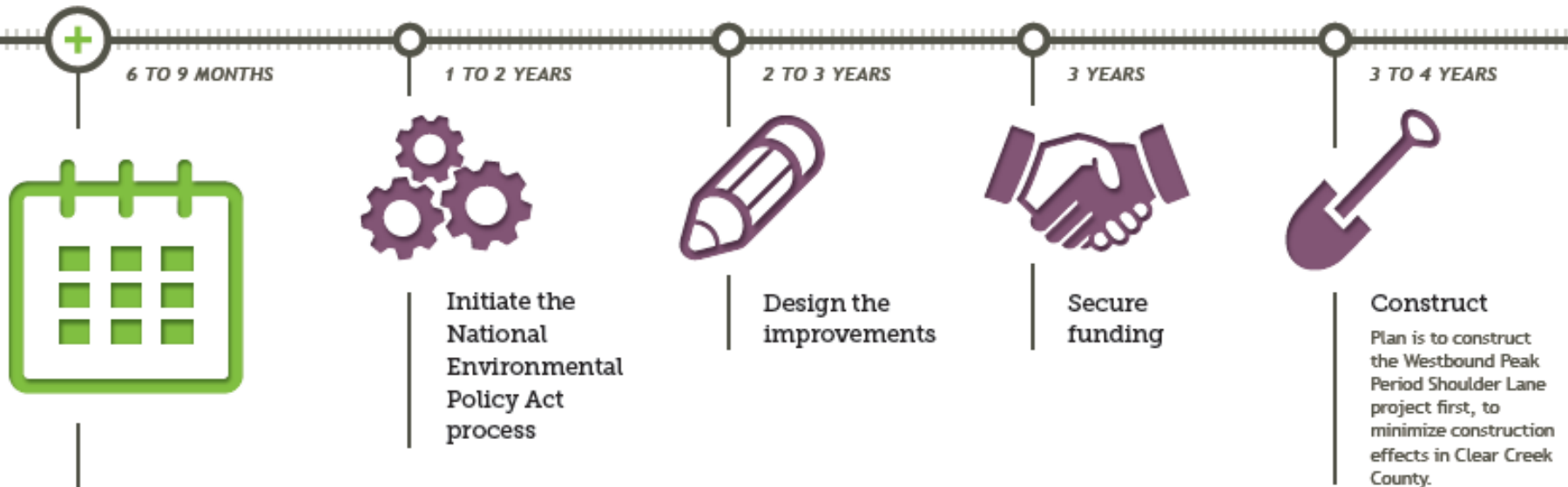


Advanced
Guideway
System

5 ADAPTIVE MANAGEMENT PROCESS IS A VITAL COMPONENT

WHAT'S NEXT?

WESTBOUND CONCEPT DEVELOPMENT TIMELINE



Second public meeting Summer 2017

TELL US YOUR IDEAS

Please visit the map table to write down your thoughts and ideas for Westbound Improvements



What concerns do you have for each project segment?



What are your suggestions for improvements for each project segment?



WANT TO LEARN MORE OR HAVE QUESTIONS?

Send your additional comments and questions to Neil.Ogden@state.co.us

Go online to codot.gov/projects/i-70mountaincorridor

A Path Forward

WESTBOUND I-70 MOUNTAIN CORRIDOR CONCEPT DEVELOPMENT

THANK YOU
FOR JOINING US



COLORADO
Department of Transportation



MEETING NOTES

Westbound I-70 Mountain Corridor - Concept Development Process

Partnering ITF Meeting

Tuesday, April 11, 2017

9:00 am – 1:00 pm

Field tour then Idaho Springs City Hall | Clear Creek County

Agenda

Time	Agenda Topic
9:00 - 10:30 am	<p>Tour of significant sections of WB I-70 led by Clear Creek County and Idaho Springs PLT and TT members.</p> <p><i>Desired Outcome: Understanding of specific areas of concern regarding WB I-70 in Segment 2 and Segment 3.</i></p>
10:30 – 10:45 am	<p>Updates on previous conversations</p>
10:45 – 11:45 am	<p>Discussion: Vision for I-70 and Relationship to the WB PPSL</p> <p><i>Desired Outcome: Clarify vision for I-70 (minimum and maximum improvements) from CCC, FHWA, and CDOT along with needs and constraints.</i></p>
11:45 – 12:30 pm	<p>Review and Discussion: Review and understanding of MOU and ROD in relationship to WB PPSL.</p> <p><i>Desired Outcome: Clarity and understanding of how to meet the needs of the ROD and MOU and move forward with the WB PPSL in NEPA</i></p>
12:30 – 1:00 pm	<p>Next Steps and Action Items</p> <p><i>Desired Outcome: Agreement on process and timeline moving forward and understanding on how best to engage the TT and PLT .</i></p>

Attendees

Paul Jesaitis, Stephen Harelson, Neil Ogden, Richard Zamora (CDOT); JoAnn Sorenson, Tim Mauck, Steve Coffin, Becky Almon (Clear Creek County); Andrew Marsh, Mike Hillman (Idaho Springs); Kelly Larson, Shaun Cutting (FHWA); Steve Long, Gina McAfee (HDR, Inc.); Jonathan Bartsch, Taber Ward (CDR Associates)

Meeting Summary

The purpose of the meeting was to tour significant sections of WB I-70 Mountain Corridor and reach a common understanding and expectations around next steps for the Concept Development Process for the WB I-70 Peak Period Shoulder Lane (WB PPSL) Project. Notes from the field tour are provided separately.

Tour Notes

The group first went on a field trip of the I-70 WB area from Hidden Valley to Empire Junction. Key items of discussion on the field trip included:

- Do the new bridges allow for the maximum program? The response is that they are sized to handle a 52 foot cross section. Clear Creek County noted that CDOT should have contacted the CE for this. The bridge size was the same as Twin Tunnels.
- Will there be a need to push back the rock wall east of the VMT? CDOT does not think so.
- Will there need to be widening east of the 241 bridge? Steve Long felt we might need approximately 1000 feet east of this bridge for a deceleration lane.
- Will a significant wall below I-70 through Idaho Springs lock us into a cross section at this point? Response: It will be a consideration but not necessarily a major constraint.
- At Exit 240, we want to add a bus slip ramp on the west side of 103. The bus accel speed is challenging there though. The new parking structure will be moved west, routing the off-ramp into the structure. The sight distance is not good, but the railing is one of the primary reasons. We discussed the railing a lot during the EB CSS process.
- At Exit 239, the sound wall is in bad shape. Perhaps we could consider closing this interchange or redoing the WB off ramp so it has less of a community impact.
- West of exit 239, rock fall is a big issue.
- At St Mary's/Fall River, the Fall River bridge is rated in the 60s and has one of the longest spans. At this point, WB would need to be pinched down. The shoulder would be very small. Paul Jesitus pointed out that we could consider a bridge replacement because you could provide more features using a project budget than a BR budget. When you need to go back into a do a BR after a project has already been built, it has more effects to the traveling public and the adjacent community.
- At 235, the bridge span is sufficient – will we have to go into the median?
- If we add concrete guardrail with a glare screen, sight distance is a problem.
- At 234, there is the port of entry with a separate truck ramp merging after the regular auto ramp.
- At Empire Junction, the PPSL could have its own ramp/flyover. Rock fall issues are above. May need to have a separate ITF for this interchange.
- Between 235 and 238, we would like to keep the median

Meeting Notes

After the tour, the group met to discuss the approach for the Concept Development Process and for subsequent NEPA. The following resolution was reached after various discussion items:

Meeting Outcomes

In order to move forward in partnership, the attendees conceptually agreed to the following:

1. WB PPSL Elements

- a. The WB PPSL must be consistent with the ROD. The parties all agreed that there is no intent to amend the ROD, and that the WB PPSL Proposed Action is not one of the “triggers” that advances the Maximum Program of Improvements in the ROD.
- b. WB PPSL will be temporary/interim (20 years). This will be documented in an IGA with CDOT/HPTE and FHWA similar to EB PPSL.
- c. WB PPSL will be a “Non-Infrastructure Component” consistent with the Preferred Alternative in the ROD by utilizing “expanded use of existing transportation infrastructure in and adjacent to the Corridor.”
- d. The principles of Context Sensitive Solutions (CSS) will be employed to develop the WB PPSL.
 - i. As a starting point, the WB PPSL NEPA study will aim to limit the Project to the existing pavement. Applying the Context Sensitive Solution (CSS) approach that was used to develop the EB PPSL Project, the Project Leadership Team will work with CDOT and FHWA to evaluate and design WB PPSL on an increment-by-increment basis. This will include evaluation of the construction, operation and maintenance required for WB PPSL. strive
 - ii. The aspiration is to use as much existing pavement/infrastructure as possible.
 - iii. It is essential that future decision-makers have a clear understanding of the NEPA process upon which WB PPSL will be implemented, to avoid future confusion and interpretive challenges. It is also essential that future decision makers have a clear understanding of the commitments in the ROD, MOU and WB PPSL NEPA process to avoid future confusion and interpretive challenges.
- e. Bridges/rockcuts/median (aesthetic guidelines)/guardrails/ walls (noise and retaining) and other design features will be evaluated in the CSS process, using evaluation of various factors including the Engineering Design Criteria and Aesthetic Guidance from the PEIS and ROD, similar to what was done on EB PPSL.
 - i. A Context Sensitive Solutions (CSS) process will be employed to define the context and identify trade-offs with key project elements in decision making.
 - ii. During WB PPSL project development the TT and PLT will ensure that any bridge modification or retaining walls required will be consistent with the ROD and are not “triggers” that advance the Maximum Program Improvements in the ROD.

- iii. At a future date, clarify the use of “Adaptive Management,” a term of art used in the 2011 ROD.
- iv. As part of the NEPA analysis, there may be operational issues to consider addressing in the EB PPSL, i.e. Exit 240 on-ramp
- f. WB PPSL will not attempt to accommodate busses, as it has been determined it is not appropriate for this project.
- g. Documentation
 - i. Documentation of EB PPSL and WB PPSL NEPA processes for future reviewers is important.

2. Next Steps for Concept Development Process and WB PPSL:

- a. Convene the Technical Team and Project Leadership Team to talk about the results of the April 11 FHWA/CDOT/CCC Issue Task Force (ITF) process including:
 - i. Advancing the “Minimal” and “Variable” WB PPSL cross-sections to Technical Team
 - 1. Minimal - Alternatives are a 39’ mirror image of EB (what is out there with existing infrastructure)
 - 2. Variable - Incremental approach assuming the cross-section would vary based on context as identified by the TT and PLT
 - ii. Change descriptions on cross section to read:
 - 1. Minimal re-label: “Existing Infrastructure”
 - 2. Variable re-label: ~~More widening than Mountain Express Lane.~~ “Could vary the cross-section depending on issues and constraints.”
- b. Finalize evaluation of segments two and three including the max-width WB PPSL cross-section. Because this section is not consistent with an interim improvement or the Non-Infrastructure Component in the ROD, and because it will have increased environmental impacts (e.g. noise, historic properties, right-of-way, visual, environmental justice) it will be **Not Recommended to advance this concept forward to NEPA**. Present TT with Evaluation Matrix to document why this concept was “X” out. This documentation is particularly needed since there was support for this cross-section from the general public.

3. Key Issues to Address during the NEPA Phase of the WB PPSL project include, but are not limited to:

- a. Safety
 - i. Incident/crash data needed from EB to inform WB PPSL
- b. Aesthetic/visual guidelines - Engineering Design Criteria and Aesthetic Guidance from the PEIS and ROD
 - i. Median width
 - ii. Trade-off with soundwalls
- c. Guard rail

- d. Bridges
 - i. Determine whether to replace bridges as part of the WB PPSL or in the future.
 - ii. Provide assurance that any bridge modification is **not a “trigger” that advances the Maximum Program** in ROD.
- e. Walls – sound/retaining
 - i. Provide assurance that walls **will not trigger** maximum program in ROD
- f. Rockfall
 - i. What types of cuts are needed to accommodate WP PPSL?
 - ii. Rock netting/bolting/concrete barriers at toe/constructability.
- g. Emergency access
- h. Enforcement and pull-out needs
- i. Minimize duplication of construction impacts and disruption to public
- j. Shy distance - E.g. 1-foot or 2-foot is context dependent.
- k. Buffer between the PPSL and the GP lanes
- l. Transit Center in Idaho Springs (potential ITF)
 - i. Parking infrastructure
 - ii. Exit 240 interchange
 - iii. Development hub for Idaho Springs
 - iv. WB PPSL needs to work for Idaho Springs development needs (e.g attractive retaining walls, reconfiguring 240 ramp for parking structure, pedestrian bridge).
- m. May be appropriate to look at Empire Junction interchange as a separate ITF. Focus on developing a vision for a future interchange and then making sure any interim PPSL improvements do not preclude that. Jo Ann Sorenson mentioned that it may be time to proceed with Empire Junction as a separate project.

4. Process Agreements Moving Forward

- a. Assurances
 - i. It is required that the PLT review and approve the final Concept of Operations for WB PPSL, and any future modifications or revisions to the EB PPSL Concept of Operations.
 - 1. There is a “Concept of Operations” for EB. WB could be similar but would need to amplify the assurances about WB being an interim/temporary improvement.
 - ii. Modify the CDOT/FHWA operations agreement to include WB PPSL which documents the definition of interim and limits days of operations to peak times only.
 - iii. Agreement that the Proposed Action for WB PPSL does not require a ROD amendment and is consistent with Preferred Alternative as it is a Non-Infrastructure Component of the Minimum Program of Improvements in the ROD.

Westbound I-70 Mountain Corridor - Concept Development Process
Partnering ITF Meeting
April 11, 2017
6 of 6

b. TT/PLT

- i. Set up TT meeting during the Week of April 24. The meeting will cover:
 1. Consultant and Contractor meeting outcomes for Segments 2/3
 2. Report back on the agreements and outcomes of the April 11 FHWA/CDOT/CCC ITF Meeting
 3. Provide feedback from March 14 Public Meeting
 4. Decision Matrices for Segment 2/3 cross-sections

Attendees

Paul Jesaitis, Stephen Harelson, Neil Ogden, Richard Zamora (CDOT); JoAnn Sorenson, Tim Mauck, Steve Coffin, Becky Almon (Clear Creek County); Andrew Marsh, Mike Hillman (Idaho Springs); Kelly Larson, Shaun Cutting (FHWA); Steve Long, Gina McAfee (HDR, Inc.); Jonathan Bartsch, Taber Ward (CDR Associates)



MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process

Technical Team (TT) Meeting

Tuesday, April 25, 2017 | 1:00 pm – 3:30 pm

Agenda

Meeting Purpose: To review and finalize evaluation of WB I-70 Segment 1 and review and discuss Segments 2 and 3. To provide summaries and updates regarding recent project meetings.

Time	Agenda Topic
1:00 pm – 1:10 pm	Introductions and Agenda Review
1:10 pm – 1:30 pm	<p>Briefing and Discussion: March 14 Public Meeting Highlights and Responses to Public Comments Received.</p> <p>Desired Outcome: TT understands the input provided at the Public Meeting and responses to comments received.</p>
1:30 pm – 2:00 pm	<p>Review and Finalize: Interchange and Alignment Compatibility and Confirm Segment 1 Decision Matrices (one each for alignments and interchanges)</p> <p>Desired Outcome: TT understands compatibility of Segment 1 interchanges and alignments and finalizes Segment 1 Decision Matrices.</p>
2:00 pm – 2:20 pm	<p>Review and Discussion: ITF Meeting Themes and Outcomes</p> <p>Desired Outcome: TT understands the outcome from the ITF meetings with Clear Creek County, Idaho Springs, CDOT and FHWA.</p>
2:20 pm – 3:10 pm	<p>Review and Discussion: Segments 2 and 3 Concepts and Decision Matrix</p> <p>Desired Outcome: Understanding of the concepts developed at the Engineering Consultant/Contractor Meeting and the related Segments 2/3 PPSL and Decision Matrix.</p>
3:10 pm – 3:25 pm	<p>Review and Agreement: Concept Development Process and NEPA</p> <p>Desired Outcome: TT provides feedback and understands the conclusion of the Concept Development Process, and transition to NEPA.</p>
3:25 pm – 3:30 pm	Action Items, Next Steps and Closing

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MEETING SUMMARY

Jonathan Bartsch, CDR Associates, welcomed Technical Team Members to the meeting and reviewed the agenda. No changes to the agenda were suggested and the meeting proceeded.

Technical Team (TT) members introduced themselves and a sign in sheet was passed around the room. See **Attendees** at the bottom of this Meeting Summary for a list of TT members present.

Review Public Comments_March 14 Public Meeting #1

Gina McAfee, HDR Inc., presented the draft matrix of March 14 Public Meeting public comments and official responses. TT members provided feedback. The draft matrix will be revised based on PLT/TT feedback and will be presented at the next Public Meeting.

TT Feedback on the Public Comment and Responses Matrix

Clear Creek County community representative, John Muscatell, pointed out the importance of acknowledging potential opportunities being considered during these projects. In particular, he pointed out Comment #74, noting that the response could be tweaked to include language about potential partnerships and opportunities being explored during the subsequent NEPA process. In this case, it could be a great location for a parking lot in new open space that might be purchased to address the staging issues for parking trucks. The responses to comments should reflect a “lets work together” attitude and the desire to partner. There is a need to emphasize collaboration in these responses. John noted that there are a lot of opportunities in this corridor and the process should be careful not to miss out on opportunities as they arise and as we go forward in this case.

Holly Huyck noted that this type of approach could walk a fine line regarding what we can do and say now and how that might constrain what we can do in NEPA. We are constrained about what we can say and cannot say.

CDOT suggested that even if a response is not within NEPA, in the final project report from this Visioning process, a paragraph could be added that recognizes potential collaboration and opportunities.

Idaho Springs Mayor, Mike Hillman, noted that in EBPPSL, there were missed opportunities, i.e. providing water to Floyd Hill. Moving forward, it will be important to look at services and potential development on Floyd Hill during this process. There is plenty of water in Idaho Springs that we can provide to Floyd Hill and this needs to get set in motion and considered now.

Segment 1 Alignment/Interchange Compatibility Matrix Review

Gina McAfee, presented the Segment 1 Alignment/Interchange Compatibility Matrix to the TT for review and feedback.

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- This matrix was requested at the previous TT meeting. This Matrix will be in the Concept Development Process final report and will be provided to the Team who is doing NEPA for Floyd Hill.
- There will be a CSS process in the Floyd Hill Segment 1, and the design team will do a “mix and match” to combine the various interchanges with alignments once more engineering data is available.
- HDR cautioned the group to ignore the colors. The matrix only looked at ease of connection and the matrix represents the feasibility of connection only. There was no functional compatibility of interchanges and alignment analyzed – that will happen in NEPA.
- HDR only drilled down 10% into operational/functional discussion on this matrix.
- Tom Gosiorowski (Summit County) noted that the matrix was helpful as it helps distinguish options. However, the legend for the color-coded titles could be renamed.

Conversation on Next Steps in Concept Development and NEPA

Question: What are you going to go into NEPA with? Drawings? **Answer:** High level concepts and drawings, there will not be CAD drawings going into NEPA. The current concept maps will be handed off to NEPA Consultants with the recommendation that these are the concepts that should be considered. The NEPA process is not limited to just these concepts however. There will likely be others developed.

Question: If NEPA is for the public to understand more specifics so they can comment, how are we going to get from these high-level drawings to NEPA drawings? **Answer:** The NEPA consultant engineers will be working on this. Current drawings are at 1 - 5% design. At the end of the NEPA process, we will be at 25 - 30% design. There is a lot of engineering work and design that will be needed in NEPA. For example, how tall will retaining wall be or how high will bridges be? At this point, we will wrap up the CDP and put findings in a final report. Next steps will include: 1) continuing the CSS process, 2) together with the PLT and TT, provide more detailed alternatives that combine alignment and interchange options and define detail such as size of roundabouts, size of retaining walls, bicycle and pedestrian path connections, etc.

The value of the CDP is that this is a funnel. These broader concepts will go into a greater level of specificity as we go from concepts to design (in NEPA). The TT/PLT and CSS will be used throughout the entire NEPA process. We will have worked out and worked through a number of issues in the CDP so we can move forward with confidence. Not starting NEPA “cold.” There will be a lot more meetings during NEPA.

Question from USFS: The USFS is concerned that we should be addressing more conceptual concerns now to ensure they are included in NEPA. For example, why aren’t we talking about trucks stopping on a 10% grade or the need for wildlife crossings and deterrence of bicycle conflicts? **Answer:** Meeting summaries and dialogue will all be included in the subsequent NEPA effort. Many of these concerns have also been captured in the critical issues maps. There will be continuity and the information that has

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been provided to move into NEPA. If these ideas that we have developed in CDP were not included in the NEPA, all of these meetings would just be a waste of time.

Question from Gary Frey at Trout Unlimited: Going into the NEPA process – has FHWA or CDOT considered level of documentation? EA or EIS? **Answer:** For Segment 1, FHWA is still considering this. This will not be a CatEx (Categorical Exclusion). There will be a public scoping process as well – the information collected at PLT and TT meetings during the CDP will also roll into scoping as the NEPA process is initiated. FHWA has regulations related to incorporating into NEPA the products of a pre-NEPA study and we will use as much information as we can from this process in the next process, including the scoping derived from Public Meeting #1 (March 14) and the next public meeting in Summer 2017. FHWA, CDOT and the PLT will determine what public/stakeholder involvement will be needed in addition to moving forward with the CSS process.

Segment 1 Decision Matrices Review and Agreement

See Decision Matrices labeled 4.25 with comments.

CDR asks: Can you support recommending the Segment 1 Interchange and Alignment decision matrices to the PLT with the edits provided today incorporated. You are recommending to the PLT:

1. The Evaluation Matrix itself – verbiage used, colors, evaluation process
2. Summaries and findings at bottom of the matrices

John Muscatell indicated that he agrees with the matrices but hopes that in the future, it would be considered to look at the option with the most opportunities instead of focus on the options which provide the most impact. The group should look at the positive impacts to evaluate how they help the community instead of how they hurt the community.

CDOT points out that this is what the “Purpose and Need” of a particular project will look at - to “enhance and connect” the corridor and improve mobility, safety, congestion.

Issue Task Force Meeting Summary

Process

Clear Creek County, Idaho Springs, CDOT and FHWA met several times and also toured significant sections of WB I-70 which was followed by facilitated discussion.

This ITF was focused on the interpretation of the 2011 ROD and 2014 MOU as related highway improvements on WB I-70 Segments 2 and 3.

Discussion Points

- The WB PPSL must be **consistent with ROD.**

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- WB PPSL improvements will be **temporary/interim**. This will be documented in an operations and maintenance agreement with CDOT and FHWA similar to EB PPSL.
- The WB PPSL will be developed using a CSS approach to develop the section width
- Bridges/rockcuts/median (aesthetic guidelines)/guardrails/ walls (noise and retaining) and other design features will be considered using the CSS approach, and examined similar to what was done on EB PPSL
- WB PPSL **will not attempt to accommodate buses**, as it has been determined it is not appropriate for this project.

Technical Team Comments:

Question: What does “temporary” mean? **Answer:** CDOT explained that on Eastbound, there was an agreement with FHWA that expires in 2035 and there is only permission to operate until 2035. The ROD allows maximum program building in 2025. In 2025, AGS would come in and/or maximum highway improvements would be next. The current solution (for Segments 2 and 3) that we are working on will not carry us through to 2050 based on AGS or new technology, i.e. RoadX, self-driving cars. The current project is to ensure that the road is operational until 2025 when the ROD can be reevaluated. FHWA also noted that what we build isn’t the final solution. The PPSL is temporary to support the area until the final project is built. It is important to keep options open with the hope that technology will mature, the cost of AGS will come down or AGS funding is developed. Clear Creek County also noted that the PEIS stated that a combination of transit and highway improvements would be needed to resolve demand question by 2050.

Question: What is the thinking of the ITF re: buses? **Answer:** Clear Creek County does not think that given the existing infrastructure that buses can safely use the PPSL. The highway would need to be widened too much to accommodate buses in PPSL. The original definition of PPSL was only for automobiles. FHWA noted that the goal would not be to go out and set a section that fits a bus.

The Technical Team had no more questions regarding the ITF and agreed with the general outcomes.

Consultant Contractor Meeting Summary

Steve Long, HDR, Inc., reviewed the April 4 Consultant/Contractor meeting.

- There was a discussion regarding width and what the Contractor/Consultants thought was required? Each team was asked to drive the corridor and give professional input and give lessons learned.

Lessons Learned from Eastbound

- Accident data show that **incidents have decreased** since implementation during both peak and non-peak hours. CAVEAT, need 3-5 years of data to analyze this accurately
- “It’s so dangerous it’s safe.” The narrow corridor typical section makes most drivers uncomfortable. This probably **decreases speeds and limits speed differential between the PPSL and general purpose lanes**. This may offset safety impacts of the narrow lanes and shoulders. Everything is so tight that people are driving in ultra-awareness.
- **Additional width** may be desirable at critical locations.
 - Curves with limited sight distance, left curves in particular.
 - Interchange ramps (especially at 240 EB ramp). Sight distance as you turn is very minimal. If you are going to come into town, hard to see traffic. There is some barrier/railing, that could be retrofitted in the future. However, average speed has gone down over bridge. Speeds have been harmonized. Sight distance is a few feet better. To correct this action, this would have taken us into the river, and this was not a choice people wanted to make. Acceleration is also a problem leaving SH 103 and coming down the ramp to merge onto I-70 EB. Drivers need to go really go fast because there are big trucks coming through. This is a critical safety area. This is slightly improved, but there is no place to push snow and snow comes onto road and ice builds up. Maybe too many compromises in this location.
 - One foot of shy-distance (next to the median barrier) is very difficult (even in a straight tangent).
 - Safety critical areas: some areas have limited vertical and horizontal sight distance – this compounds safety issues.
- PPSL striping is not typical and leads to **driver confusion**. WB and EB PPSL **striping need to be consistent and coordinated** moving forward. EB PPSL striping doesn’t meet the industry standard because the thought was that it would be more appropriate to differentiate PPSL and non-PPSL. Looking at how to do this better. **DATA from CDOT**: Yellow striping provides 50-60% reduction in people using PPSL when they should not. When there is a white line it is 1 car in 1500 vs yellow line is 1 car in 4000.
- One foot inside PPSL shoulder (**shy distance**) is narrow.
- Additional **sight distance** at left hand curves adjacent to concrete barrier (with glare screen) should be considered.

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- Additional **break-down/pull-outs/speed enforcement and emergency access** areas should be considered. During PPSL use, the inside shoulder is so narrow that if there is an incident in any lane, you can't get around in any direction so the Express Lane is shut down to deal with incident. Most incidents are in GP 1 and 2, but express lane closes. There are no spaces for law enforcement capabilities. Photo enforcement is not allowed on the highway. People are driving down the lane when Red X is there.

One TT member commented that the lights in the pavement near Idaho Springs are confusing, many of them are failing and they add confusion in the snow, making it hard to stay in the proper lane. CDOT was not sure whether these will be used in the future as they have a high failure rate around the state -- some people love them and some people hate them, the jury is still out. No decision has been made on this project whether or not they will be implemented.

A TT member asked if the Contractors and Consultants had talked about using a guardrail instead of concrete as an option? CDOT responded that most of the conversation focused on the use of glare screens (pros and cons). Less talk about guardrail/concrete. There is also an option to lower the speed to help with sight distance. Concrete helps with truck glare that is blinding to drivers.

TT members encouraged a true "post-mortem" analysis on EB to include the emergency response components. Including: How do you get to accidents? Incident-management discussion needs to continue throughout the process. Maybe a separate subcommittee.

Differences between EB and WB:

- EB had river encroachment issues; WB will need to address rockfall.
- Uphill grades on WB may pose different operational challenges than EB downhill grades.
- Existing cliff and rock faces may have more restrictive sight distance than barrier.

WB Recommendations:

- Consider additional buffer and/or shy distance where appropriate.
- Add more sight distance to inside curves around barrier.
- Provide for rockfall mitigation. Do not push general-purpose lanes closer to rock cliffs unless rockfall hazards are mitigated.

US 40 Interchange – Termination of PPSL

Option 1: Terminated at Empire Junction Interchange. Not sure how this will impact GP lane based on users. This will be further evaluated during the NEPA process.

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Option 2: Continues passed the interchange (short rise up to become level with Georgetown Lake). Hold people in the lane longer who are not crossing over. Has a drawback because it impacts GP lane. During peak hour about 30 % of traffic uses the Empire Exit. Which is why it makes sense to use PPSL here. That means 1 out of 3 people are weaving across 2-lanes of traffic.

Direct connection (bridge or flyover) for PPSL to US 40

- You can retrofit with flyover if Option 1 or 2 does not function well during PPSL operations but would want to make sure this works with ultimate interchange so we are not tearing those out.
- The ROD mentions a specific highway improvement as reconstruction of this interchange. These specific highway improvements will not be studied as part of this project.
- Need to think about flexibility and keeping options open.

Segment 2/3 Roadway Widths Decision Matrix

See Matrix with edits from TT, attached.

- Mistake -- #2 – Segment specific, third column should be white, not yellow.
- Add #4 under Segment specific: “conforms with interim definition” then add evaluation of “conforms,” “may conform,” “does not conform.”
- The ITF Suggests that the “Largest” width be “not recommended” because it is not consistent with temporary use of existing infrastructure and the ROD does not recommend it. It is not consistent with interim definition and it has more environmental impacts. It seems that this should not be advanced to NEPA as there is enough information to not advance largest section because it is not consistent with existing use of transportation infrastructure. These are fatal flaws.

Question: A TT member asks if we should also not advance the “off-alignment” option for Segment 1 under these same “fatally flawed” definitions? **Answer:** These are different, because there is not as much “white” in off-alignment option and it should move forward to NEPA. Segment 1 options are also different because adding additional capacity is allowed under the ROD but for Segments 2 and 3, it is not. So compatibility with the ROD is a key factor for Segments 2 and 3 but not as critical for Segment 1.

Question: How are the Contractor/Consultant “Lessons Learned” incorporated into evaluating these options for Seg 2/3? **Answer:** These were incorporated in the evaluation of the options and we will continue to look at these as we go through the corridor during the NEPA phase.

TT Suggestions to Segment 2/3 Matrix (also, see the matrix attached)

1. Remove Bustang
2. As we move forward we incorporate Lessons learned in PPSL as presented
3. Put the largest section into the category of NOT RECOMMENDED. Do not carry forward.

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Next Steps:

1. **May** - PLT Meeting
2. **June** - TT/PLT combined meeting
3. **Summer** – Public Meeting #2
4. Segment 1 – late summer/early fall to start NEPA (need to get contractor) – mapping still needs to be done.
5. Segment 2/3 – July-ish to come back to TT re: NEPA (HDR is under contract) – mapping is done.

When we move into NEPA, we are splitting Seg 1 and Seg 2/3 apart. **Question:** Will the TT be the same?

Answer: This is up to the PLT – lots of flexibility.

Attendees:

Lynette Hailey (City of Black Hawk); John Muscatell, Jo Ann Sorenson, Randy Wheelock (Clear Creek County); Tracy Sakaguchi (CMCA); Gary Frey (CO Trout Unlimited); Michael Hillman, Andrew Marsh (Idaho Springs); Holly Huyck (Clear Creek Watershed Foundation); Joe Mahoney, Neil Ogden, Stephen Harrelson, Vanessa Henderson, Benjamin Acimovic, Joe Mahoney, Kevin Brown (CDOT); George Tsiouvaras (TSH); Eric Baumgrardt (Kraemer); Carol Kruse (USFS); Dennis Largent (Atkins); Jason Buechler (Flatiron); Wendy Koch (Town of Empire); Tom Gosiorowski (Summit County); Kelly Larson (FHWA); Randall Navarro (CCGA); Suzen Raymond (Mile Hi Rafting); Joe Walter, Brandon Marette (CPW); Gina McAfee, Steve Long (HDR); Jonathan Bartsch, Taber Ward (CDR)



WB I-70 Concept Development Process

Project Leadership Team Meeting

May 22, 2017

CDOT – Golden Offices

Summary Updated as of 6/8/17

Agenda Review and Welcome

Jonathan Bartsch, CDR Associates, reviewed the PLT Agenda. There were no changes or suggestions from the PLT and the meeting proceeded.

Role of the Project Leadership Team

The role of the PLT, as adopted by the 2017 WB I-70 Concept Development Process PLT Charter/Operating Protocols, was reviewed to check in with the group to confirm that the process is on the right track.

The PLT:

- Leads the Project
- Endorses the Process
- Champions CSS
- Enables Decision making for the completion of WB I-70 CDP.

The USFS asked: how do we define, “lead the project” and “enable the decision making?”

The response was that the PLT is at the top of the pyramid regarding how the project gets done. The PLT also determines who sits on the Technical Team and ensures that the right players are at the table.

The purpose of the Concept Development Process is to enable a smooth transition to NEPA by identifying Critical Issues and Criteria and collaboratively develop concepts. At this point, there is a chance for the PLT to back up and review the current recommendations now that the TT has gone through the matrix to provide direction and enable decision-making to move, or not move, TT recommended concepts forward.

Clear Creek County pointed out that the PLT has not had a chance to endorse the process regarding selection of Evaluation Criteria used in the Matrices. There is a question about the process used to get to

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the Evaluation Criteria. Further, there is a question from the April 11 ITF – Clear Creek County again questioned whether this process created consensus and if the PLT had a chance to enable decision making. Finally, it was mentioned that in the NEPA process going forward, there is confusion about what the general understanding of this process will be.

Jonathan acknowledged these comments and mentioned that the Meeting Agenda includes all of these items -- the Matrices recommended by the TT; the April 11 ITF meeting; as well the CDP transition to NEPA – in order to receive feedback and guidance from the PLT.

Review of March 14 Public Meeting #1 Comments and Responses

Gina McAfee, HDR Inc., reviewed highlights and key themes from the March 14 Public Meeting. See attached PowerPoint Slides.

Gina also circulated a spreadsheet handout with all the public input received and draft responses. The initial responses to the public comment were drafted by HDR, CDOT and FHWA. The TT then received the chart showing comments and responses in advance of their last meeting and several people had comments which are now incorporated.

The next step is to get feedback from the PLT – should anything be added or removed?

Clear Creek County responded that there was nothing surprising in the public comment.

Next Steps regarding Public Input: There will be another public meeting at the end of July 2017. **The PLT will need to give input on the presentation** topics. This spreadsheet with comments and responses will also be at the meeting so people can see their input was categorized and responded to.

PLT Action: Review public input and responses spreadsheet and send input/feedback/questions/comments prior to the July Public Meeting when it will be publicly distributed.

April 11 ITF Meeting

Jonathan reviewed the April 11 ITF Meeting:

Process - Clear Creek County, Idaho Springs, CDOT and FHWA met several times and also toured significant sections of WB I-70 which was followed by facilitated discussion.

This ITF was focused on the interpretation of the 2011 ROD and 2014 MOU as related highway improvements on WB I-70 Segments 2 and 3.

Discussion Points

- The WB PPSL must be consistent with ROD.

- It will be an expanded use of existing transportation infrastructure.
- WB PPSL improvements will be temporary/interim. This will be documented in an operations and maintenance agreement with CDOT and FHWA similar to EB PPSL.
- The WB PPSL will be developed using a CSS approach
- Bridges/rockcuts/median (aesthetic guidelines)/guardrails/ walls (noise and retaining) and other design features will be considered using the CSS approach, and examined similar to what was done on EB PPSL
- WB PPSL will not attempt to accommodate buses, as it has been determined it is not appropriate for this project.

The PLT asked questions and provided comments on the agreements made at the April 11 meeting:

- **FHWA:** What does “will not accommodate buses” mean – does this mean trucks and buses won’t fit in the PPSL lane? **CDOT responds:** Yes. CDOT ran a camera study on EB PPSL and found that buses in the PPSL are not safe. The buses could not physically stay in the lane. **Clear Creek County** also pointed out that it was never the intent of the PPSL to function as a bus lane. It was not conceived this way. It was intended to reduce congestion during peak periods.
- **Clear Creek County asked for the following comments to be captured and “of record.” The recorder, Taber Ward, CDR Associates, attempted to capture the comments below verbatim, without summarizing or modifying, to ensure the record reflects the comments:**
 - CCC strongly supports the idea of a WB PPSL, just like we supported EB PPSL.
 - We support that the WB PPSL must be consistent with the ROD.
 - CCC can support using the existing infrastructure. Expanded **use of** existing infrastructure, not expanded infrastructure. In keeping with the way we did EB, we are not going to project at this moment, anything in addition to the existing infrastructure.
 - In the process, we will examine piece by piece by piece down the road. We cannot future project what this is going to entail. We need to build as we go along.
 - A CatEx needs to be an agreed upon project with no potential for significant impacts.
 - Our understanding is that this requires the use of the existing infrastructure, drop the word “expansion” from the [April 11] ITF summary and from the conversation about WB PPSL. How that use is accomplished will be determined as we move through the design process. The only tool that the ROD gives us is the use of the existing infrastructure.
 - We need to maintain as close as we can safely to the existing pavement. May need additional space for enforcement, etc.
 - The ITF did not come to a consensus recommendation.
 - There is one project that we are doing here – existing infrastructure, discuss piece by piece how this gets handled. People want to stick in cross-sections and widths – this is

not how the project works. Limit it to that consideration. Two alternatives on the table makes no sense to us at all.

- The CatEx has 1 alternative in it for EB, we did not put forward 2 alternatives. We would use the existing infrastructure, period. We did not pre-determine that we were going to widen any of the existing pavement areas.
- We cannot start from a place of widening – this is the wrong mental premise.

CDOT Responds:

- CDOT does not disagree with these comments. The conclusion, a “hybrid section” is a foot by foot review of what is out there and is developed by the context of what is out there and what can be used. Because there is not a consistent section now, the hybrid is the only way to get through.
- In EB PPSL, the process started by looking at a 38’ section. Then, the corridor was modified in some areas - the hybrid is the one that was advanced.

FHWA: What is meant by “increment by increment?” **CCC responds:** We would as much as we could to stay in the existing infrastructure. Look at space and see how far you can push that existing space, and that is your opening premise.

Clarification that the words “existing infrastructure” mean “existing pavement” in this discussion.

FHWA: CCC has made it clear that it is essential to start with what is existing. This does not follow CSS. We have the existing – ½ mile, just grass, no wildlife, no town concerns, nothing of issue. How do you see us figuring out shoulder widths, etc.? How are we considering context?

CCC responds that the ROD states from 221-241, there will be no infrastructure improvements. We need to adhere to ROD. We pushed its boundary in EB PPSL. We need to try to maintain as close as we can, safely, to the existing infrastructure – there need to be pullouts and we will address other safety issues. When we come to a permanent project, hope there are multiple alternatives all over the place.

CDOT: Starting from the minimum section is fine, however, there is a concern that this will be a predetermination that this is all that happens. There needs to be additional widenings for the road to operate efficiently and safety. This is a hybrid section, we do not end up with minimum section. We cannot push forward the minimum section only to NEPA.

- **USFS:** Seems that CCC is asking for “Variable” and “Largest” section to be taken out of NEPA process. It probably means the same thing, but the connotation is that we expect to widen in certain areas.

- **CDOT Suggests the following:**
 - Merge the minimal and variable cross sections:

“Use existing infrastructure. Similar to EB PPSL. Through CSS process, will do a foot by foot review of context to determine appropriate level of improvements. An interim improvement.”
- **NEPA Questions – is there a predetermination problem? Gina McAfee, HDR:** expressed discomfort at eliminating options because we are not in the NEPA process, we don’t have all of the information that we need to start eliminating options, i.e. safety and historical. Vanessa Henderson, CDOT: This seems to be ok since it gives us a sense of where we are going to start at the beginning of the alternative development process.
- **FHWA:** could end up with minimal or something that varies a lot. There are some sections that are so narrow.
- **CCC –** it would have been extremely helpful in the CSS process if the stakeholders could have been invited to the drawings and development of concepts.

AGREEMENTS:

- CDOT/FHWA/CCC – desire to begin with existing infrastructure. Clarify the steps of where we begin and then look at highway foot by foot to allow for enforcement, safety, breakdowns.
- Adhere to CSS, within the bounds of ROD.
- It is not the PLT who makes the decision of what cross-section is recommended to NEPA, the PLT is not the technical decision-making body. This is the job of the Technical Team.
- Merge the minimal and variable cross sections:
 - **“Use existing infrastructure. Similar to EB PPSL. Through CSS process, will do a foot by foot review of context to determine appropriate level of improvements. An interim improvement.”**
- HDR will develop a picture to formally represent this cross-section to avoid assumptions.
- The PLT will review and provide feedback on the picture.
- The new cross-section will be called “WB PPSL Proposed Action”
- This is a TT decision, not a PLT decision. The TT will review, discuss and evaluate this recommendation electronically prior to the joint PLT/TT meeting in July. In July, there will be another opportunity for the TT to provide feedback and recommendations on what will be recommended to NEPA.

April 4 Contractor and Consultant Meeting

A summary of the April 4 Contractor and Consultant Meeting can be found at the end of this document form the Power Point Slide Deck.

Comments from the PLT:

FHWA: WB different than EB – “shy distance when appropriate” – shy distance is difficult on the whole corridor, not just on curves.

CCC: This is all excellent information and belongs in the next discussion. This is the type of information we need to have carrying forward.

CDOT: EB has been successful. Frontage road traffic has been alleviated – that used to collapse every Sunday, no longer congested. Throughput on main corridor has improved. 4000 cars in 1 hour at Peak, used to collapse at 3100 cars. We are also “paying the mortgage.” Incidents are down because of throughput.

EB PPSL received a National FHWA award for CSS

Idaho Springs: We do not see the traffic on Colorado Blvd since the EB PPSL and expansion of tunnels. EB PPSL Has been great for Idaho Springs

Segment 1 Concepts

Off Alignment Options

- Alignments that we take completely out of the Valley (way-off alignments – not feasible/reasonable – way over to next valley, so far on uphill side that we were cutting through neighborhoods) These were not moved forward at all.
- Some alternatives where you take an off-alignment and put this behind the next ridge (This is off-alignment concepts). Could be both EB and WB or just WB. Gives you a lot more room to improve curves. Think about moving both off or just one off (re: recreation, safety)
 - This could mean lots of bridge structure or tunnels.

South Alignment - Increases opportunity for US 6 to HV

North Alignment - Options to the North. Clearly and easily determine these for visioning.

How do we make connections to existing roadway system:

Let's fix this problem near the Creek

1. US 6:
 - a. Close US 6 and shift movements to the East – so much going on at the bottom of the hill – move this interchange up the hill, avoids recreation, creek, etc
 - b. Reconfigure US 6 and full movements at current location
 - i. Make movements safer (e.g. flyovers)
 - ii. Right hand entrances (replace left hand entrances)

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iii. Close interchange and use US 40 to connect to US 6. A lot of out-of-direction travel – go clear to the top of Floyd Hill if headed WB. Problematic. Grades are not good.

c. Close US 6 – move to West (HV)

Questions: This is also a multi-modal intersection with bikes on the greenway. How are we considering greenway and bikers?? This is #5 on Evaluation Matrix.

ACTION: Suggestion that Greenway be mapped at the bottom of the hill and put on figures. Some of these options would not let Greenway through. It should be mapped.

US 40 Interchange – Termination of PPSL

Option 1: Terminated at Empire Junction Interchange. Not sure how this will impact GP lane based on users. This will be further evaluated during the NEPA process.

Option 2: Continues passed the interchange (short rise up to become level with Georgetown Lake). Hold people in the lane longer who are not crossing over. Has a drawback because it impacts GP lane. During peak hour about 30 % of traffic uses the Empire Exit. Which is why it makes sense to use PPSL here. That means 1 out of 3 people are weaving across 2-lanes of traffic.

CCC: Prefers Option 1 – there is a grade coming out of truck stop, grade is disguised.

Direct connection (bridge or flyover) for PPSL to US 40

- You can retrofit with flyover if Option 1 or 2 does not function well during PPSL operations but would want to make sure this works with ultimate interchange so we are not tearing those out.
- The ROD mentions a specific highway improvement as reconstruction of this interchange. These specific highway improvements will not be studied as part of this project.
- Need to think about flexibility and keeping options open.

Evaluation Matrices:

Process Review:

- Matrices were reviewed numerous times with TT at various meetings. Criteria were added and text was changed in response to TT questions and feedback.
- For Evaluation Criteria, PMT took issues already mapped on the aerials and put them into categories of core values.
- Evaluation Criteria used are similar to what was used on EB.

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- At numerous TT meetings, the PMT guided the process to fill out boxes, modify, refine, and add segment specific criteria.
- All Segment 1 options will be advanced to NEPA. None have been dropped out.
- Segment Specific Criteria: At each meeting, TT and PMT would discuss these Criteria and ask if any segment-specific criteria needed to be added. Segment Specific criteria were added to the Segment 1 interchange matrix.

PLT Feedback Questions and Discussion:

Problems with the Evaluation Matrix Process brought up by CCC and other PLT members

1. Process was too fast.
2. How does the Evaluation Matrix track the concerns/issues that you gathered at the TT? The connection between the concerns and this list of evaluation criteria is not really visible.
3. Decision matrix was filled out and presented to TT. There are remaining questions about the evaluation process: What are you using to determine whether it is green, yellow or white? On what basis were these decisions made? What is the criteria on which these decisions were laid out? This is what the TT needs to know.
4. CCC does not concur with this decision matrix. The decision matrix needs to go to other CCC agencies.
5. USFS: At the last TT meeting we looked at #18, consistency with CCC Visioning. Not a differentiator. Existing infrastructure section should be green, variable section should be yellow or white. Largest section was a differentiator (**Note: This comment was actually a comment on Segment 1 and the text change was made at the last TT meeting.**)
6. **FHWA:** N/A for “not applicable” or “no differentiator”? When you are talking about the interchange option #4 – not applicable to show interchange. Seems incongruous. We didn’t see that there was a way to differentiate to show that it would improve these interchanges.
Question: If they will not improve operations, why would they be suggested? Answer: because of safety.
7. **USFS/FHWA:** Instead of “N/A,” put “not enough information available.” Concerned with N/As across the board – if it’s “we don’t know” that’s one thing, but N/A doesn’t seem accurate.
8. **FHWA:** don’t feel comfortable proposing interchange options that don’t have a comparison to existing conditions. Answer: The Matrix is meant to only compare options to one another. There is not a “no action” in here to compare to.
9. **CCC:** This obviates the point that we don’t know the thinking behind this matrix. What are the things that are being considered? What are we thinking about when we make these types of judgements? Does the TT know what the criteria?
10. **Kevin Shanks, THK:** Maybe we were not clear about how this was done, but we developed the evaluation criteria using the flow chart that showed the context statement, core values, critical issues and evaluation criteria. We presented this to the PLT and the TT at at least one of the meetings. Maybe there was not enough time or involvement by TT.

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CDOT directs the groups to the Summary of Findings – the TT spent a lot of time on this.

HDR/CDOT: The NEPA team will get these matrices as a starting point. We are in the CSS planning life-cycle phase. We are about to start a new CSS process for a new life cycle phase for NEPA. Assuming that these are not going to change, there will likely to be new alternatives, etc.

Evaluation Matrices Next Steps:

1. Change N/A assignments in Matrices to indicate more specifically what this means “not enough information,” “not applicable,” “unknown,” etc.
2. Look at #18 on Matrix (USFS comment)
3. Review Matrices again at the PLT/TT July meeting
4. Take a look, review criteria and colors.
5. The thought process is summarized in findings.
6. Recommend not using N/A – If the answer is “unknown at this time” that is what it should say.
7. Go back through critical issues chart/paraphrase in flow chart and make sure these are put in Evaluation criteria.

Document review suggestion:

1. Have a specific amount of time to review documents so TT/PLT know deadlines.

Public Meeting #2

See attached handout with general information on purpose and ideas for graphics.

PLT Action: Provide feedback on what should be put in the PowerPoint, presentations and help with advertisement, recruitment and day-of event.

CCC: Suggestion to change room – United Center. Randy Wheelock and CDR to coordinate.

FHWA: At the next public meeting, it will be important to make clear that the CDP process will separate into 2 projects: (1) Floyd Hill and (2) WBPPSL.

Atkins will be the Engineer for Floyd Hill and WB PPSL is HDR. CDR for both processes.

Next Steps

Early July TT/PLT

Late July – Public meeting

Process Evaluation: written survey, oral discussion

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This PLT ends and there will be a reconstitution of the PLT/TT for the next phases, this will happen before the fall and CDOT will be sending letters to agencies for PLT and TT suggestions.

Once the NEPA process is initiated for WB PPSL, a decision making schedule similar to EB will be used. For any particular design decision, it will be addressed at least 3 different times: The design team comes to present concept, then we evaluate it, and then bring it back to confirm.

Attendees

Neil Ogden, Stephen Harrelson, Vanessa Henderson, Ron Papsdorf, Joe Mahoney, Kevin Brown, Bob Smith, Ben Acimovic, Richard Zamora (CDOT); Kelly Larson, Stephanie Gibson, Shaun Cutting (FHWA); Cindy Neely, Randy Wheelock, JoAnn Sorenson, Becky Almon (Clear Creek County); Mike Hillman (Idaho Springs); Adam Bianchi, Carol Kruse, Terry Baker (USFS); Wendy Koch (Town of Empire), Margaret Bowes (I-70 Coalition); Gina McAfee, Steve Long (HDR Inc.); Kevin Shanks (THK); Jonathan Bartsch, Taber Ward (CDR Associates)



MEETING SUMMARY

Westbound I-70 Mountain Corridor - Concept Development Process

Joint Project Leadership Team and Technical Team Meeting

Monday, July 10, 2017 | 2:30 pm–5:00 pm

Clear Creek Metropolitan Recreation | 98 12th Ave, Idaho Springs, CO 80452

Agenda

Meeting Purpose: Identify CSS lessons learned and reach agreement on the process and next steps for the CDP and NEPA processes.

Time	Agenda Topic
2:30 pm—2:45 pm	Introductions, Welcome and Agenda Review
2:45 pm—3:00 pm	Project Update: Segment 2/3 cross section recommendations from PLT. Desired Outcome: PLT and TT review and agree on the Segments 2/3 updated WB PPSL cross section.
3:00 pm—4:30 pm	Feedback and Discussion: Discuss CSS process feedback received. PLT and TT provide feedback and discuss lessons learned in the CSS Process. Desired Outcome: PLT and TT provide insight into what worked and what could be changed in the CSS process and CDP documentation.
4:30 pm—4:50 pm	Review and Discussion: Next steps and transition to NEPA and Public Meeting # 2 Desired Outcome: PLT and TT provide input and agree on 1) transition to NEPA and 2) the purpose of and materials for Public Meeting #2 - July 26 5pm—7pm.
4:30 pm—5:00 pm	Next Steps and Action Items

MEETING SUMMARY

Introductions, Welcome, and Agenda Review

Taber Ward, CDR Associates, welcomed the Project Leadership Team and Technical Team members to the meeting and reviewed the agenda. She announced that the agenda that was sent out last Friday had changed, in response to concerns from some PLT or TT members. Copies of the final agenda were handed out to everyone during the meeting.

The primary agenda item today is a review of the CSS process to identify lessons learned that we can apply to future projects. We will also discuss the TT and PLT recommendations for the Segments 2/3 cross section and the plan for the transition to NEPA for both projects. And feedback will be asked from the group of the meeting materials for the upcoming public meeting.

Team members introduced themselves and a sign in sheet was passed around the room. Meeting attendees are listed at the bottom of this meeting summary.

Project Update: Segments 2/3 Cross Section Recommendations from the PLT

***Desired outcome:** PLT and TT review and agree on the updated Segments 2/3 WB PPSL cross section.*

Steve Long discussed the WB PPSL cross section projected on the screen. The ITF was consulted, for technical input, about what the cross-section should be, which was then brought back to the TT for input. They recommended that we advance the two cross sections—existing and variable. When we took that recommendation to the PLT, they recommended that rather than have two options, we combine those into one approach, the WB PPSL Proposed Action.

Gina also added that the PLT wanted to make sure the WB PPSL Proposed Action would:

- Use existing infrastructure.
- Be refined, through a CSS process, using a foot-by-foot review of context to determine an appropriate level of improvement.
- Be consistent with the Non-Infrastructure component of the ROD.
- Be an interim improvement.

Carol Kruse asked if the CDP report stated the same. Gina replied it started with three cross sections as noted on Figure 18 of the report, but then one was not advanced and the other two were combined. That is shown on Figure 23 of the report.

Carol Kruse commented that labeling the cross-section as the proposed action implies that this is what we are doing for the whole section. She recommended changing the name so it doesn't imply as being for the whole section. Gina McAfee responded the report stated this will be studied further in the NEPA process, to which Carol replied someone not familiar with this process would think differently. The group agreed to call it WB PPSL Proposed Concept.

Holly Huyck noted that the graphic is missing width measurements. She suggested showing the widths then saying minor widening if needed. Vanessa Henderson suggested adding the four notes (listed above) on the graphic. HDR will make these modifications for the public meeting and on Figure 23 of the CDP Report.

Taber asked the group for any other comments on the graphic. There were none. She asked the TT members if they concurred with the PLT recommendation. The TT members indicated they support this recommendation.

Agreements/Actions:

1. Change the name of the Cross Section Graphic to: **WB PPSL Proposed Concept**
2. Add the following language to both the CDP Final Report and Public Meeting Board to supplement graphic:
 - Use existing infrastructure.
 - Be refined, through a CSS process, using a foot-by-foot review of context to determine an appropriate level of improvement.
 - Be consistent with the Non-Infrastructure component of the ROD.
 - Be an interim improvement.

Feedback and Discussion: Step 6 of Decision-Making process

Desired Outcome: PLT and TT provide insight into what worked well and what could be improved.

CSS Process Feedback Summary

Taber Ward went through the overall summary of feedback on the CSS process.

- Eight responses received
- 10 questions per survey
- Not a lot of consistency—very different reactions to CDP process, some positive, others critical.
- Of surveys received, 76% of questions were rated 3 or above
 - > Survey 1: 100% of questions were rated 3 or above
 - > Survey 2: 100%
 - > Survey 3: 100%
 - > Survey 4: 100%
 - > Survey 5: 90%
 - > Survey 6: 70%
 - > Survey 7: 30% *responded to 9 question*
 - > Survey 8: 20% *responded to 7 questions*

Positive feedback from the 8 evaluation includes:

- Results—Input from CDP process will be very helpful in NEPA
- Good balance between discussion and sticking to time limits
- Well managed facilitation of meetings
- Good understanding of CSS and CDP process
- Matrices were a good tool
- CSS guidance appropriately applied

- Good explanation of what needed to wait until NEPA

Critical feedback from the 8 evaluations includes:

- More dialogue and discussion among and between members; less presentation
- Process—level of detail needed for the CDP level was unclear; transition from CDP to NEPA was confusing
- Time—time for document review prior to meetings was short; overall felt rushed
- Not enough frank and open participation by some TT members, over-representation and “grandstanding” by others
- Difficult to ‘tie’ evaluation matrices and concepts to the critical issues; rationale for matrices not understood
- Disconnect between TT and PLT—information and process not always communicated to PLT members. More communication is recommended to PLT about TT discussions.
- Project team (PMT) could have done a better job defining CDP goals, process, and expectations for each specific group (TT/PLT)
- Need more clarification of PLT role. What does it really mean that the PLT leads the project.

Discussion/Suggestions

After going through the summary of feedback, Taber asked each meeting participant to contribute a suggestion with regards to what worked, what needs improvement, and lessons learned.

- *Vanessa Henderson:* I came to this project at the tail end of the project, so I can’t really say.
- *Steve Harelson:* Broad participation can yield unfocused results, but he chose the diverse group to be inclusive.
- *Gina McAfee:* The depth of issues we identified is going to save a huge amount of time during the NEPA process. Really appreciate the time Clear Creek County took to go through their visioning. It was extremely helpful in informing this project’s issues.
- *Richard Zamora:* Good representation of all stakeholders and everyone seemed to provide a lot of good input.
- *Carol Kruse:* Getting all the issues and concerns out was a major piece of work. Moving on from that was part of what was confusing. For future CDPs, instead of doing a whole concept development process, do a process like this to bring out the issues and concern and then stop and go into the NEPA process.
- *Cindy Neely:* There was a real and strong attempt to set up an appropriate CSS process with all the teams. Once the CSS process was set up, I think it worked very well. The tracking charts are essential but the organization of the charts was not very clear. They were hard to follow. Sometimes things between the issues and evaluation criteria got lost. How did we evaluate? How did we get to that decision? As we work along, we can get overwhelmed with paperwork. The simpler we make it to be able to move from one piece to the next—it is important to do more than just mask the issues. CSS is the attempt to be able to talk about issues upfront. Allowing enough time for discussion is major.

- *Lynnette Hailey*: Diversity of voices was good. Wanted to look at the big picture, but it was all segmented—only looking at what someone was concerned about for his specific area. We need more of a regional solution.
- *Tim Mauck*: The process starting with a formerly agreed upon framework (from the ROD) was good. In some cases, we were looking at concepts that were already agreed to, so it wasn't an entirely new process. We weren't addressing a bunch of new ideas.
- *Nicolena Johnson*: Comments were taken in context and all comments were valid.
- *John Bordoni*: Reminder that Idaho Springs went through its own visioning process last year, which was very helpful. Fairly new to this process, so can't really say specific to this process.
- *John Muscatell*: Much better process than traditional NEPA process. Had greater expectation for the process but they were never met. This was a missed opportunity; we came in with a vision, with different ideas, context... but these aren't issues to me. These are opportunities to me. We should ask, what can we do to enhance your business, etc.? I know it's not NEPA but we could have taken this further—what can we do to make things even better for everybody who is associated with this corridor—the different counties and businesses? I know CDOT has a mission to make this into six lanes—but we should think about opportunities. The project is not the project, the project is a piece of a bigger vision. We are looking to mitigate issues now instead of looking at opportunities to make things better. Look at critical issues, as well as real opportunities. The opportunity was there; the outcome of the process was positive. I think we made really good progress. Hopeful that we can build on that.
- *Randy Wheelock*: Agreed with what John Muscatell said about opportunity, but I don't know if the opportunity is lost because we are still here and still talking about it. Like what Cindy said, we talk about this in a timed manner. Keep banging away at it through the next process.
- *Mike Raber*: Diversity of the number of people that was brought into this to get different perspectives was a real plus. A comprehensive group of truly knowledgeable people. Most of us who are from the public, we look at this for the long term. How to do it and what we're going to do. Look at what the rest of the world is doing—like Japan; there are several lessons we could learn from without beating this to death. Look at what makes sense.
- *Ben Acimovic*: Watching the change in civil discourse from earlier discussions—it's changed to a feeling of collaboration and partnership.
- *Neil Ogden*: We brought the right people into the room; a lot of effort put into the process, which was appreciated. Facilitation was done pretty well. We took such a big chunk of I-70 at a high level. Everyone providing input was very valuable.
- *Kevin Shanks*: The Blue Ribbon Panel really operated more of an ITF. We brought in the industry experts; there was a big A-HA moment. It was very valuable to have those external experts. Everyone has a perspective on what was going on. There is a huge organizational aspect that happened here, we have an extremely strong launch pad to start from.

- > *Steve Long*: Was worried that things were getting larger, not smaller, but we were able to build this into a family of solutions. It actually started bringing focus into it even though there was a lot going on.
- > *Carol Kruse*: Appreciate what Kevin was saying, but the Blue Ribbon Panel was never set up as an ITF. If it was an ITF it should have been labeled that way. I hope we are not limited to the buckets identified by the Blue Ribbon Panel so we can identify more opportunities.
- > *Cindy Neely*: There was no connection with the Blue Ribbon Panel; only met once. It was effective and good discussion, but it happened as a totally different process outside of the CSS process.
- > *Kevin Shanks*: There was a time issue with it; if there had been more time, there would have been more dialogue. But I don't disagree with the disconnect. However, the way ITF works, the industry needs to talk within itself. What we didn't do is bring it all together.
- *Kelly Larson*: My first CSS process; good to actually see this many people in a meeting before we get into NEPA. Understanding really builds trust. I agree about calling issues "context considerations."
- *Wendy Koch*: Diversity of people involved; impressed with how well we listened to each other. Everyone can voice concerns without being looked down upon.
- *Gary Frey*: I have an issue with making the distinction between this process and the start of the NEPA process. This IS the start of the NEPA process. By not officially starting the NEPA process, you might have excluded someone from the process. Then if that someone comes in, are you going to start all over? I think you need to look at the law that directs agencies to start NEPA early in the process. What is early?

The idea of not adequately considering concepts and opportunities—I think that belongs in a different arena. The way we say "transition to NEPA," this process felt like it is outside of the NEPA process when it actually started whether you like it or not.

CDOT should look at risk assessment; feedback from that builds into the site-specific issues.

- *Holly Huyck*: This process will save time during the official NEPA process. What didn't work: I hope that the next round isn't so tight, we need time to digest. We need more time to turn around and look at things. Consistent communication is also key—getting the announcements out in a timely manner.
- *Tom Gosiorowski*: The document that came out was really useful. Looking at the complexity of the US 6 interchange and how that could affect the alignment. I think that was very useful. Large, diverse group of stakeholders in the TT meeting. Good to have a public meeting during the process. It was important to not just be a large group of people in a closed room, but to engage the public as well.

Improvement: At the beginning of the TT, a lot of us was not sure what the purpose and need for the project was, what the scope was. More effort to get everyone understanding the same basis

would have helped. Now that we are far along, I have a good understanding. But that could be better in the beginning. Sort of having road map.

Also, the TT was really big but I understand because this is such a large corridor, so not sure what we can do about that. Maybe have smaller TT for each segment.

Not sure how the ITF came about. The CDP report has an appendix of an agreement, which I don't think should be part of the meeting minutes appendix since it's an agreement. That seemed like it was kind of a secret effort that was not well coordinated with the rest of the CSS process

- *Joe Walker*: First time involved but really good to hear everyone's issues. Having the comments taken seriously and put into a matrix was very valuable.
- *Randall Navarro*: Communication was pretty decent. What works: CSS means context sensitive solutions, but having just one alternative, I felt like it wasn't really a solution. I agree that the ROD needs to be adhered to, but I feel it is very limiting. We need to catch up to technology, and we would have a lot more people coming up. There was that I-70 Corridor Visioning document prepared in 2014 that looked at opportunities along the corridor—not necessarily just look at making the highway six lanes. I don't think that study was looked at. We focused on one document (the ROD) but a lot of people in the future are not going to understand because they won't have the same background as the people in this room had.
- *JoAnn Sorensen*: Blue Ribbon Panel: that kind of interaction is very helpful. Regarding limiting solutions—Segments 2 and 3—perhaps because we focused on the PPSL, maybe we should have looked at other operational options. What I hoped might change was when we put out the maps and everyone had the opportunity to identify issues—but some of them conflicted each other, some of them I didn't understand; maybe because of time constraints.
 - > Dropbox for communication: it gets operator error. In the past, we used the CDOT website for specific process and everything was found there, more easily than using Dropbox. I recommend using the CDOT website.
 - > *Carol Kruse*: The agency does not allow us to use Dropbox.
 - > *Tom Gosiorowski*: was having trouble with Dropbox logging in. Maybe there is a better share drive solution.
 - > Action: Think about an alternate document sharing system.
- *Margaret Bowes*: Collaboration, public meeting—comparing this to the EB PPSL process, this time around was so much better, having one early in the process. The format was much better than EB PPSL. For EB, it was open house and then we took Q&A. This meeting, there was a presentation—it set the stage; people had basic knowledge before submitting comments.
 - > *Holly Huyck*: Some people learn by visual communication and some people learn by hearing, so important to have both types.

- > Are the public meeting materials available for people to access? *Response:* The materials are going to be included in the CDP report and are also on the CDOT Project website:
<https://www.codot.gov/projects/i-70mountaincorridor/concept-development-process>.
 - *John Muscatell:* Be careful with catchall issues.
 - *Tim Mauck:* Accessibility of the facilitator is very much appreciated. There is still too much time that we spend on the process in the beginning of this. We had a tremendous amount of turnover in this group, in this organization - CDOT. We have new individuals coming in. We need a sort of a CSS czar or committee—who could train people on the CSS—so if someone new comes on board, we can all be on the same page. Sort of standardizing the process. *Response from Steve Harelson:* We do have David Singer as our CSS person.
 - > *Tim Mauck:* We need someone who is always there to train people on CSS.
 - > Regarding opportunities—we haven't really identified the framework to shape those opportunities. We call them impacts but we should call them opportunities.
 - > **Would like to see the CDP report re-titled: CDP from Empire Junction to Floyd Hill.**
 - *Cindy Neely:* One alternative—are we just talking about WB PPSL here or are we talking about our whole concept development process? I think there are many alternatives for Segment 1. I don't think we would want to call this a solution, because it is not the solution. It would come down to how we can use the existing infrastructure. We have to be careful not to generalize this whole segment. The Blue Ribbon panel came out with all kinds of alternatives for Segment 1.
 - > *Holly Huyck:* We are going to split those, and the NEPA process will be separate. The PPSL is an interim patch-it-up kind of solution. The other piece is different. I think that will be very difficult for all of us to think of this as very different approaches.
 - > *Carol Kruse:* When segment 2 is ready to go into NEPA, would it be the same PLT that was in Segment 1? *Response:* It would not be the same exact set of people, but yes, some people from the CDP PLT would also be on Segment 2/3 PLT.

Tom Gosiorowski: Did like that email communications came only from Taber—very easy to sort through emails coming from a consistent sender. But that would be hard if Taber works on other CDOT projects. **Maybe set up a project-specific email address?** Also, it would be great at the beginning of the project to have some sort of a **roster with headshots** because with a group of 40 people, it is hard to remember everyone.
 - *Carol Kruse:* Meeting minutes should go out within a week after the meeting. It's hard to remember when it's longer. Also, agenda should come out a week before the meeting. Regarding TT and PLT interaction, there are just a lot of people in one meeting. To get issue and challenges maybe do that as an open process, but when you get down to those issues, have smaller/more select group of people to evaluate the issues.
- Not comfortable going into the NEPA process with a proposed action, but I am comfortable saying this is what came out of the concept development process.

- *John Muscatell*: Suggest David Singer creates a video about CSS and post it on CDOT website. Also, create a 20-minute YouTube video narrated by Cindy Neely about the history of the I-70 ROD and where we are and how it all means. I dread the day when people leave, because you need to train new people. Having these videos would help. We can say we've already been there.
- *Steve Harelson*: I think there needs to be a frank and open discussion about the issues in this meeting. We need to have enough trust and come into this room and talk, and not have alliances or tribes forming on the side. So a recommendation in the future is to keep all discussions occurring in this meeting with this group rather than in smaller meetings before or after.
- *Holly Huyck*: Maybe one solution is have a more specific topic for each meeting—with more time for discussion.
- *Nicolena Johnson*: The maps were laid out and comments were asked. Then we came back and those comments have been converted into very technical comments, changing the context. For example, one comment that was written was that from an emergency management perspective, improvements should be considered way before the top of Floyd Hill, at the Beaver Brook bridge. When we came back, the comment was changed to “on-ramp was too short.” Trying to recapture the language; comments need to be as they were. **(Note from Gina after the meeting: Nicolena, I think this issue is captured on page 11 of the July 3 CDP Report—#6 under Mobility and Access.)**
- *Randy Wheelock*: During discussion—there were times when you start opening your mouth and you think do you really need to say this? Because there isn't enough time. The bottom line is, it takes time.
- *Kelly Larson*: Recommend setting timelines for reviews. Set them up front, the same amount of time every time. And set scheduled meetings, instead of ad hoc meetings. Have one person carry the voice of that one entity instead of having 2 or 3 representatives from that agency, because it's so hard to schedule meetings when there are a lot of people to be involved.
- *Carol Kruse*: If you have someone representing an entity, that person may need more than a week to review things to come to a meeting prepared and participate in the discussion. Or attend the meeting and go back to consult with the entity's decision-makers. So we need the time.

Agreements/Actions:

Rename Final Report to “Westbound I-70: Floyd Hill to Empire Junction Concept Development Process.”

Summary of Suggestions

For confirmation purposes, Taber reviewed the summary of everyone's suggestions, which were written on flip charts, as follows:

What Needs to Change

- A lot of email
- ITF meetings => limiting solutions
- Solutions limited-> shouldn't
- Look at additional studies in addition to ROD
 - > Clear Creek County I-70 Visioning Matrix
- Duplicative, look at other info
- More interaction with Blue Ribbon panel
- Too much focus on PPSL->what were other operational improvements
- Time to discuss specific items->more focused
- Less presentations
- Too much summarizing language
 - > i.e., 234 on-ramp comment
 - > comments captured specifically as listed
- feel rushed-> more time for discussion
- Set timeline for reviews
- Set scheduled meetings (i.e third Thursday)
- 1 person per entity to carry perspective
- Need more time for turnaround
- Consistent communication
- Dropbox consistency
- ITF segment 2
 - > How did this happen?
 - > What was the outcome?
- Materials
- Loss of specificity
- More of a regional vision
- Timeline->Trust
- Blue Ribbon process outside of CSS process/discussion
- Concerned about 1 alternative
- Risk assessment of additional opportunities->"bark" into NEPA
- Need clarity for P&N, scope
 - > What are we doing?
- Awkward segmentation initially
- TT really big
- Evaluation criteria
- Time
- Information dissemination
- Too much time on process
- CSS "czar"->all on the same page
- Standardization of process
- CSS Training—David Singer
 - > "Ted Talk"
- Connection between community, transportation, and opportunities
- Change us vs. them
- "Empire to Floyd Hill"
- "Solution"
- Project specific email
 - > Point Person
- Roster
 - > Head shots
- Notes/minutes to go out after one week
- Agenda/materials out one week before
- Discernment among PLT/TT
 - > Smaller more select'
- Additional information gathering
- 10 minutes video on CSS (David Singer)
- History of I-70 ROD video
- Build trust (time during meeting)
 - > More focused meeting topic
- Speed up NEPA, but cost \$ in CDP
- Primer on past and future NEPA

Lessons Learned

- A lot of paperwork
- Time and discussion
- Information dissemination process
- Could have taken partnership opportunities further
- How is this highway project part of a bigger picture/vision
 - > Land, tourism
- Real opportunities
- Long-term vision
 - > International perspective
 - > Multi-modal
 - > What are best practices?
- Blue Ribbon Panel should have been integrated into CSS process better if ITF
- Tracking Critical issues to contractor design
- Issues=context considerations
- What to do when people miss meetings?
- Positive framework moving forward
- Modify future CDP-> critical issues and concerns
- Broad participation can equal unfocused
- Consistent involvement
- Terminology
- Connecting stages of input
- Flowchart
 - > Generalizations
- Evaluations and evaluation criteria->color coding
- Integrations of ITF w CSS and Blue Ribbon
- Critical Issue/Concept stickies should be reviewed/discussed with group
- CDOT website vs. Dropbox
 - > Access code?
 - > Not connecting with app
- Public Meeting early in process is good! Set the stage
 - > Liked the presentation prior to Q&A
- Ensure - post all material on CDOT website

What Worked

- Opportunity for wanting voices
- Good outcome
- Still having conversations
- Qualifications of participants
- Feels like a partnership
- Strong effort
 - > Efforts to understand
- Blue (and Green) Ribbon panel
 - > Design expertise
- Groups (families) of solutions
 - > Organization
- Strong launchpad for NEPA
- Tracking charts
- Talking to all counties
- Adherence within ROD
- Motivated parties
- Consistent expectations
- Utilized previous processes
- All comments were valued
- Common voice among jurisdiction
- Visual materials
- Communication
- Identified a lot of issues
- Diversity of voices
- Scope/depth of issues
- Clear Creek efforts
- Strong attempt to set up CSS process between teams
- Structure of CSS Process
- So many on the same page before NEPA
- Participation
- Participants listening/understanding
- Openness to voice concerns
- Save time during NEPA
- Usefulness of CDP report
- Discussion around alignment interchange
- Public Meeting
 - > Timing
 - > Format
- Segment by segment discussions
- Opportunity for exposure to other issues (CPW)
- Spirit of collaboration

Review and Discussion: Transition to NEPA and Public Meeting # 2

Gina McAfee announced the next and final public meeting scheduled for July 26 from 5:00 to 7:00 PM.

- Starting advertising this week—announcement for public meeting, notices on social media, advertisements in neighborhoods.
- Purpose of the public meeting is to discuss what came out of the CDP and ask for feedback.

Requesting additional scoping input for NEPA purposes.

Two tables will be set up for the two separate NEPA projects with graphics and other information.

Role of the PLT/TT at the public meeting is to be advocates for the process and to help describe the process. Each member will be wearing a name tag.

In reply to Gary Frey's earlier comment regarding transitioning to NEPA—Gina McAfee stated that the DOT has planning regulations—set up so that pieces of this can easily be transferred into the NEPA process. So there is no concern about setting up a sharp dividing line between processes because we can transfer information from this planning process into the NEPA process. And we will make it clear at the public meeting that we want additional input. We encourage people to provide any new concerns or ideas that they have.

- *Gary Frey:* I don't think there is a rule that you can't integrate the two. I know this would speed up the NEPA process.

Holly Huyck: Want to be assured that the information presented on 7/26 is clear that there will be two distinct processes. *Gina McAfee:* It will be.

John Muscatell: For segment 1, do we have some type of a hand out to get people get up to speed quickly? Like timeline, purpose, opportunities, visioning, CDP opportunities, linkage issues. People would be looking for some well-formulated comments coming into the meeting. If you get it out, you will have a good public meeting.

- On the handout, include a link to where public meeting materials can be found online.
- **Action: Prepare 4-page handouts for Segment 1 and Segments 2/3.**

Segment D Issues should be removed from the report (and not included in public meeting) because it is not the purpose of the document. We could mention that we moved those entirely and we go back to it later.

- Segment D is not considered because of the MOU (agreement ends at Empire Junction), as well as cost considerations.
- There are more considerations in that area.

- *Consensus*: No Segment D for the public meeting; also remove Segment D issues from the CDP report.

We need to make it clear what the boundary is of Segments 2 and 3.

- Boundaries should be on the maps.
- The west boundary of Segment 3 could be clarified on the map.

Tim Mauck: We have to have a discussion about why we are moving forward with the next phase of this project, when the EB PPSL still has some things that are not completed. You may get some questions at the public meeting about this.

JoAnn Sorensen: We also have a lot of new people coming in. Maybe include a primer on the NEPA process that has happened so far and what is going to happen next.

Agreements/Actions:

- Send out today's meeting notes
- Draft 4-page handout for both Segment 1 and Segment 2
- Send out public meeting materials
- Remove Segment D and draft a "why we are not addressing this segment now" statement for public meeting and in CDP. PLT/TT to review this statement prior to finalization.
- Ensure Western boundary of Segment 3 is clearly mapped

Neil Ogden ended the meeting by announcing the start of the PLT for the WB PPSL project. Formal notification letters have been sent out to the representatives. The Floyd Hill PLT letters will be going out soon.

Summary of Action Items and Next Steps

July 10, 2017 – PLT/TT Joint Meeting

CDOT:

- Begin advertising for public meeting on July 12 (2 weeks until meeting)
- Once CDR sends notes, CDOT to review PLT/TT notes so CDR can send out to PLT/TT no later than Monday, 7/17.
- CDOT to work with HDR on 2-pager for public prior to public meeting (as requested by J. Muscatell).
- CDOT to work with HDR on the "why" Segment D is not being considered at this time (cost, timing, different context)
 - This will be sent out to PLT/TT for review

- Check in with Tim Mauck/Jo Ann about comment made at the end of the meeting re: EB improvements needing to be done. Steve and Neil to take the lead.

HDR:

- Change name of CDP Report as per Tim Mauk's suggestion
- Change WB PPSL Proposed Action to WB PPSL Proposed Concept and add additional 4 bullet point explanation
- Update Segment D in both CDP and for public meeting boards/maps
 - HDR to work with CDOT on the "why" Segment D is not being considered at this time
- Ensure Western boundary of Segment 3 are on maps (Carol Kruse comment)
- Send printed report to Gary, Holly and Wendy once Taber supplies HDR with address
- Add lessons learned discussion from 7/10 meeting to CDP
- July 10 Meeting notes out by Thursday latest.
- HDR to work with CDOT on 2-pager to send out prior to public meeting.
- CDR/HDR to develop Public Meeting Power Point. **Due July 17 for CDOT Review.**
- HDR to develop summary fact sheets for public meeting. **Due July 17 for PLT/TT Review**
- Develop public meeting boards by **7/14** and send to PMT for review.

PLT/TT:

- Fill out evaluations
- Review 2-page documents for community distribution prior to public meetings
- Advertise Public Meeting to your constituents and on local jurisdiction websites, etc.

CDR:

- Write up easel paper and send to Lorena for inclusion in PLT/TT notes by COB 7/11.
- **On June 12, Send to PLT/TT**
 - Public Notice for Distribution to constituents and a link to the CDOT website
 - Evaluation
- **On Monday, 7.17 Send to PLT/TT**
 - Draft Notes from Joint Meeting
 - Modified WB PPSL PROPOSED ACTION GRAPHIC
 - Modified map with Western boundaries of Segment 3 included
 - Modified Segment D graphic and brief description of why we are not looking at it to be presented at Public Meeting and in Final Report
 - Draft Summary Fact Sheets
- Ensure that all Public Meeting Materials from March and July public meeting are on CDOT Project Website
 - <https://www.codot.gov/projects/i-70mountaincorridor/concept-development-process>
 - **All materials posted!**

- Update public notice description so it DOES NOT INCLUDE SEGMENT D in project limit description:
 - **NEW TEXT.** . . Public suggestions will be considered as we identify highway improvements in the westbound direction from the **top of Floyd Hill to Empire Junction** and transition into the NEPA process.
- Determine alternatives for shared files (Dropbox, Google Drive, Internal CDOT Website)
- Get addresses for CDP report to Gary, Holly and Wendy (Gina will send)
- Begin advertising for public meeting by July 12 (2 weeks)
- CDR/HDR to develop Public Meeting Power Point. **Due July 17.**

Meeting Attendees:

Andrea Marsh, Idaho Springs	Lynnette Hailey, Black Hawk, Gilpin
Ben Acimovic, CDOT	Margaret Bowes, I-70 Coalition
Ben Davis, CDOT	Mike Hillman, Idaho Springs
Carol Kruse, USFS	Mike Raber, CCC resident representing biking interests
Cindy Neely, Clear Creek County	Neil Ogden, CDOT
Gary Frey, Colorado Trout Unlimited	Nicolena Johnson, Clear Creek EMS
Gina McAfee, HDR	Randall Navarro, Clear Creek Greenway Authority
Holly Huyck, Clear Creek Watershed Foundation	Randy Wheelock, Clear Creek County
JoAnn Sorensen, Clear Creek County	Richard Zamora, CDOT
Joe Walker, CPW	Steve Harelson, CDOT
John Bordoni, CDOT	Steve Long, HDR
John Muscatell, Clear Creek County/Floyd Hill	Tim Mauck, Clear Creek County
Community representative	Tom Gosiorowski, Summit County Government
Kelly Larson, FHWA	Vanessa Henderson, CDOT
Kevin Shanks, THK Associates	Wendy Koch, Empire
Lorena Jones, HDR	

Meeting Summary Attachments

- Meeting presentation
- Summarized Flip Chart Notes: What worked and Lessons Learned
- Meeting sign-in sheet



Westbound I-70 Mountain Corridor - Concept Development Process

Joint Project Leadership Team and Technical Team Meeting

Monday, July 10, 2017 | 2:30 pm – 5:00 pm

Clear Creek Metropolitan Recreation | 98 12th Ave, Idaho Springs, CO 80452

The intent of this document is to capture and summarize the responses of participants in discussion from the PLT/TT joint meeting on Monday, July 10, 2017. Participants were asked to identify: 1) what went well during the WB I-70 Concept Development CSS process, 2) what needed to be changed in future CSS processes, and 3) lessons learned throughout this process. The responses have been categorized into themes for organizational purposes. The raw notes from the meeting can be found in the Meeting Summary.

What Went Well

Participants

- Stakeholders were able to get on the same page before NEPA
- Broad and committed participation by PLT and TT members
- Participants were able to listen and understand a diversity of perspectives
- There was a feeling of openness to voice concerns
- There were a diversity of voices represented and invited to participate
- All comments were valued and one entity's perspective was not weighted more than others.
- Clear Creek County and Idaho Springs worked to create a unified voice prior to meetings
- Participants were motivated and engaged
- Participants were qualified and brought a lot of knowledge and expertise to the process

Communications and Partnerships

- There was a spirit of collaboration among the participants
- Visual materials and tracking documents were helpful
- Very helpful communication between meetings
- All counties were invited to participate as partners
- Feels like a partnership
- Strong effort to understand each other
- Face to face meetings were helpful to communicate and understand the different entities' perspectives

Process

- Clear Creek and Idaho Springs Visioning efforts prior to the CDP process allowed for a unified voice and a more efficient and effective process
- Public Meeting was very good
 - Holding the meeting early in the process was helpful
 - Format of the meeting was good – presentation at the beginning helps to contextualize the project
 - Liked the presentation prior to Q&A
 - Ensure to post all material on CDOT
- Segment by segment discussions were important to break the process into bite-sized chunks
- The CDO will save time during NEPA
- The Final CDP report is useful and has some great concept ideas
- Strong attempt to set up CSS process between teams
- Structure of CSS Process was followed (PLT, TT and ITF)
- Consistent expectations of each team
- Utilized previous process outcomes and adherence to the ROD
- Blue Ribbon panel was very helpful
 - Design expertise
- This has produced a helpful organization tool to group ‘families’ of solutions
- Created a strong launchpad for NEPA
- Good conceptual outcomes

Issues

- Opportunity for exposure to other entities needs
- The scope and depth of issues was explored
- Identified a lot of issues
- Helpful to have an early analysis of relationship between alignments and interchanges

What Needs to Change/Lessons Learned

Communication

- A lot of email
- Need to set timeline/expectation for material review
- Need to set scheduled PLT and TT meetings (e.g. third Thursday)
- Consistent communication person is helpful
- Dropbox consistency for uploading materials
- Need clarity for Purpose and Need, Scope of CDP
 - What are we doing?
- Project specific email – helpful
 - Point Person
- Roster
 - Head shots, name and affiliation of participants so PLT/TT members get to know each other

- Information dissemination process
 - Notes/minutes of the meeting should go out after one week
 - Agenda/materials out one week before
- A lot of paperwork/materials
- What to do when people miss meetings?
- Terminology needs to be clarified (e.g. “mobility” means something different to CDOT than to locals)
- Need to connect stages of input in a more transparent way
- Too much generalization – leads to lack of understanding of specific issues.
- Evaluations and evaluation criteria was not clear (e.g. color coding of “good,” “better,” “best”)
- Critical Issue/Concept stickies should be reviewed/discussed with group after the exercise and before summarizing
- New sharefile system needed – USFS cannot access Dropbox and it doesn’t work with the App
 - Consider an access code for internal documents?

Time

- Need more time to discuss specific items
- Consider fewer and more focused topics at meetings
- Feel rushed in meetings, need more time for discussion
- Need more time for turnaround of material review
- Longer Timeline- will help us build trust in the group
- Too much time on process – need CSS point person at CDOT (i.e. David Singer) so don’t need to start from scratch every time.

Solutions/Alternatives

- Solutions felt limited by this process. Worry about streamlining/organizing too much prior to NEPA.
- Should have broadened focus on Segment 2/3 from PPSL => what were other operational improvements that could have been looked at?
- ITF meetings => could have limited solutions
- Concerned about 1 alternative
- Need to do a better job of tracking critical issues to contractor design

In-Meeting

- Less presentations => more discussion time
- Too much summarizing language => loss of specificity of
 - i.e 234 on-ramp comment
 - comments should be captured specifically as listed or become meaningless
- Important for everyone to get a chance to speak to avoid some people dominating the conversation

Pre-Meeting

- Develop a primer on past and future NEPA
- Do additional information gathering
- Build trust (need more time during meeting)
 - Develop more focused meeting topics
- CSS Training—David Singer
 - “Ted Talk”
 - CSS “czar” ->all on the same page
 - 10 minutes video on CSS as possible pre-requisite to being on PLT or TT (David Singer)
- History of I-70 ROD video (Cindy Neeley)

Participants

- Consider 1 person per entity to carry perspective and represent to limit unwieldy number of participants
- Change the idea of “us vs. them”
- Discernment among PLT/TT selection process
 - Smaller more select group
- Broad participation can equal unfocused meetings
- Consistent involvement is essential

Process

- Look at additional studies in addition to ROD
 - Clear Creek County I-70 Visioning Matrix
- Is this process duplicative, look at other information already out there
- TT/PLT need more interaction with Blue Ribbon panel
- Awkward segmentation initially
- TT was really big
- Blue Ribbon and ITF processes felt outside of CSS process/discussion
 - ITF on WB PPSL – confusing for many of the participants who were not involved
 - How did this happen?
 - What was the outcome (there are two sets of notes in final CDP Report)
- Materials need to go out in a consistent way – look into alternative file-sharing systems
- Loss of specificity as concepts became more generalized
- Need more of a regional vision
- Risk assessment of additional opportunities
- Evaluation criteria were unclear (good, better best in matrix). Need to understand how decisions were made to rate certain elements
- Standardization of process would be helpful
- Connection between community, transportation, and opportunities
- Speed up NEPA, but cost \$ in CDP
- Need to look at real “opportunities” and partnerships
 - Could have taken partnership opportunities further.

- How is this highway project part of a bigger picture/vision
 - Land, tourism
- Long term vision
 - International perspective
 - Multi-modal
 - What are best practices?



**WB I-70 Mountain Corridor
Joint PLT/TT Meeting**

Date: Monday, July 10, 2017

Time: 2:30 PM – 5:00 PM

Location: Clear Creek Recreation Center

	Name	Affiliation/Email
1.	Gary Frey	Colorado Trout Unlimited gbfrey@msu.com
2.	Wendy Koch	Town of Empire wtkbirdlady@aol.com
3.	Kelly Larson	FHWA Kelly.Larson@dot.gov
4.	KAW STANKS	KSTANKS@THKASSOC.COM
5.	Neil Ogden	neil.ogden@state.co.us
6.	Lorena Jones	lorena.jones@hdrinc.com
7.	Steve Long	steve.long@HDRINC.COM
8.	Ben Davis	benjamin.davis@state.co.us
9.	John Bordon	pw@idahospringsco.com
10.	Andrew Marsh	admin@idahospringsco.com



	Name	Affiliation/Email
11.	Tim Mack	Cyber Creek Co.
12.	Margaret Bowes	I-70 Coalition
13.	JoAnn Sorensen	CCC
14.	Randall Navarro	CCGA rnavarro@ccgreenway.com
15.	Tom Gosiorowski	Summit County Government tom.gosiorowski@summitcountyco.gov
	BEN ACCMOLU C	CDOT
	MIKE RABER	
	RANDY WHELLOCK	CCC
1	John Muscatelli	Community organizer
	Nicolena Johnson	Clear Creek EMS
	Lynette Hailey	Black Hawk, Gilpin
	Cindy Neely	Clear Creek County
	Carol Kruse	USFS
	RICHARD ZAMORA	CDOT
	Gina McAfee	HQR
	Steve Havelson	CDOT




	Name	Affiliation/Email
	Vanessa Henderson Holly Huxley Mike Hillman	CDOT Clear Creek Watershed Foundation Idaho Springs
25.	Joe Walker	Colorado Parks and Wildlife
26.		
27.		
28.		
29.		
30.		
31.		
32.		
33.		
34.		



CDOT | **COLORADO**
Department of
Transportation

**Westbound I-70 Mountain Corridor
Concept Development Process**
July 10, 2017
PLT & TT JOINT MEETING


Time	Agenda Topic
2:30 pm – 2:45 pm	Introductions, Welcome and Agenda Review
2:45 pm – 3:00 pm	Project Update: Segment 2/3 cross section recommendations from PLT. Desired Outcome: PLT and TT review and agree on the Segments 2/3 updated WB PPSL cross section.
3:00 pm – 4:30 pm	Feedback and Discussion: Step 6 of Decision Making Process. Discuss CSS process feedback received to date. PLT and TT provide feedback and discuss lessons learned in the CSS Process. Desired Outcome: PLT and TT provide insight into what worked well and what could be improved.
4:30 pm – 4:50 pm	Review and Discussion: Transition to NEPA and Public Meeting # 2 Desired Outcome: PLT and TT provide input and agree on 1) transition to NEPA and 2) the purpose of and materials for Public Meeting #2 - July 26 5pm – 7pm. Discuss/ confirm role of PLT and TT members at public meeting.
4:30 pm – 5:00 pm	Next Steps and Action Items




TT's Proposed WB PPSL Cross-Section (11 25 17)

Segments 2 & 3


Typical Section Alternatives



SHY PPSL LANE LANE OUTSIDE SHOULDER



SHY PPSL LANE LANE OUTSIDE SHOULDER



SHOULDER PPSL BUFFER LANE LANE OUTSIDE SHOULDER


Minimal/Existing Width Section
Use existing infrastructure. No additional widening.

Variable
Expanded use of existing transportation infrastructure. Similar to PPSL. Through CSS process, look at need to vary the cross-section depending on issues and constraints. An interim improvement.

Largest Section
Compatible with all interstate standards. PPSL could be managed lane.


Not Recommended:

- Not consistent with Non-Infrastructure Component of ROD or MOU.
- Likely to have substantial impacts (noise, historic properties, visual, ROW, environmental justice).
- Not an interim improvement.




PLT's Proposed WB PPSL Proposed Action

Segments 2 & 3



INSIDE SHOULDER LANE LANE OUTSIDE SHOULDER

Existing Roadway Width



PPSL/INSIDE SHOULDER (OFF PEAK) LANE LANE OUTSIDE SHOULDER

WB PPSL Proposed Action



CSS Process Feedback Summary

Overall Summary

- Eight Responses Received
- 10 questions per survey
- Not a lot of consistency -- very different reactions to CDP process, some positive, others critical.
- Of surveys received, 76% of questions were rated 3 or above
 - Survey 1: 100% *of questions were rated 3 or above*
 - Survey 2: 100%
 - Survey 3: 100%
 - Survey 4: 100%
 - Survey 5: 90%
 - Survey 6: 70%
 - Survey 7: 30% *responded to 9 question*
 - Survey 8: 20% *responded to 7 questions*



CSS Process Feedback Summary

Positive

- **Results** – Input from CDP process will be very helpful in NEPA
- Good **balance** between discussion and sticking to time limits
- Well managed **facilitation** of meetings
- Good **understanding of CSS and CDP** process
- **Matrices** were a good tool
- **CSS guidance** appropriately applied
- Good explanation of what needed to **wait until NEPA**



CSS Process Feedback Summary

Critical

- **More** dialogue and discussion among and between members; **less** presentation
- Process – **level of detail** needed for the CDP level was unclear; **transition** from CDP to NEPA confusing
- **Time** – time for document review prior to meetings was short; overall **felt rushed**
- Not enough **frank and open** participation by some TT members, over-representation and “grandstanding” by others
- Difficult to ‘tie’ evaluation matrices and concepts to the critical issues; rationale for **matrices not understood**
- **Disconnect between TT and PLT** – information and process not always communicated to PLT members. **More communication** is recommended to PLT about TT discussions.
- Project team (PMT) could have done a better job **defining CDP goals, process, and expectations** for each specific group (TT/PLT)
- Need **more clarification of PLT role**. What does it really mean that the PLT leads the project.



Public Meeting

WHEN: July 26 | 5pm – 7pm

PURPOSE FOR MEETING

- Public Comments and Responses
- Feedback on Recommendations
- Next Steps
- Additional scoping input for NEPA purposes

GRAPHICS and HANDOUTS

- Aerial photo maps of concepts developed for Segments 1, 2 and 3
- Cross section of WB PPSL Proposed Action concept
- Final matrices showing evaluation and recommendations.
- Handout of comments and responses and board that shows major comments received.
- Graphic showing transition from Concept Development Phase to NEPA phase
- Maps showing color coded issues by segment. These include all comments received during the CDP

INFORMATION PROVIDED FOR NEPA PROJECTS: 1) PPSL AND 2) FLOYD HILL

SUGGESTIONS?





Public Meeting Advertising

- Posted notices at public buildings
- Notices in local newspapers
- Notices on social media
- Notices on neighborhood mailing lists and websites

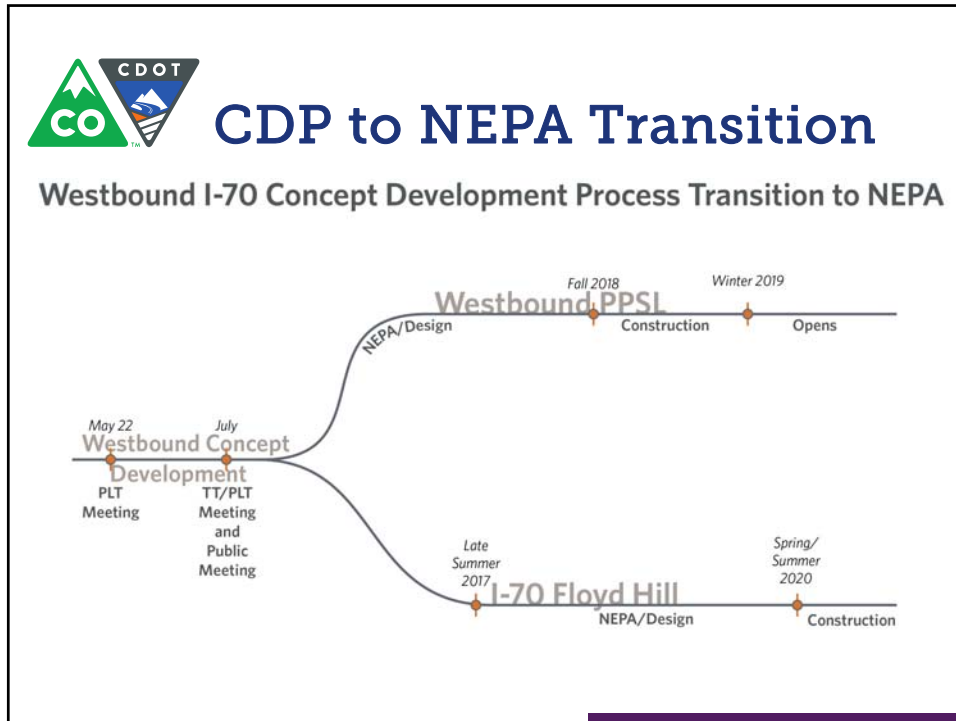
PUBLIC
NOTICE



Public Meeting Role of PLT and TT

- Prior to meeting, assist with **getting the word out**.
- Provide **background information** on the project.
- Talk to the community about **critical issues and context, process and concepts**.
- Encourage **public comment and conversation**.





CDOT

Next Steps

CDP

- Public Meeting #2
- Finalize Report

NEPA

- Floyd Hill Project
- WB PPSL Project
- CDP documents to NEPA teams
- Begin **Step 1 of CSS Process** for each project
 - Step 1: Define Desired Outcomes and Actions
 - Define PLT, TT and ITF Membership for each project
 - Review critical issues from CDP Process.



MEETING SUMMARY

Public Meeting #2

Westbound I-70 Concept Development Process/NEPA Scoping

July 26th, 2017 | 5 PM - 7PM

United Center, Idaho Springs

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Document	Pages
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Exhibit B—Floyd Hill Handout	12-15
Exhibit C—Public Meeting #1 Public Comment Handout	16-20
Exhibit D—Public Meeting #2 PowerPoint	21-57
Exhibit E—Public Meeting #2 Public Comments Received	58-60
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Exhibit G—Jim White’s Email Correspondence	72

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

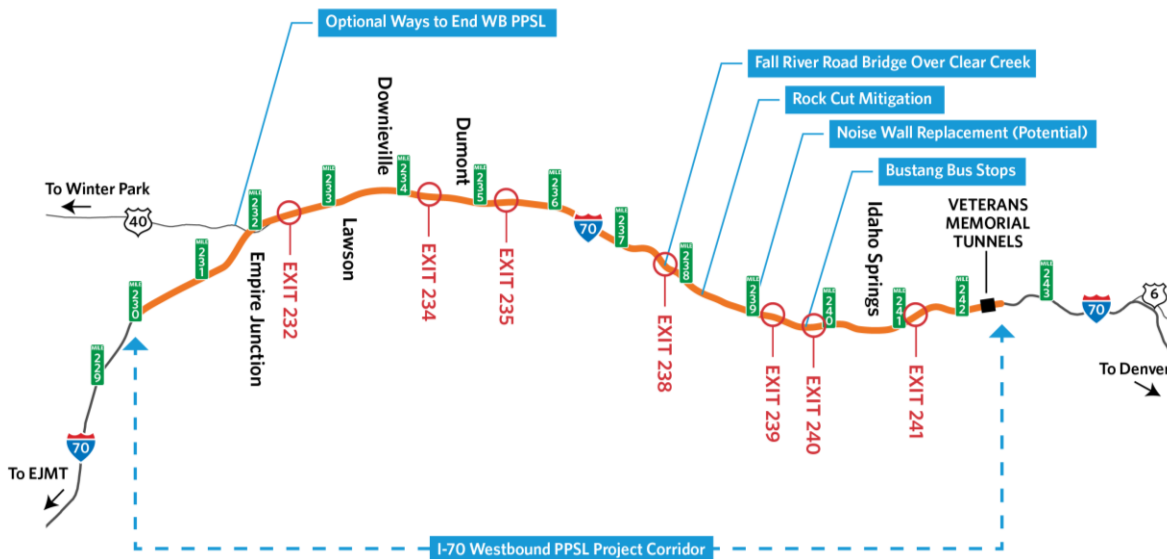
Westbound Peak Period Shoulder Lane (WB PPSL) Project— Veterans Memorial Tunnels to Empire Junction

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

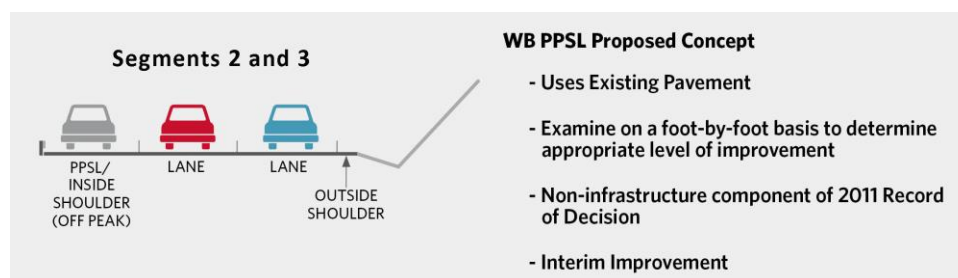
Westbound Peak Period Shoulder Lane (WB PPSL) Project— Veterans Memorial Tunnels to Empire Junction

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>.



AGENDA

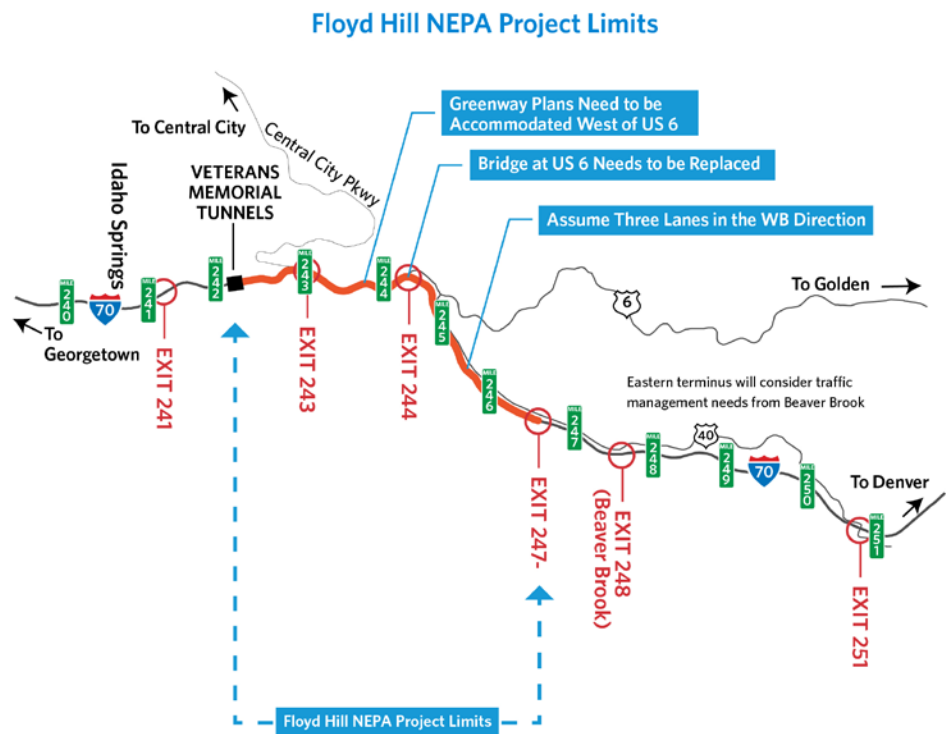
- 5:00-5:30 p.m.: Please sign-in and feel free to walk around to the different stations.
- 5:30-6:00 p.m.: We invite you to join us for a presentation about the Westbound I-70 Mountain Corridor Concept Development Process and our transition into the National Environmental Policy Act.
- 6:00-6:30 p.m.: 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



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

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>.

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

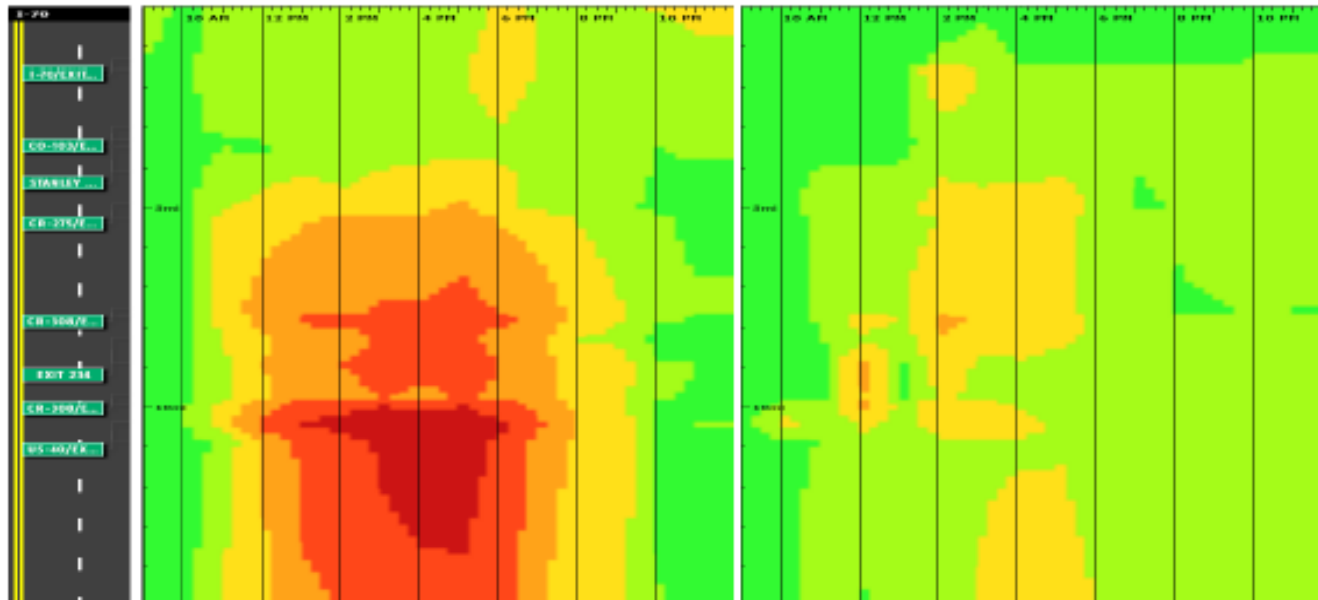


In a worst-day comparison between 2015 and 2016, eastbound travel times between Georgetown and US 40 improved by 21 minutes with Mountain Express Lanes.

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



Project Leadership Team

- + Drives Concept Development Process and ensures guidance is followed
- + Approves decision making process and enables teams to follow process
- + Determines what materials are relevant for decision making
- + Assists to resolve issues



Technical Team

- + Defines context of project segments and identifies critical issues
- + Evaluates concepts based on critical issues, core values, and evaluation criteria
- + Defines level of feasibility



Engineering Consultants & Contractors

- + Participates in meetings to understand Technical Team perspectives
- + Develops concepts and identifies fatal flaws, constructibility and design
- + Ensures feasibility of Technical Team guidance



Project Management Team*

- + Personnel the Project Leadership and Technical Teams uses to organize, fund and facilitate the process

* The Project Management Team is comprised of FHWA; CDOT; HDR, Inc.; THK Associates, Inc; and CDR Consultants

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

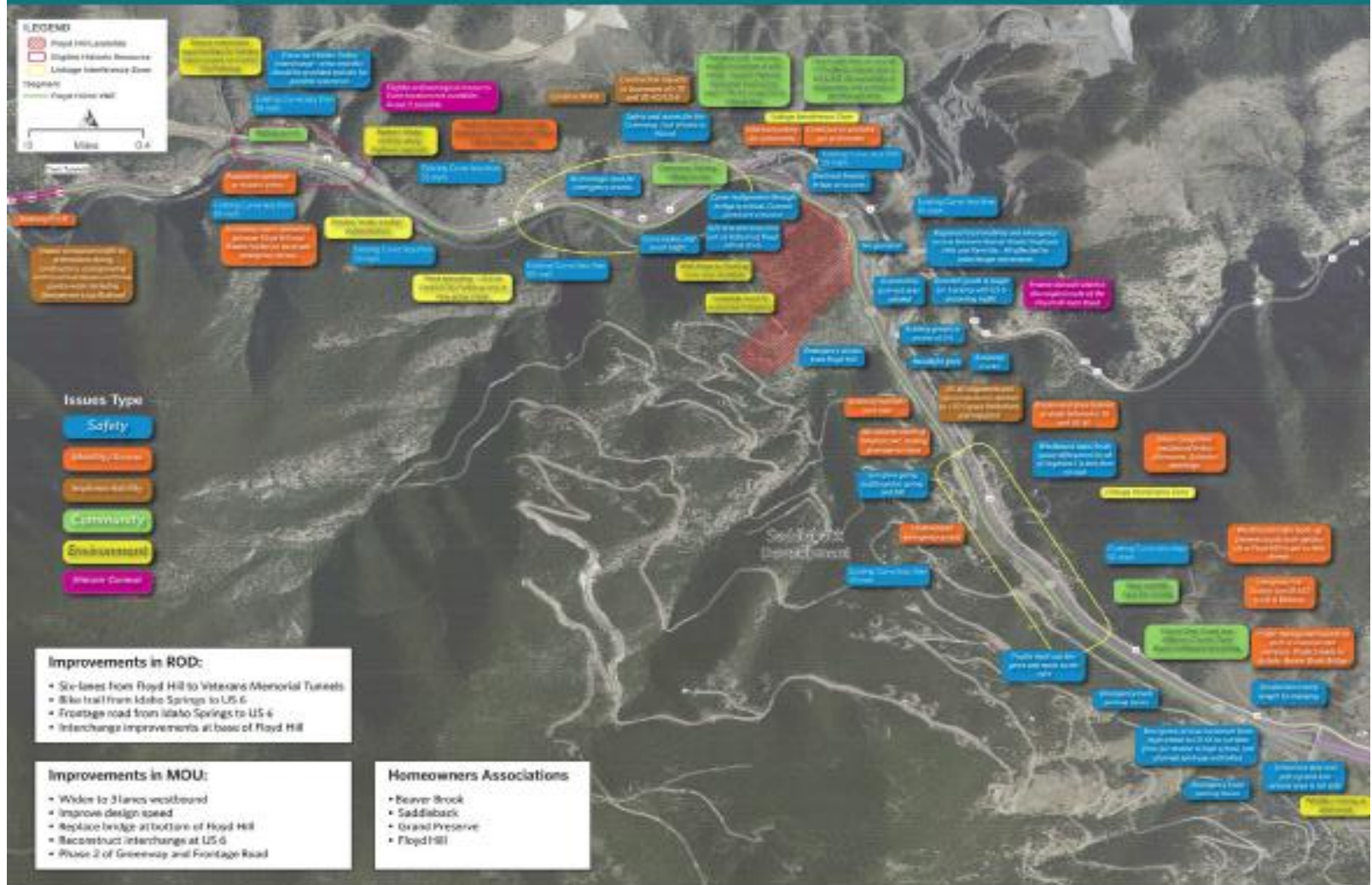
Noise, air quality, historic building and economic development are important in Idaho Springs

(Please see handout for response to all comments received)



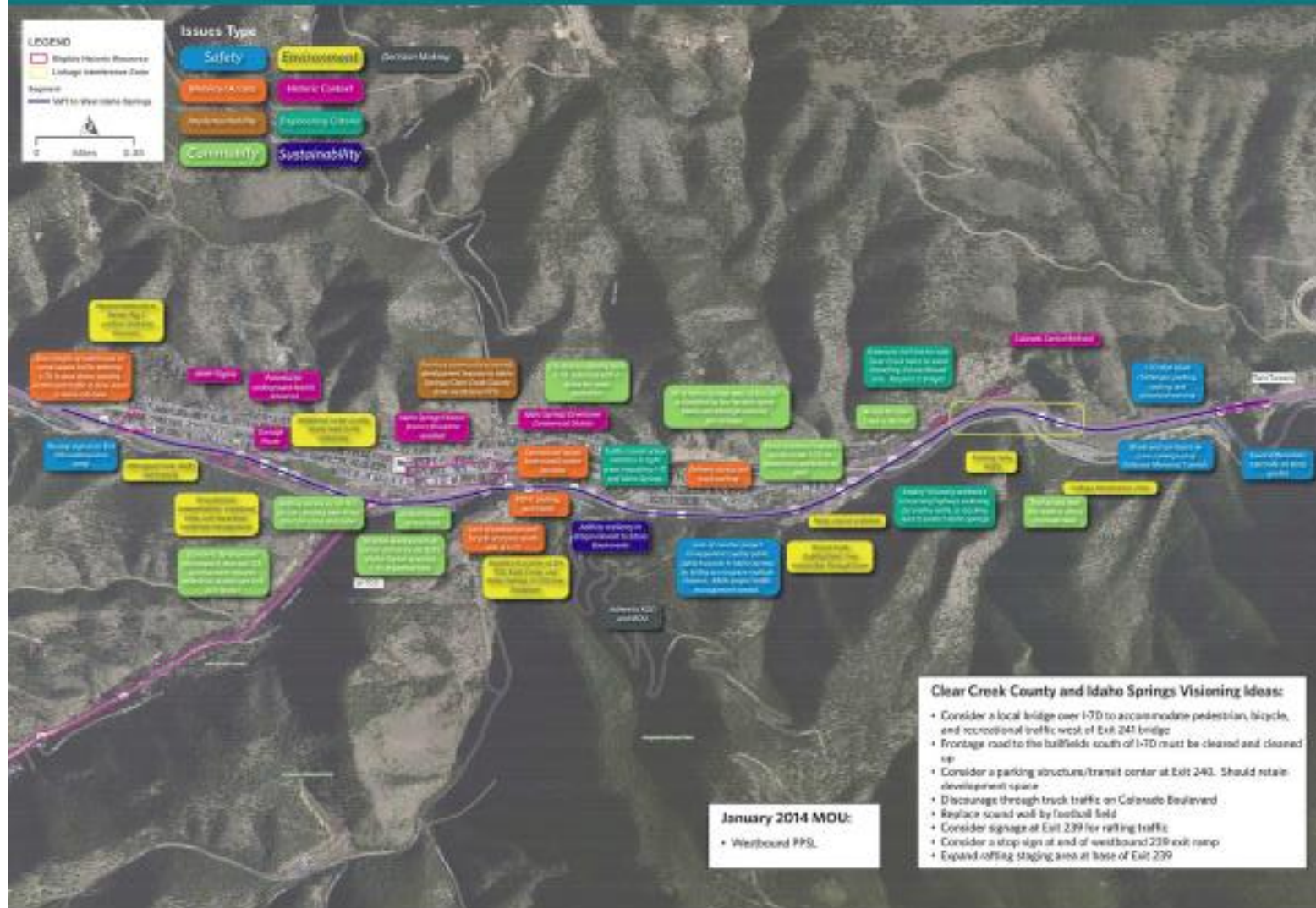
CRITICAL ISSUES: SEGMENT 1

A-275



CRITICAL ISSUES: SEGMENT 2

A-276



EVALUATION MATRICES

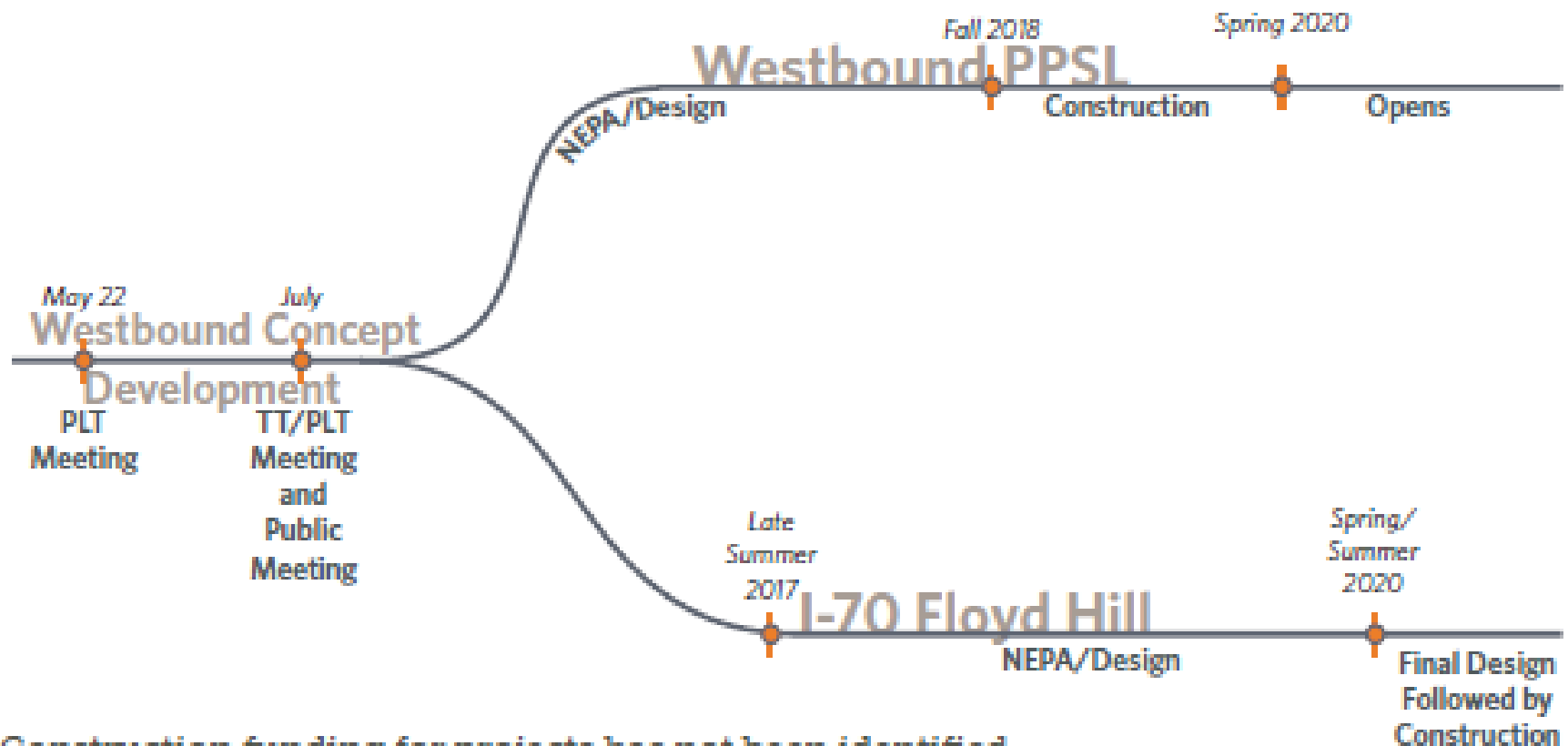
- Used to determine **alignment** and **interchange** concepts for Segment 1
- Used to determine **cross section concepts** for Segments 2 and 3
- Will be **brought to NEPA** for more detailed review and discussion
- Evaluation Criteria **developed by PLT and TT**
- Concepts **compared to each other**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

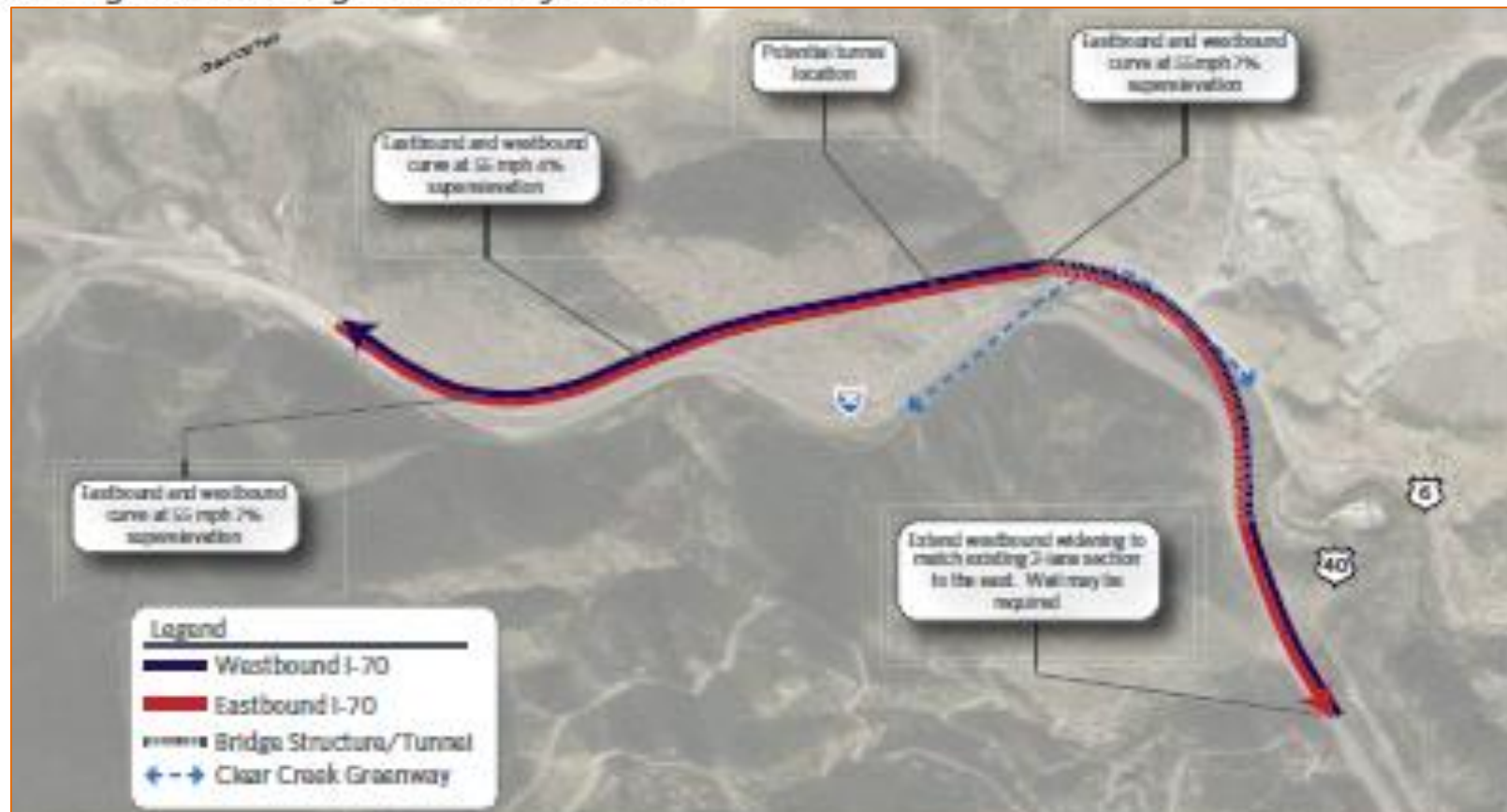


ALIGNMENT CONCEPTS

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.

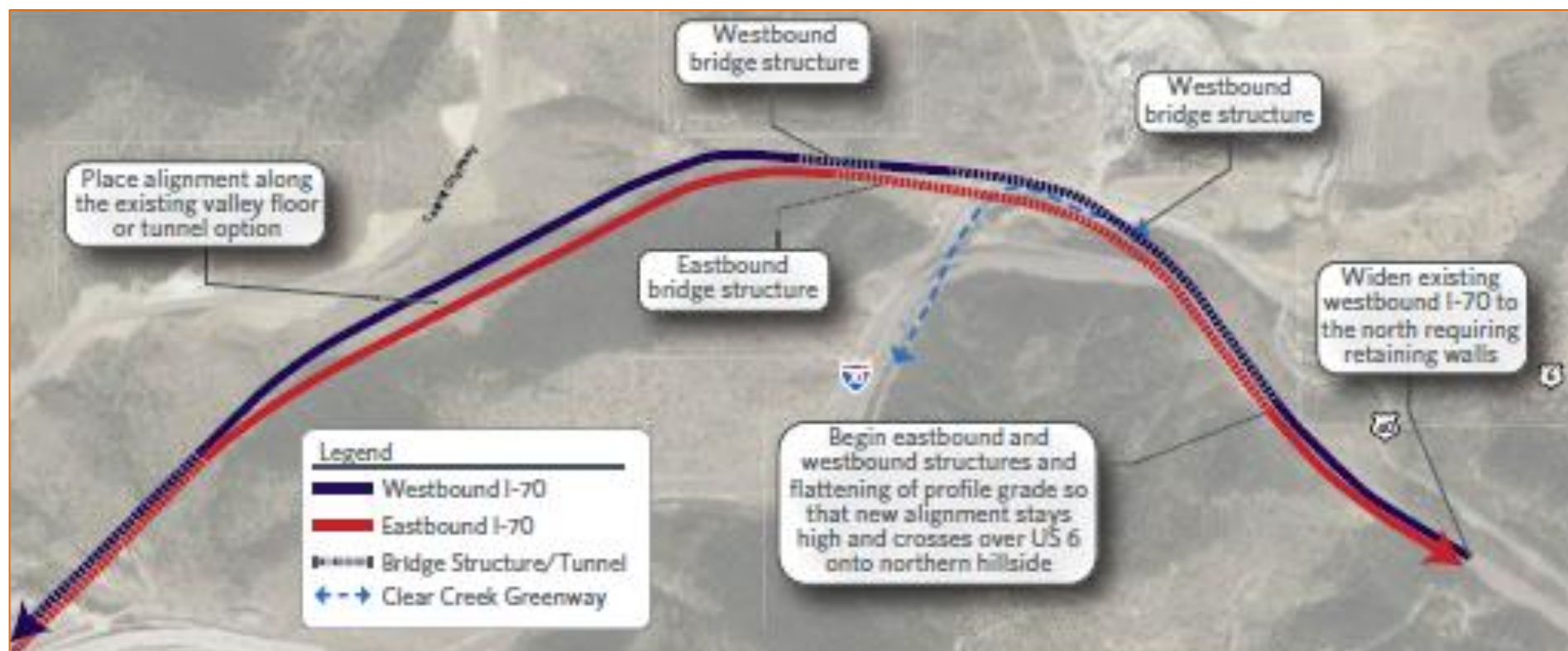


ALIGNMENT CONCEPTS

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.

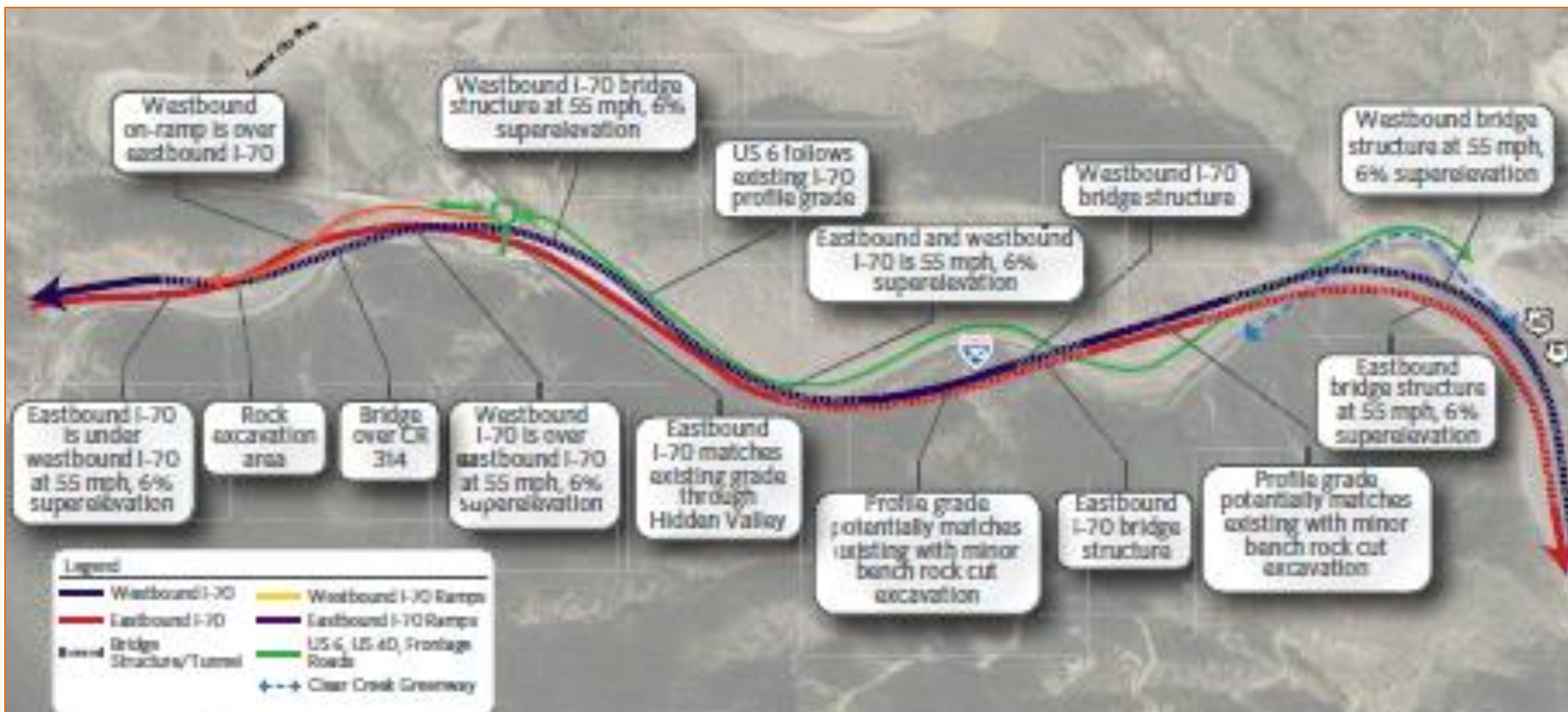


ALIGNMENT CONCEPTS

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.

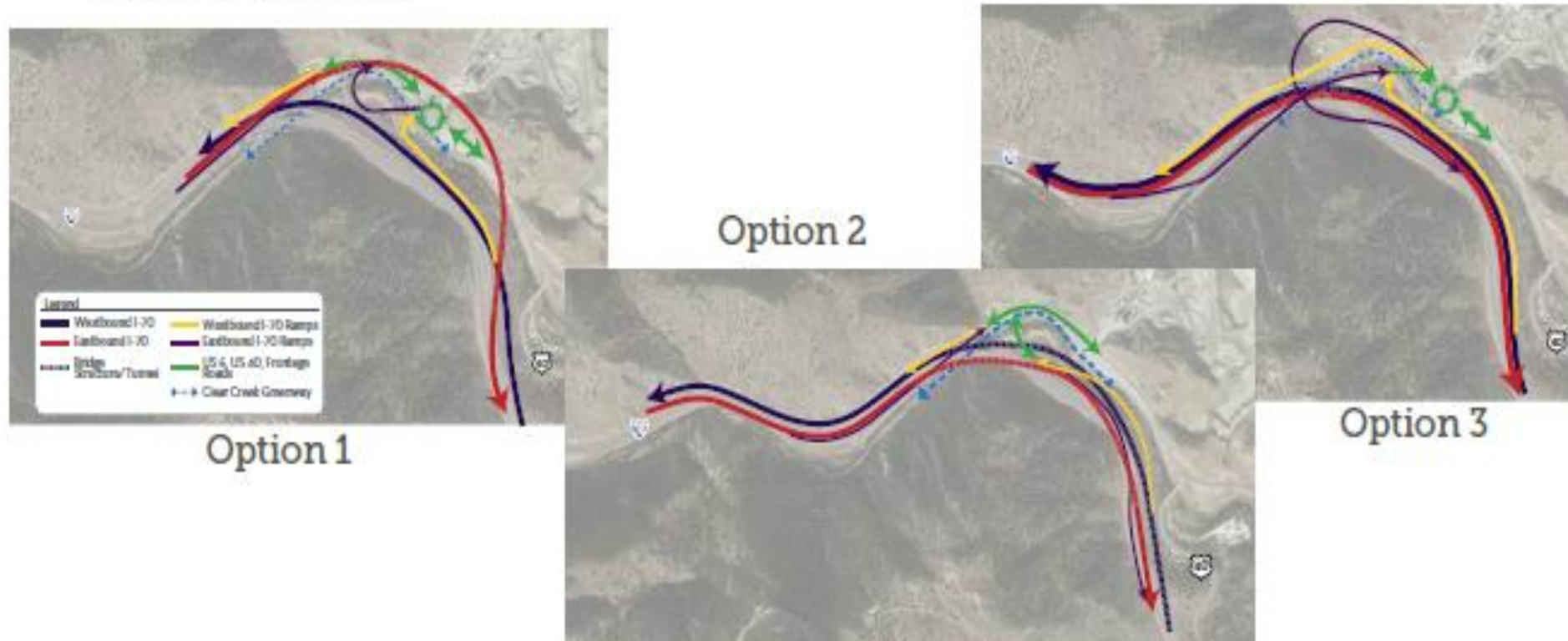


INTERCHANGE CONCEPTS

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.



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

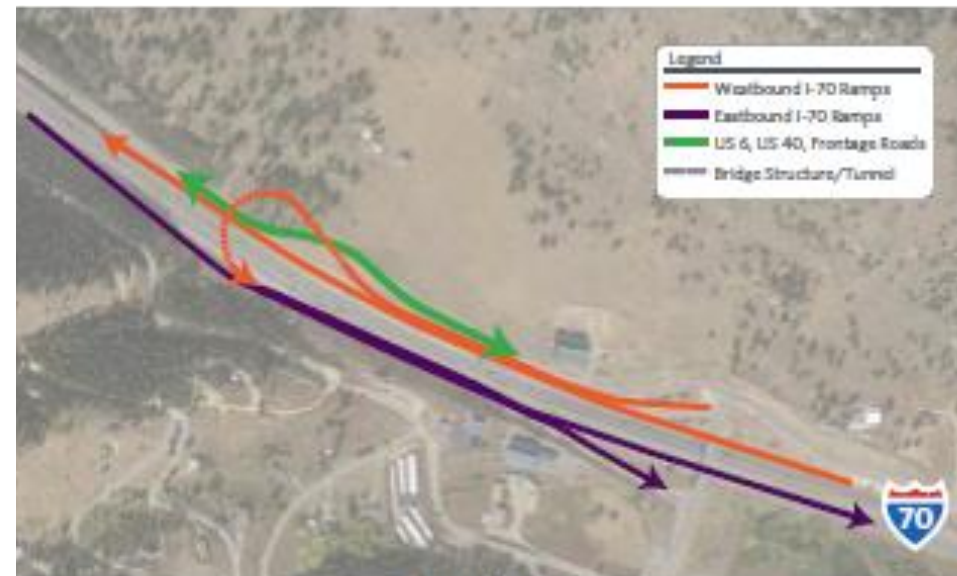
SEGMENT 1 (FLOYD HILL)

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.



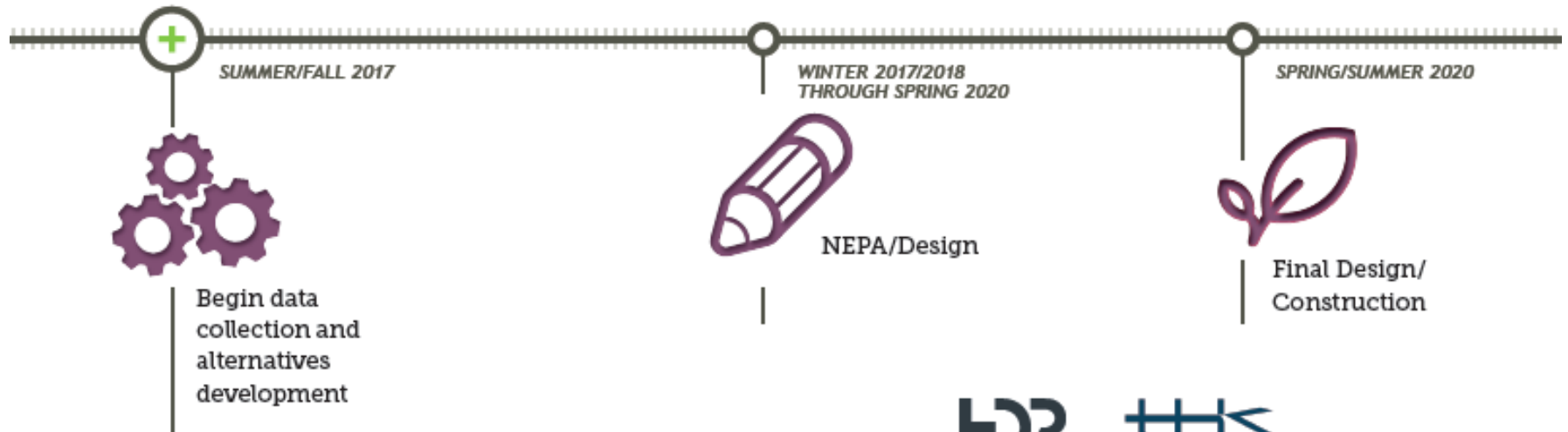
Option 1



Option 2

FLOYD HILL NEPA PROJECT

FLOYD HILL SCHEDULE AND PROJECT TEAM



ATKINS
PRIME

HDR **ttk** associates, inc.
amec foster wheeler **CDR ASSOCIATES** **Yeh and Associates, Inc.** Consulting Engineers & Scientists
Pinyon **SHANNON & WILSON, INC.**

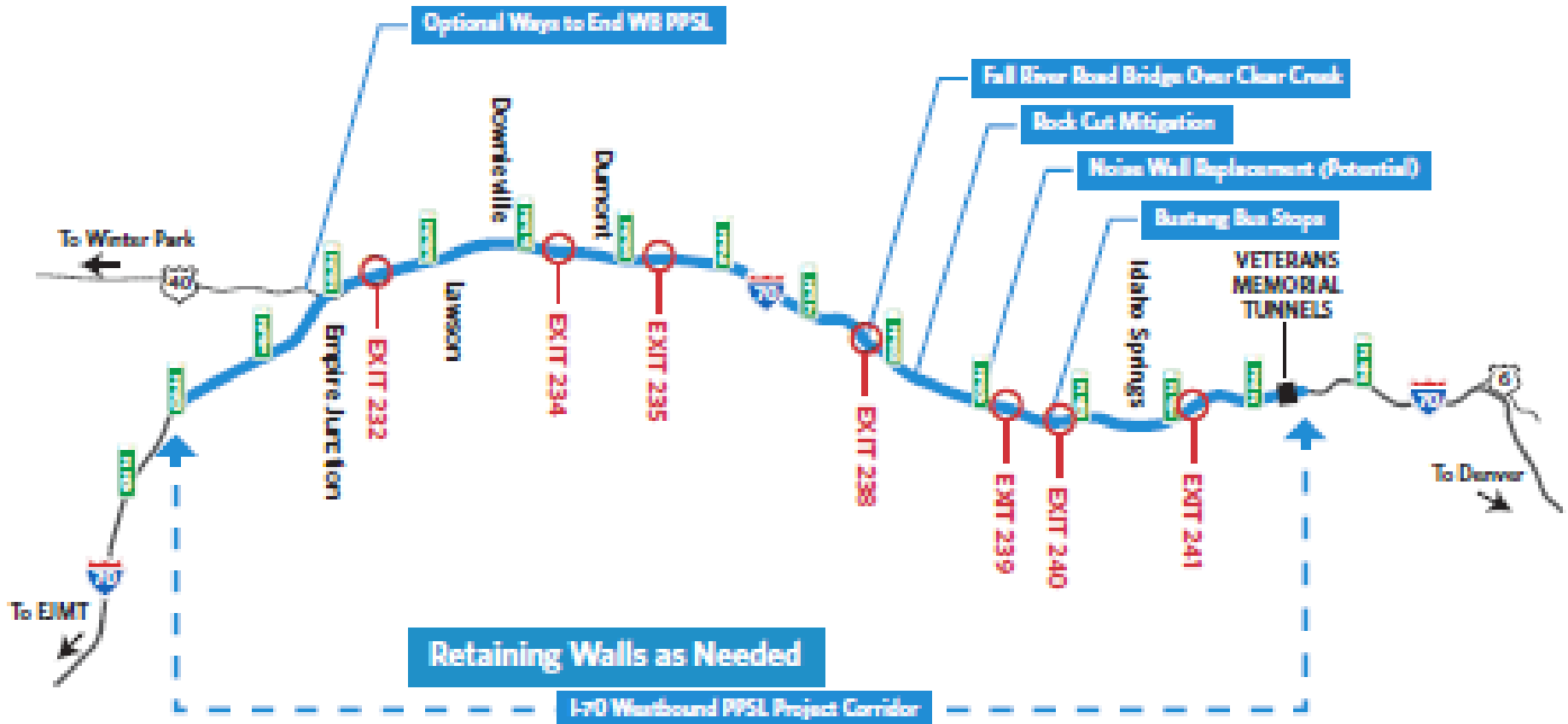
SUBS

SEGMENTS 2/3 – Westbound Peak Period Shoulder Lane Project

A-291

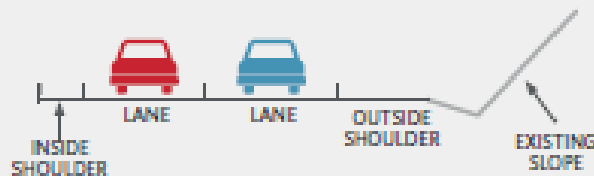


WESTBOUND PEAK PERIOD SHOULDER LANE PROJECT ELEMENTS



WESTBOUND PEAK PERIOD SHOULDER LANE PROPOSED CONCEPT

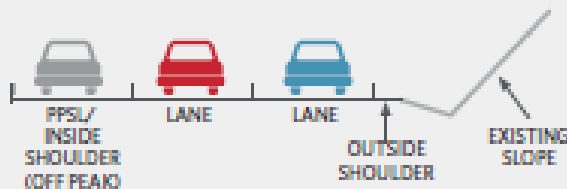
SEGMENTS 2 & 3



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

A-296

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.

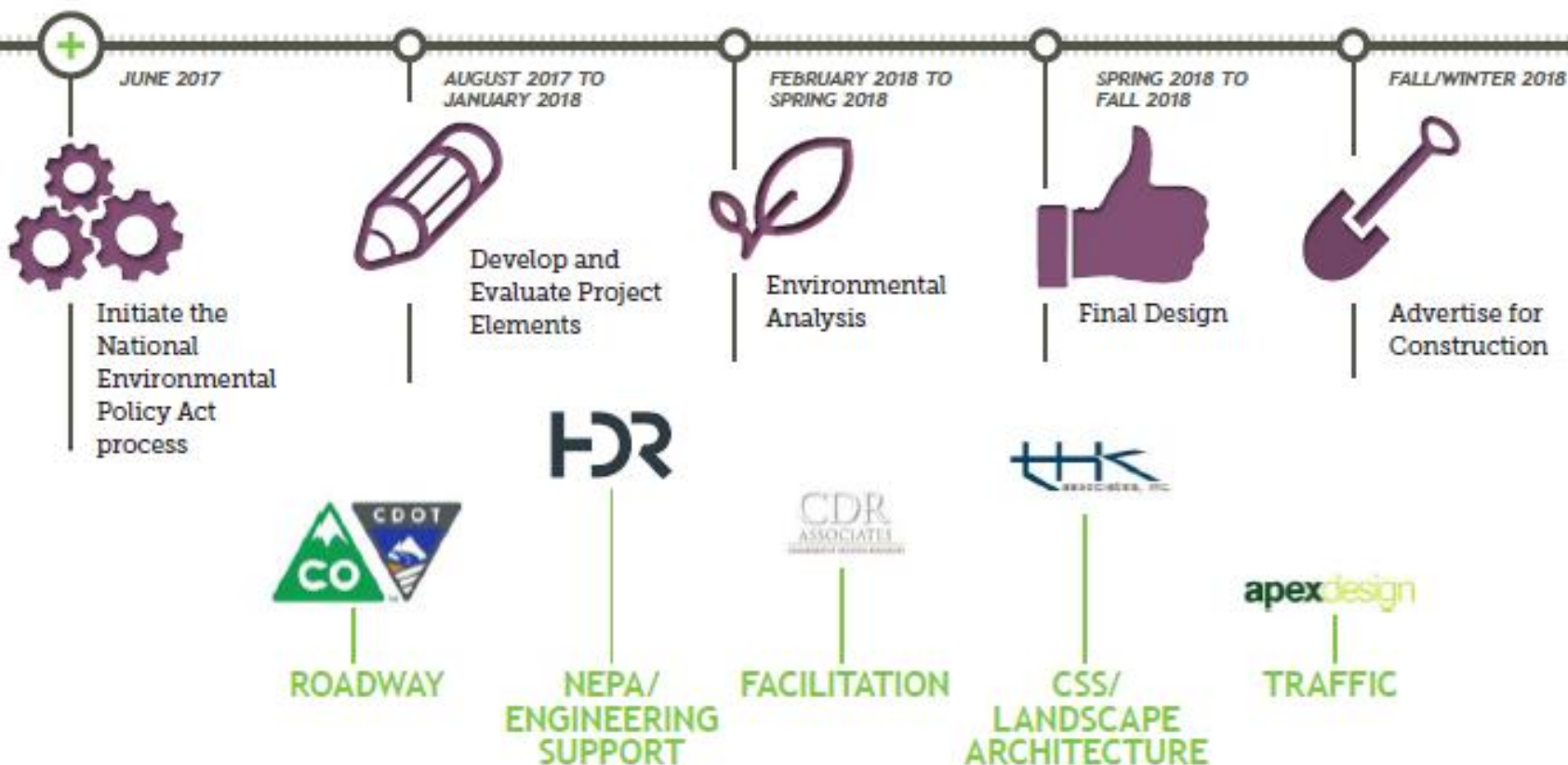
Flyover Bridge with Roundabout



WB PEAK PERIOD SHOULDER LANE (PPSL) NEPA PROJECT

A-297

WB PPSL SCHEDULE AND PROJECT TEAM



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]

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




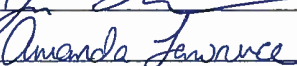
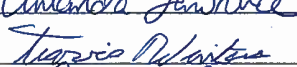
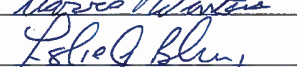
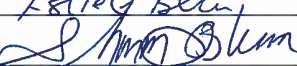


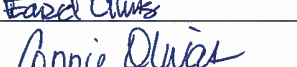
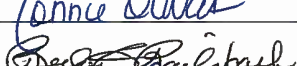


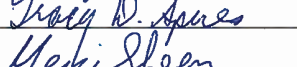
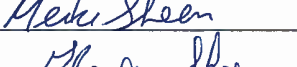
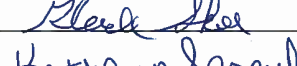
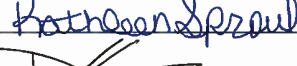

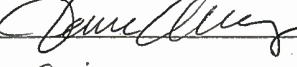
A paved bike trail along the frontage road on the north side of the river will not only be safer for bicycles but for pedestrians also. Many people walk the frontage road on their way to work or as customers to Taco Bell, the Conoco, Subway, Starbucks, the marijuana businesses and the Dumont Post office. 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 Silverlakes Dr	Judith A Petrovic	28
MARIJAN Petrovic	123 Silverlakes Dr	Marijan Petrovic	36
Debra A. Ator	53 Silverlakes Dr.	Debra A. Ator	32
Nick Goymerac	507 Silverlakes Dr	Nick Goymerac	2 1/2
Michelle Goymerac	507 Silverlakes Dr	Michelle Goymerac	2 1/2
Linda C. Goymerac	488 Silverlakes Dr.	Linda C. Goymerac	25
TIM GOYMERAC	488 SILVERLAKES DR	Tim Goymerac	25
ELZBIETA CRAJA	577 SILVERLAKES DR	Elzbieta Craja	2
Shawn McElroy	597 Silverlakes Dr	Shawn McElroy	7
SHEILA AKIRIN	543 SILVER LAKE DR	Sheila Akirin	3
MELISSA M. CLARK	543 SILVER LAKE DR	Melissa M. Clark	3
ETISE L DEAN	543 SILVER LAKE DR	Etise Dean	3
KATHERINE E BUCKHOUSE	390 SILVER LAKE DR	Katherine E. Buckhouse	18
Jerrin Burr	370 Silverlakes	Jerrin Burr	11
Jimmie Burr	370 Silverlakes	Jimmie Burr	11
Kathleen Berry	244 Silverlakes	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.	Kirk Douglas	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 Silver Lakes Dr	5
Tim Lawrence		440 Silver Lakes Dr.	3.5
AMANDA LAWRENCE	Amanda Lawrence	440 Silver Lakes Dr.	3.5
Travis Winters		390 Silver Lakes Dr.	18
Leslie Blum		300 Capitol Road	15
Sharon Blum		300 Capitol 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 G. Spies		270 Silver Lakes Dr.	25
Troy D. Spies		270 SILVER LAKES DR	25
Merris SKeen		106 Willow Rd.	29
Glcede SKeen		106 Willow Rd	9
Kathleen Spraul		525 Silver Lakes Dr	20
Paul Boyneric		428 Silver Lakes Dr	25
ESOS ALVAREZ		622 Silver Lakes Dr	10
Angie mora		324 SILVER LAKES DR LAWSON	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
Lynnda Harsvick	74 Silver Lake Circle	<i>Lynnda 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
Rendell Smart	96 Capital Rd	<i>Rendell 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	587 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 Sheriff 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>
MARITAN 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.	770-853-6191	<i>Robin Douglas</i>
Kirk Douglas	116 Silver Lakes Dr.	770-851-3747	<i>Kirk Douglas</i>
IAN BREWER BALOTA	194 SILVER LAKES DR	3035674557	<i>Ian Brewer Balota</i>
RITA CORDOVEZ	194 SILVER LAKES DR	3035674557	<i>R. Cordovez</i>
Arcon Fischer	939 Silver Lakes Dr.	303.519.0385	<i>Arcon Fischer</i>
Cheri Finn	55 Silver Lake Cir	303567072	<i>Cheri Finn</i>
John Finn	55 SILVER LAKE CIR	720-9565853	<i>John Finn</i>
JOE LOCHNIKAR	154 Silver Lakes DR.	303-567-4026	<i>Joe Lochnikar</i>
Nicole Schmitz	154 Silver Lakes Dr	303-567-4026	<i>Nicole Schmitz</i>

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Name	Address	Phone #	Signature
Rebecky Rockwell	37 Fox Fire trail Dumont	3038027369	Rebecky Rockwell
David A. Hornack	319 CR 310 Dumont Co	303-567-2231	David Hornack
Steve Watts	498 P.A 310 Dumont Co	303-567-2522	Steve Watts
Debra Watts	498 CR 310 Dumont Co	303-567-2522	Debra Watts
Cheyenne Zulka	37 Fox Fire trail Dumont	865-308-2441	Cheyenne Zulka
Douglas W. Jordan	37 Fox Fire trail Dumont	865-308-0766	Doug W Jordan
Christopher Cicchicchia	37 Fox Fire trail Dumont	7804319951	Christopher Cicchicchia
Zachary Bull	363 CR 310 Dumont Co	7206259561	Zachary Bull
Indie S. Hartman	363 CR 310 Dumont Co	303-567-2982	Indie S. Hartman
Shane A. Ball	363 CR 310 Dumont Co	303-567-2982	Shane A. Ball
Judith A. Fanni	158 West Dumont Rd	303-567-2856	Judith A. Fanni
KANE R FARFELS	158 WEST DUMONT ROAD	303-567-2856	Kane R Farfels
Linda Jeske Amie Jeske	218 West Dumont Rd Dumont	303-567-4936	Amie Jeske
Narcie King	72 W. Dumont Rd, Dumont	303-567-2885	Narcie King

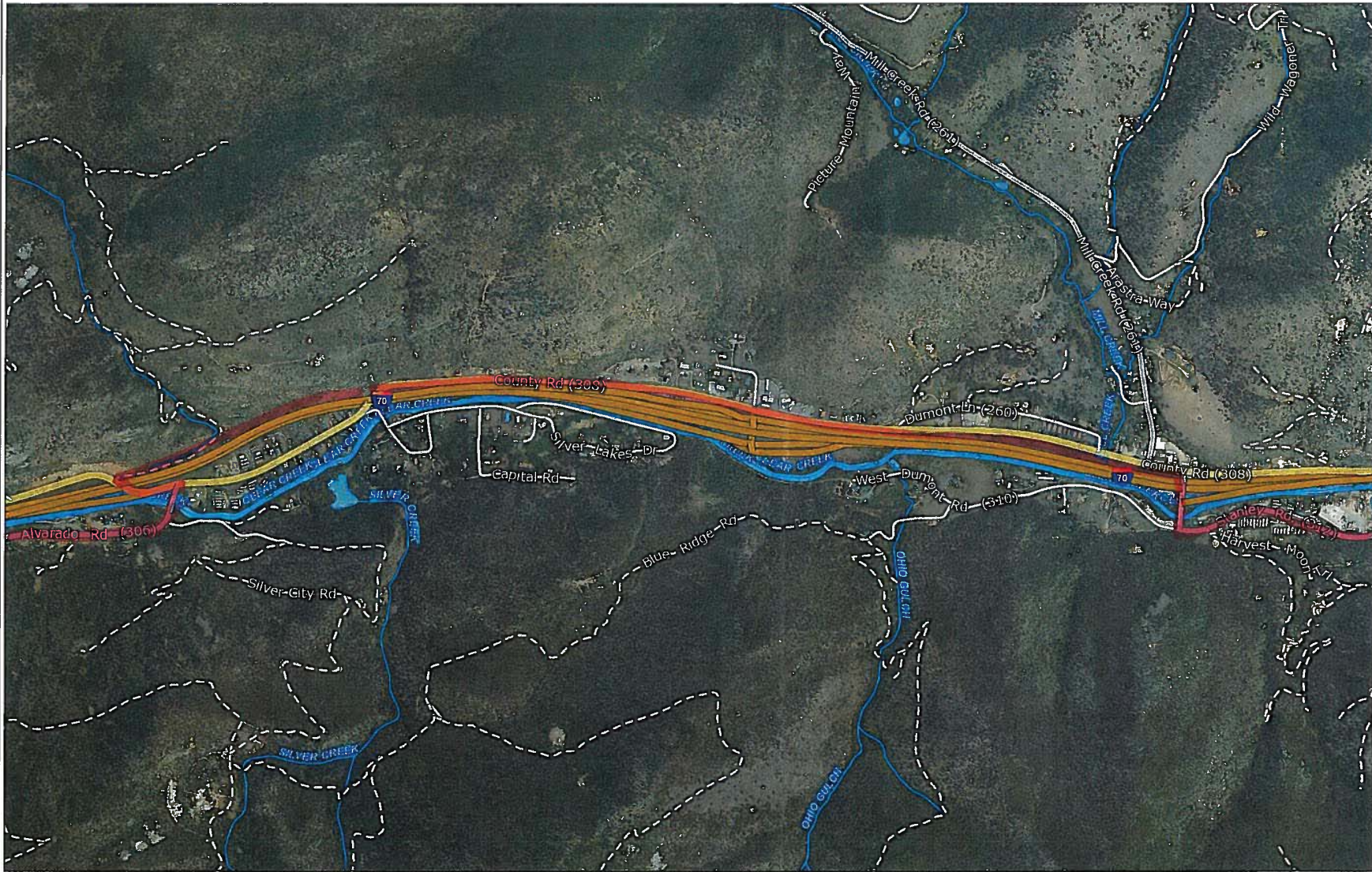
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- We are petitioning for members of the Clear Creek Greenway and County Commissioners to not plan on the Greenway through our Community of Dumont and Lawson and reconsider other options.

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	John Broughton
Joseph Ball	95 Capital Rd. Dumont, CO 80436	720-384-8892	Joseph Ball
Charlene Ball	95 Capital Rd Dumont, CO 80436	303-241-0386	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



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