



## 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	<b>Introductions, Timeline and Process Overview</b>
12:15 pm – 1:30 pm	<b>Review and Discussion: Segment 1 Concepts and Evaluation</b>  Goal: Provide an overview of the Segment 1 Concepts (alignment and interchange), Concept evaluation and summary of TT discussion from Feb. 23 <sup>rd</sup> .
1:30 pm – 1:45 pm	<b>Break</b>
1:45 pm – 2:15 pm	<b>Discussion: Review Segment 2 Critical Issues</b>  Goal: Identify corridor context and confirm previously discussed Critical Issues for Segment 2.
2:15 pm – 2:45 pm	<b>Discussion: Process for developing Segment 2 and Segment 3 Concepts and Evaluation</b>  Goal: Agreement on the process and timeline going forward.
2:45 pm – 3:00 pm	<b>Charter Confirmation and Next steps</b>  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 member 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

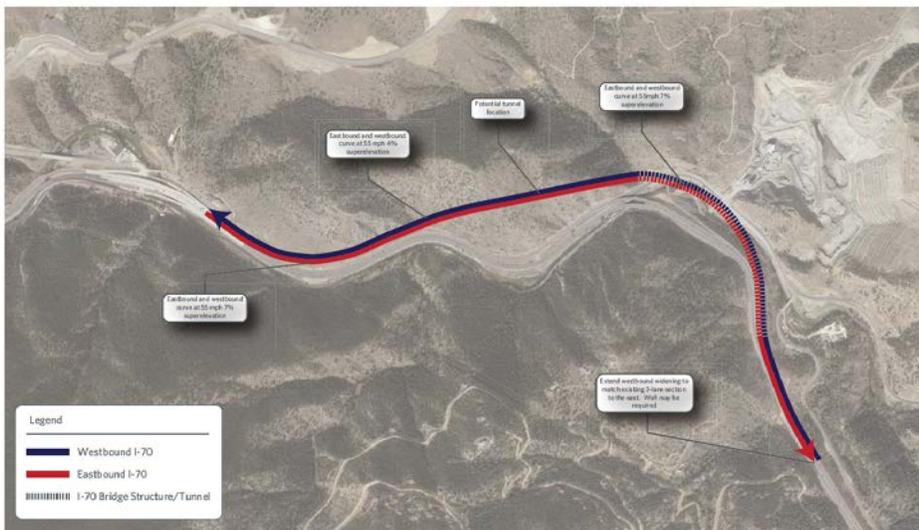
### Additional PLT Comments Re: construction process

- 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.

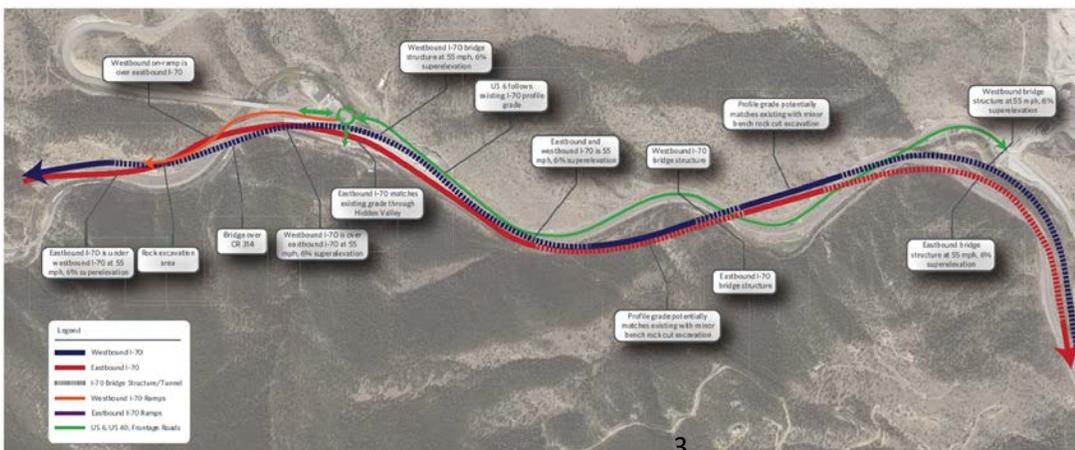
## Presentation and Discussion of Segment 1 Concepts and Evaluation

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:

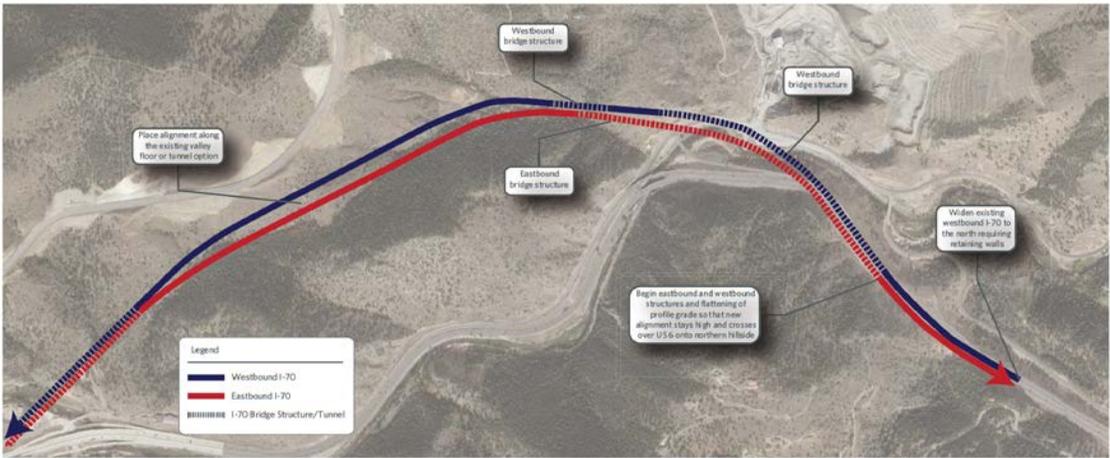


**North Alignment concept** – this concept held the profile high with a bridge. It comes up off the north wall or behind the valley (there is a significant profile shift in Floyd Hill).

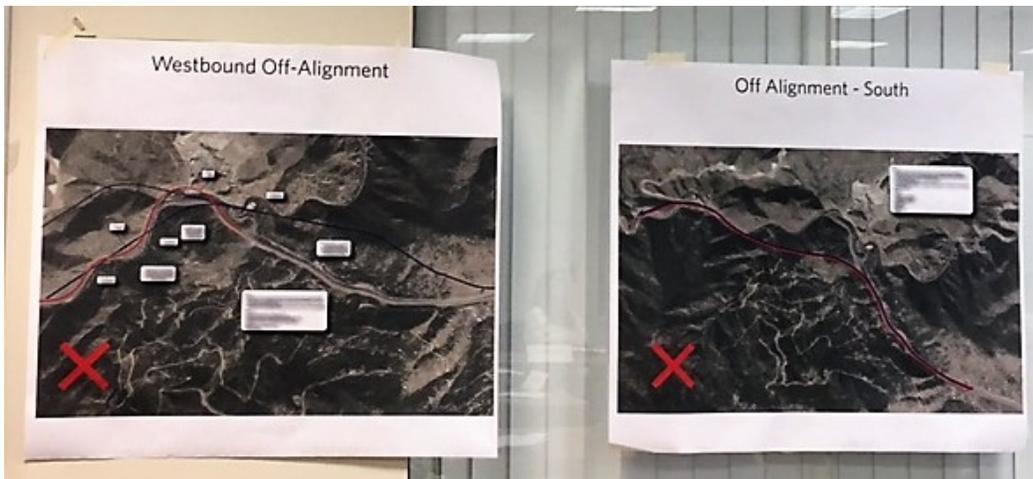


**South alignment concept** – thread into Floyd Hill

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

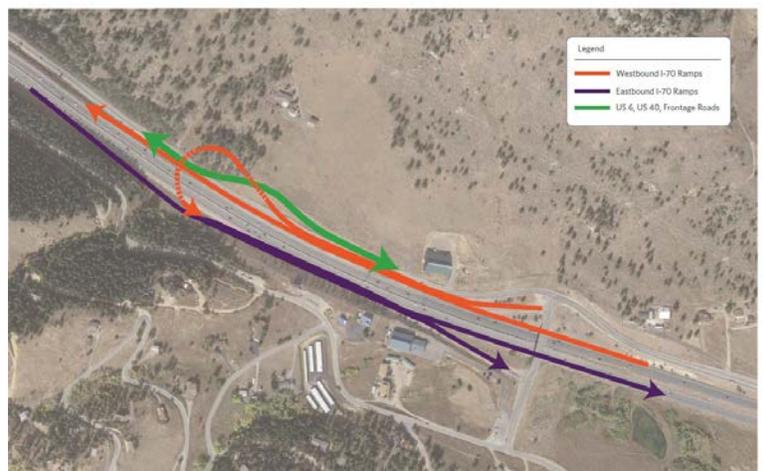


- Two of the “way off-alignment” options were crossed off primarily due to geotechnical, well water, landownership, US 6 integration considerations. Both were also considered either during the Programmatic EIS process or during the subsequent Design Speed Study and were recommended to be dropped at those 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)



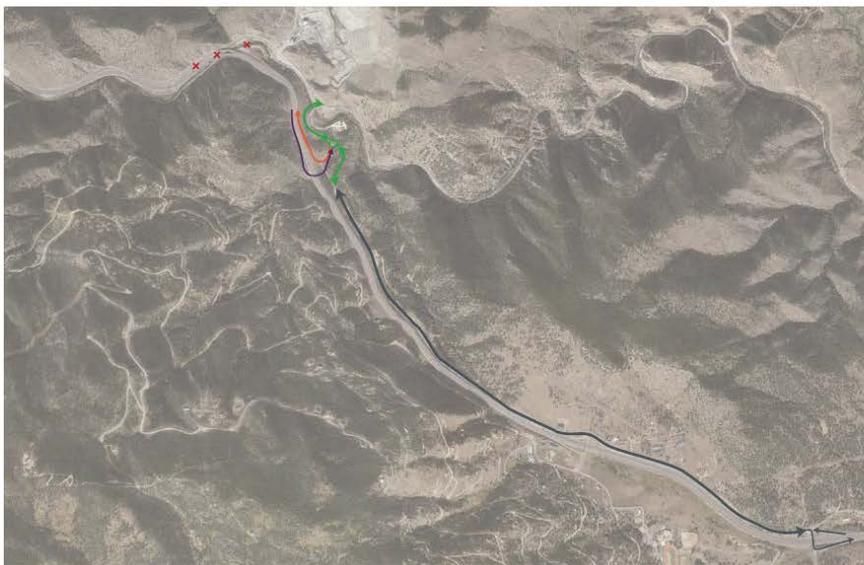
The Close Interchange at US 6 (move to east) concept, pictured above, moves the interchange to the east. Traffic from US 6 will need to go back up the hill. This options does not seem friendly to trucks or community. Intersections at both ends will be modified. Impacts are at the north side because all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

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



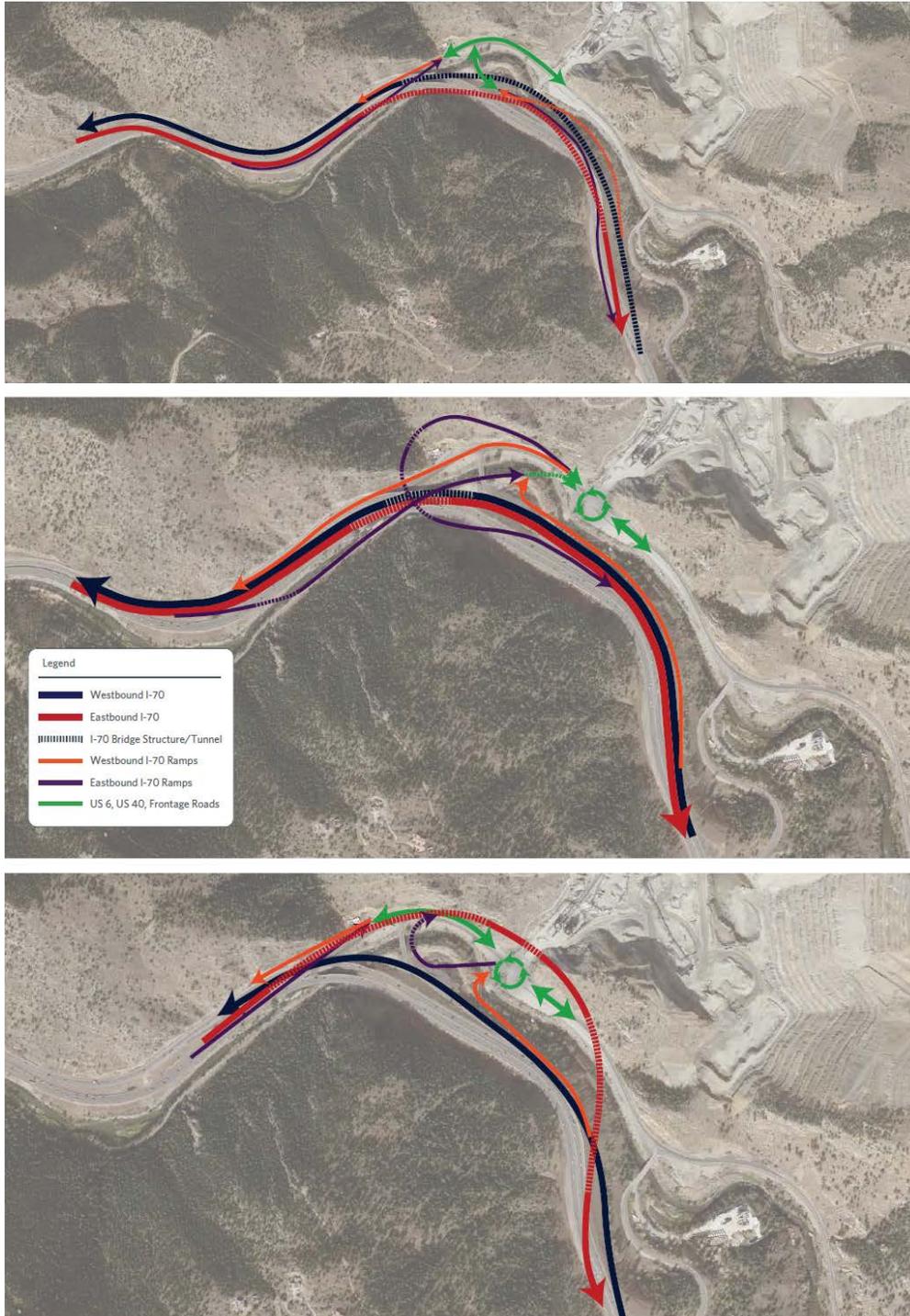
The above option takes all movements on the bottom of US 6 and moves them over to Hidden Valley.

# 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.