



Floyd Hill Design/CMGC Project ITF - Emergency Response **Meeting Briefing**

DATE/TIME: Friday, June 17, 2022 | 10:30am-12:30pm
LOCATION: CDOT, 425 Corporate Cir, Golden, CO 80401, USA
Lookout Mountain Conference Room | Zoom

Floyd Hill Emergency Response Participants:

Thank you for your participation and thoughtful input in the Floyd Hill Issue Task Force (ITF) Meeting that took place on **Friday, June 17, 2022**. The following summarizes the input received from you and identifies next steps.

ITF Meeting Purpose:

- Present Major Alignment Innovation Recommendations to ITF for Central and West Sections
- ITF Discusses and Identifies Emergency Response Issues Regarding TT Recommendations

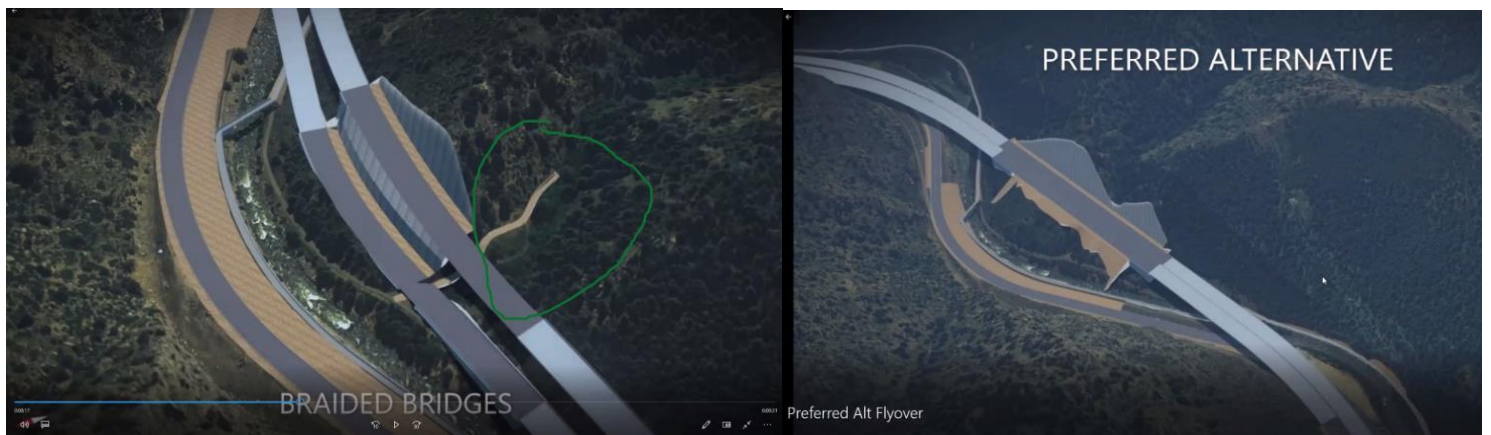
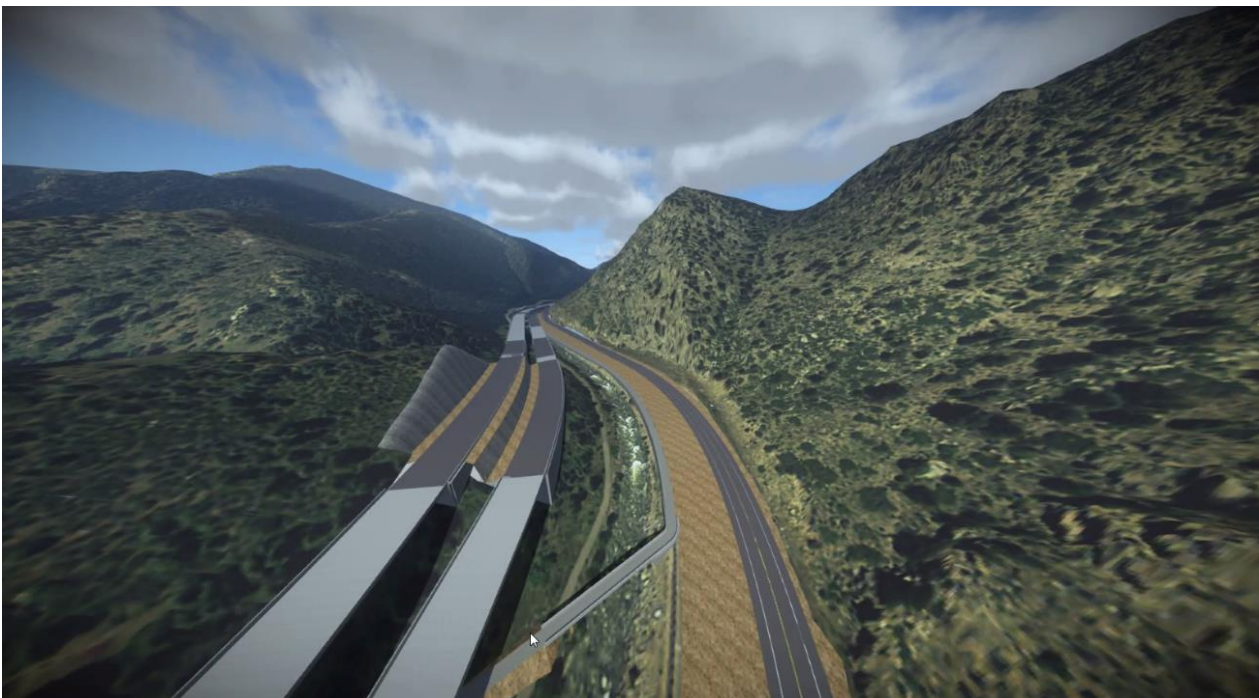
ITF Process Review

In accordance with the [CSS process](#), the Floyd Hill Technical Team (TT) recommended that two innovation options advance in the design process, contingent on Emergency Response ITF input. The two innovations recommended for ITF evaluation were the “Braided Bridges” option (Update - now referred to as “Terraced Alignment”) in the Central Section and the “North Option” in the West Section. The Emergency Response ITF's charge from the TT was to review the recommended options for “fatal flaws” and identify issues and/or areas for improvements to enhance safety as design advances. Project Team members presented the recommended options and compared them to the Preferred Alternative. ITF members provided input on the recommendations.

Project Team Presentation on Recommended Innovations

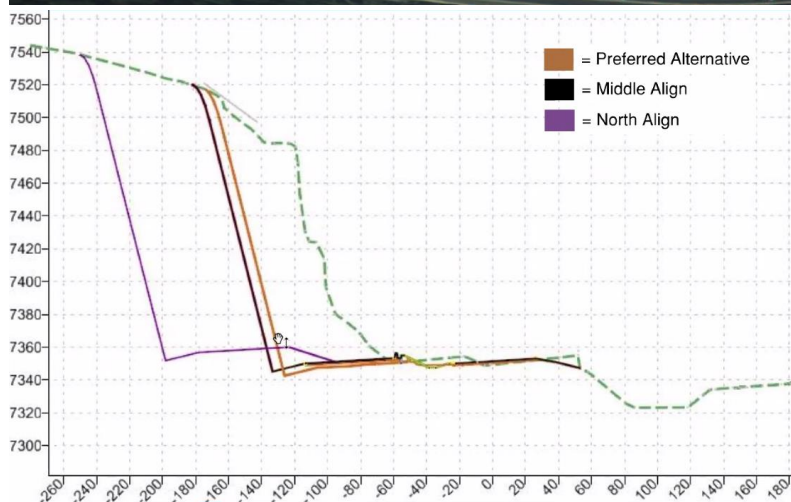
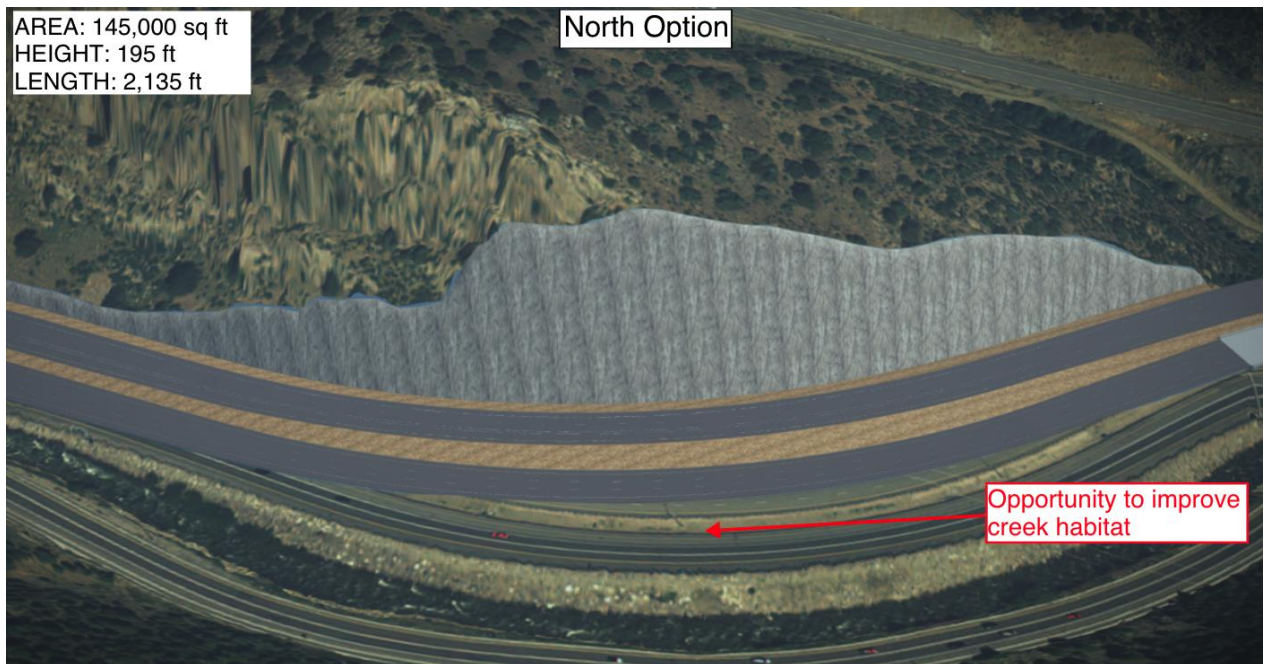
The following benefits were identified for the “Braided Bridges” option for the Central Section:

- Reduces rock cut; fewer total rock blasts; least risk to traffic impacts from excavation work;
- Best opportunity for creek enhancements, improved habitat and wildlife
- Opportunity to create additional trailhead - parking and creek access point
- Fits best with geometry of the creek & canyon
- Similar construction duration as PA
- Lower cost



The following benefits were identified for the “North Option” for the Central Section:

- Avoids creek relocation, utility relocations, private right-of-way acquisition
- Requires less rock excavation on CR 314 and more on I-70 compared to the Preferred Alternative
- Improved opportunity to provide new trail and creek accesses and Greenway amenities
- Incident management and fire response maintained during construction (no closures of CR 314 required)
- Allows for creek and riparian areas restoration
- Improved sight distance for EB off ramp for HV/Central City Pkwy
- Lower cost than Preferred Alternative



ITF Input and Evaluation

The Emergency Response ITF provided input on the innovations presented. The major themes and safety improvement recommendations from that conversation are listed here:

Braided Bridges/Central Section ITF Input

- Importance of access at/near Sawmill Gulch for wildfire response
- Terraced bridges of EB and WB lanes creates lane access challenges (mitigated by widened shoulders)
 - *(Note: There was a potential misconception during the ITF meeting that there is a gap between EB and WB in the Braided Bridges option but not in the Preferred Alternative. This is not accurate--both options have a gap between EB and WB.)*
- Elevated height of roadway south of the creek adds to the fire risk (not a discriminator with PA)
- Greenway and trail system will need to be able accommodate emergency vehicles

North Option/West Section ITF Input

- Request for creek access (may not require ladder access due to decrease in slope)
- Interest in identifying turnaround points
- Adding guardrails

Recommendations to be Analyzed as Design Advances

- Canopy thinning to mitigate fire hazards near viaduct structure
- Identifying and adding turnaround areas throughout project area (specifically at base of Floyd Hill)
- Request for ladder access on new walls (may not require ladder access due to decrease in slope)
- Including access to Hwy 6 from EB rather than going through Hidden Valley

Next Steps and Future ITF Engagement

The ITF identified no “fatal flaws” in the Braided Bridges or North Option Innovations. The issues and recommendations listed above will be addressed in subsequent phases of the design process.

CDOT and the Floyd Hill Project Team look forward to convening the Emergency Response ITF again later in 2022 and beyond to provide more critical input on future safety-related design decisions.



Floyd Hill Design // CMGC

Emergency Response Issue Task Force (ITF)

June 17, 2022

- 1. Introductions, Meeting Purpose & Objectives**
- 2. Project Team reviews Major Alignment Innovations**
- 3. Evaluation Process: Safety Evaluation Questions**
- 4. Wrap Up, review next steps and recommendations to TT**



Innovations Evaluation Overview

- The Preferred Alternative is the alignment configuration outlined in the Environmental Assessment (2021)
- Proposed innovations developed by Design Team (Atkins) and Contractor (Kraemer) offer potential improvements to Preferred Alternative
- The Technical Team and Issue Task Force evaluation process seeks to determine if innovations should move forward based on predetermined Measures of Success
- In the event agreement is not reached on innovations, Preferred Alternative will be the option to move forward

*Pending ITF review, the Technical Team recommends moving forward with the “**Braided Bridges**” option for the Central Section and the “**North Option**” for the West Section*



Innovations: Visual Depictions

Project Team shares visuals for:

- Central Section: Preferred Alternative vs. Braided Bridges
- West Section: Preferred Alternative vs. North Option



Central Section: “Braided Bridges” Benefits

- Reduces rock cut, least risk to traffic impacts from excavation work; fewer total rock blasts
- Opportunity to create additional trailhead - parking and creek access point
- Similar construction duration as PA
- Best opportunity for creek enhancements, improved habitat and wildlife
- Best fits with geometry of the creek & canyon



West Section: “North Option” Benefits

- Avoids creek relocation, utility relocations, private right-of-way acquisition
- Improved opportunity to provide new trail and creek accesses and Greenway amenities
- Requires less rock excavation on CR 314 and more on I-70 compared to the Preferred Alternative
- Incident management and fire response maintained during construction (no closures of CR 314 required)
- Less expensive than Preferred Alternative
- Allows for creek and riparian areas restoration
- Improved sight distance for EB off ramp for HV/Central City Pkwy



Safety Evaluation Questions

Compared to the Preferred Alternative, how well does the option under consideration...

- Accommodate emergency access & egress response for I-70, local residents, and recreationalists?
- Address safety needs of non-vehicular traffic?
- Address safety of the traveling public and the community (Local and Regional)?
- Address safety of the traveling public and trucks?
- Reduce safety conflicts at interchanges?



Next Steps & TT Agenda Topics

Next Steps and Actions

- ITF input integrated into evaluation recommendations
- Brought to TT for further review and/or confirmation



Thank You!

June 17, 2022