



Floyd Hill Design - West Saddle Refinement Issue Task Force

Meeting Summary

August 12, 2022, 9 AM to 12:00 PM

CDOT Golden Office – Lookout Mountain Conference Room and Virtual (Zoom)

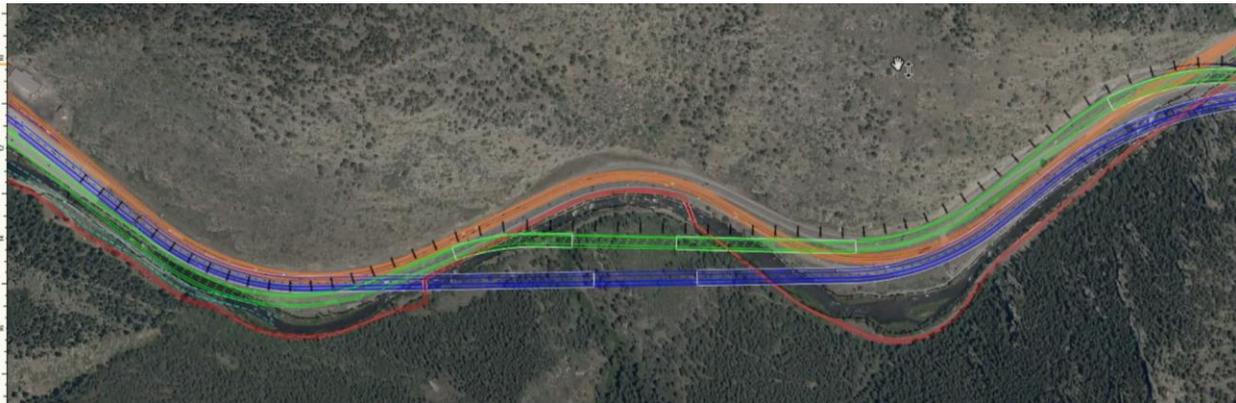
1. Introductions, Meeting Purpose and Project Updates

CDR Associates opened the meeting and reviewed the agenda.

The purpose of the meeting was to:

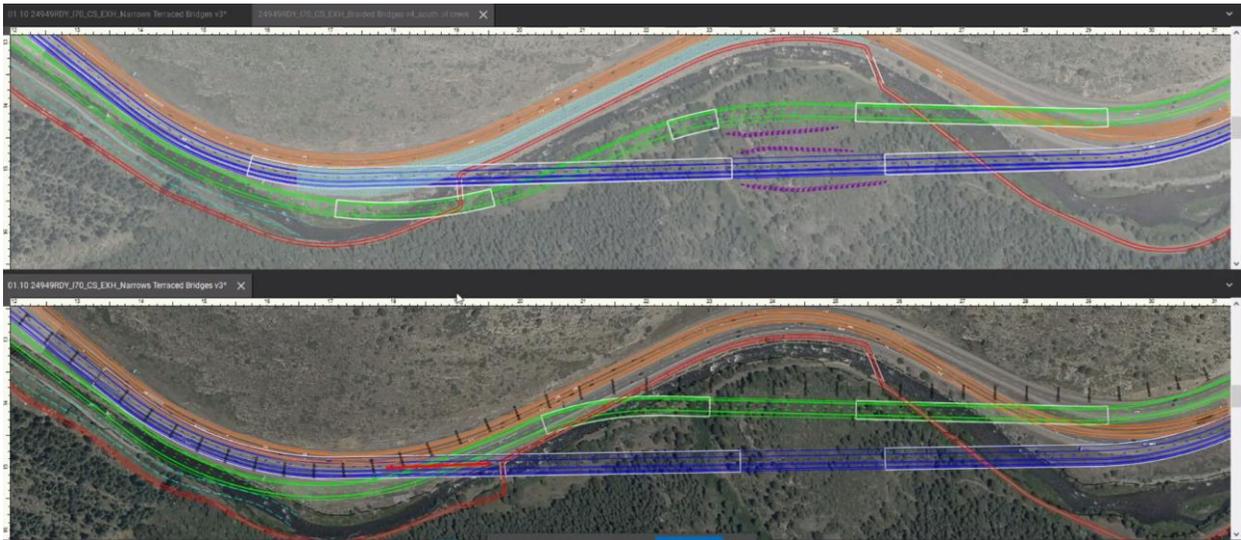
- Review the current approved Central Section Innovation and West Saddle Refinements
- Identify the benefits/drawbacks of the refinements compared to the current approved Innovation
- Develop recommendation for further discussion by the Technical Team

The Design Team reviewed the latest version of the Terraced Alignment area of the Central Section. They reminded the group that the main goal with refinements is to address the area West of the saddle, to reduce span length (currently 325ft span where EB and WB cross). The Construction Team noted that exploring alternative refinements could address the issue of span length as well as safety and constructability concerns.



Above: Central Section

The Design Team reviewed the following image (bottom image is the current version; top image is the further refined option). The refinement to the endorsed option improves constructability by bringing the EB lane to the south side of the creek slightly sooner, creating the ability to build offline and reduce conflict with WB construction. Additionally, it allows EB to be placed on grade, which then goes up and over Sawmill Gulch.



West Saddle Area Refinement (top); Current Endorsed Version (bottom)

The Design Team reminded the group that either option works with or without the US-6 On-Ramp, therefore, neither precludes that option.

- **TT Comment:** The aerial views aren't helping to understand the height/depth comparisons.
 - **Response:** The Design Team explained that, during this ITF, the team can identify from which vantage points we would like to see preliminary, 3D renderings and they can pull up and guide us through those renderings using a software called Lumen.

They pulled up a quick image of the possibility of moving the WB lane rather than EB to address the span issue- a question raised in the last TT meeting when first viewing the refinement. The ITF Agreed that moving WB was not a viable option for addressing the span length challenge as it requires significantly more rock cut and for construction to move further S into preserved wilderness that would otherwise be left untouched.

ITF Agreement: Moving WB to address the span length challenge is not viable nor recommended for further investigation.

So, the options for further discussion today include the **Currently Endorsed** option- in which EB crosses WB N of the Creek and the **Refinement**- in which EB crosses WB S of the creek.



The options have differing impacts to the creek and recreation: the refinement moves impacts to the creek farther West and would require a wall along ~600 ft of the Greenway Trail.

- **TT Question:** What are the differing impacts in regards to deicing material and potential runoff.
 - **Design Team Response:** both of these options have less structure than the '21 PA. There is not a significant difference in structure between the currently endorsed vs. refinement, so not a large difference in required deicing material.

The largest differentiator between these two options is their relation to the Greenway trail and the impacts to the hillside S of the creek. Both of these options provide better recreation experiences than the '21 PA, but which do we want to continue to pursue as we better define the Greenway?

Total construction time = ~4 years

- **TT Comment:** The main differentiators between these two options are the long vs. short term impacts. The currently endorsed option will have short term impacts on the hillside S of the creek whereas the refinement will provide short term gains in terms of safety and constructability but has long term (permanent) impacts on the hillside S of the creek, the Greenway experience, and access to the wilderness on the S side of the creek.

So, do improvements to constructability outweigh the permanent impacts to the hillside and Greenway corridor?

- **TT Comment:** At this point, we don't fully understand how the Greenway will function in this area, and therefore it is hard to know the extent of these impacts on the user experience- it is hard to let go of something before we have all the information in regards to the Greenway, but we also don't want to continue to pursue a refinement if there are too many call-outs.

ITF Agreement: ~600 ft of closed off view and closed off access along the Greenway is seeming like an insurmountable flaw. We can keep this refinement in our back pockets if we reach a point at which we would like to reconsider this area- as the details of the Greenway trail and user experience become more clear.



ITF Decision: At this point, with the information at hand, we cannot endorse the refinement to this West Saddle of the Central Section. We will move forward with the previously Endorsed option- in which the EB lane crosses WB N of the creek.

5. Attendees

Cindy Neely, Amy Saxton (Clear Creek County); Bill Coffin (Saddleback POA); Mike Raber (Clear Creek Bicycle User Group); Margaret Bowes (I-70 Coalition); JoAnn Sorensen (UCCWA); Sam Hoover (Central City); James Proctor (Bridge & Tunnel Enterprise); Steve Durian (Jefferson County); Gary Frey (Trout Unlimited); Vanessa Halladay, Kurt Kionka, Jeff Hampton, John Gregory, Margo Mcinnis, Badr Husini (CDOT, CTIO); Anthony Pisano, Matt Aguirre, Alan Carter (Atkins); Matt Hogan, Brandon Simao, Austin Knapp, Koichiro Shimomura, Tim Maloney (Kraemer); Tammy Hefron (HDR); Mandy Whorton, Shonna Sam (Peak Consulting Group); Julie Gamet (THK Associates); Daniel Estes, Cara Potter (CDR Associates).