



Floyd Hill Design - Greenway Issue Task Force Site Visit

Meeting Summary

August 18, 2022, 1:00 to 4:00 PM

Walking tour on Greenway from Hidden Valley Interchange to Two Bears Tap & Grill

1. Introductions & Meeting Purpose

Jonathan Bartsch, CDR Associates, convened the group in the parking lot across from Two Bears Tap & Grill. After introductions, Kevin Shanks, THK Associates, reviewed the meeting purpose.

The purpose of the meeting was to:

- Walk the current Greenway from the Hidden Valley Interchange back to the Two Bears Tap and Grill
- Identify important aspects of the existing greenway to be maintained and incorporated into the new greenway alignment
- Identify the existing conditions at key areas along the greenway in comparison with the maps and renderings provided by Atkins.

Matt Aguirre, Atkins, passed out copies of maps and renderings to reference while on the walking tour.

2. Main Takeaways and Key Discussions

Common Themes that were important to all:

- Preservation of historic features, i.e. rock walls from railroad
- Relative height of greenway and highway – reducing noise and allowing for clearance
- Protect riparian areas and trees along the Greenway, revegetation of areas disturbed by construction
- Connectivity from the Greenway (backbone of recreation in this area)
 - Create designated trails from Greenway to Creek to reduce social trails disturbing crucial habitat in the riparian areas
 - Additional designated & safe parking areas to reduce congestion at Two Bears. Maintain rafting routes/put ins and take outs away from preferred fishing locations.
- Maintaining difficulty (no higher than Class 3) and depth of rapids after creek relocation



- Prioritizing visitor experience and accessibility which requires the coordination of all aforementioned goals: safety, parking, access, noise reduction, vegetation, etc.
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This walking tour of the Greenway began at the Hidden Valley Interchange:

The Design team first pointed out that the Central City Parkway/Hidden Valley Interchange is being replaced with a pair of roundabouts. Lots of grade change on the east/west sides of the roundabout. Construction of the intersection will be phased, with the necessary retaining walls built first. Once wall(s) are built, pedestrian and bicycle access should be able to continue throughout construction.

As the group walked, Cindy Neely (Clear Creek County) pointed out the 19th century retaining walls from railroad activities and associated infrastructure. The team agreed that these will need to be preserved/protected throughout construction. Along this corridor, historic remnants of mill, railroad, and mining present opportunities for interpretation even though not National Register eligible; preservation of the physical remnants are important to that interpretation.

Ashley Giles (Trout Unlimited) identified good fish habitat just west of the proposed Clear Creek realignment – lots of willows and riparian vegetation/shade. She shared a few ideas for protecting and better managing aquatic habitat along the Greenway:

- Formalize a few trails from the Greenway to the river to discourage social trails that disturb the riparian habitat and erode the bank.
- Build a designated (and safe) parking area for rafting companies and anglers. Also maintain boating routes (ie., put in/take outs, rapids) AWAY from preferred fishing walk-in locations (ie., riffle/pools).

Moving forward, it will be necessary to confirm fish spawning areas and fish habitat with Paul Winkle (CPW)

Dale Drake (Clear Creek Rafting Company) described to the group that, within the proposed creek realignment area there is a “swimming hole” for rafting guests and guide training due to the depth of the creek and it has a nice recovery pool in between rapids. Maintaining an area similar to this will be an important consideration after creek relocation. Creek access in this area is also important because there is not much fish habitat to disturb.

By walking the existing Greenway trail, it was helpful to note current trail material is asphalt throughout. Mike Raber (Clear Creek Bikeway User Group) pointed out that along many areas



of the trail, dirt, rocks, and sand have washed over the asphalt which creates dangerous conditions for cyclists. Plants were also growing into the trail corridor. Bill Coffin (Saddleback POA) raised the importance of incorporating a runoff grade on each side of greenway path to allow water and debris to run off the path. It was noted that the proposed Greenway trail will be designed to a maximum 8% slope.

While walking the greenway, one dirt bike was observed using the trail. Motorized vehicles are prohibited on the Greenway trail – and may need to be communicated/enforced more regularly for safety concerns.

Throughout the walk, significant areas of erosion on the banks of Clear Creek were observed. There is potential to improve bank stability through revegetation efforts and the reduction of social trails for rafting and fishing.

There were also questions raised about the shoulder width along the trail and it was recognized that there will be variance due to certain pinch point areas between historic features and the Creek.

ITF Participants were very impressed by visualizing the proposed I-70 WB realignment, which will be as much as 65-80' in height above the ground on a structure. This should reduce the noise pollution present on the trail, relative to today. This height should also allow for enough sunlight to allow for mature trees and vegetation to survive below the structures.

The proposed I-70 realignment will be at its highest point east (approximately 200') of the second proposed pedestrian bridge. Pier/highway height will be approximately 80'

Many ITF participants identified that noise from the highway would be the biggest detractor from Greenway. The group should continue to be thoughtful about grade differences between road and trail and how that can decrease noise to trail users.

One area of note was the clearance of the trail under the lowest point of the proposed EB structure– the current design meets standards but is lower than may be comfortable at 12.5 feet. The design team may look for opportunities to increase clearance by raising bridges or lowering the trail.

Throughout the walk, the group highlighted the importance of preserving river-side vegetation and riparian zones as much as possible during construction



The group was able to see two existing wells on the south side of the trail (across I-70 from the maintenance yard). One owned by County, one owned by CDOT which started conversation with County on the potential to provide establishment irrigation

The consultant team was made aware of a UCCWA study that looked at sediment control and forest health in the area.

Cindy Neely highlighted that Clear Creek County residents would like to see some interpretation of the transportation corridor on the trail to orient themselves and stay safe.

A few areas were highlighted for potential trail connections including the Hidden Valley area as well as the powerline road, south of the existing greenway.

The group came to a consensus around the understanding that fishing, rafting and recreational needs must all be considered together so that all recreationalists can enjoy the area safely and without impacting the natural systems.

A few participants asked about pier locations. Those have not been identified precisely at this stage in the design process, however, some pier locations may occur on banks that are very tall and steep which could lead to erosion. Pier locations and structure options in these areas will be discussed further between Structures Design Team and Contractor.

As the group made its way back to the parking area across from Two Bears, the need for safe and expanded parking opportunities along this corridor was recognized. Bridge structures near that area were also identified as examples of the needed improvements this project will bring. One area of interest was the channelized section of creek approaching the bridge structure. The design and construction teams will need to determine how to maintain this channelized section of creek while taking that bridge out of the area.

3. Attendees

Dale Drake (Clear Creek Rafting); Cindy Neely, Amy Saxton, Martha Tableman, Frederick Rollenhagen (Clear Creek County); Bill Coffin (Saddleback POA); Mike Raber (Clear Creek Bicycle User Group); Margaret Bowes (I-70 Coalition); Sam Hoover, Aaron Behring (Central City); Gary Frey (Trout Unlimited); Jonathan Cain, **guest?** (Idaho Springs); Brian Dabling (FHWA); Margo Mcinnis, Badr Husini, Tyler Brady, Stacia Sellers, (CDOT, CTIO); Anthony Pisano, Matt Aguirre, Alan Carter, Nicholas Janitch (Atkins); Brandon Simao (Kraemer); Tammy Hefron (HDR); Mandy



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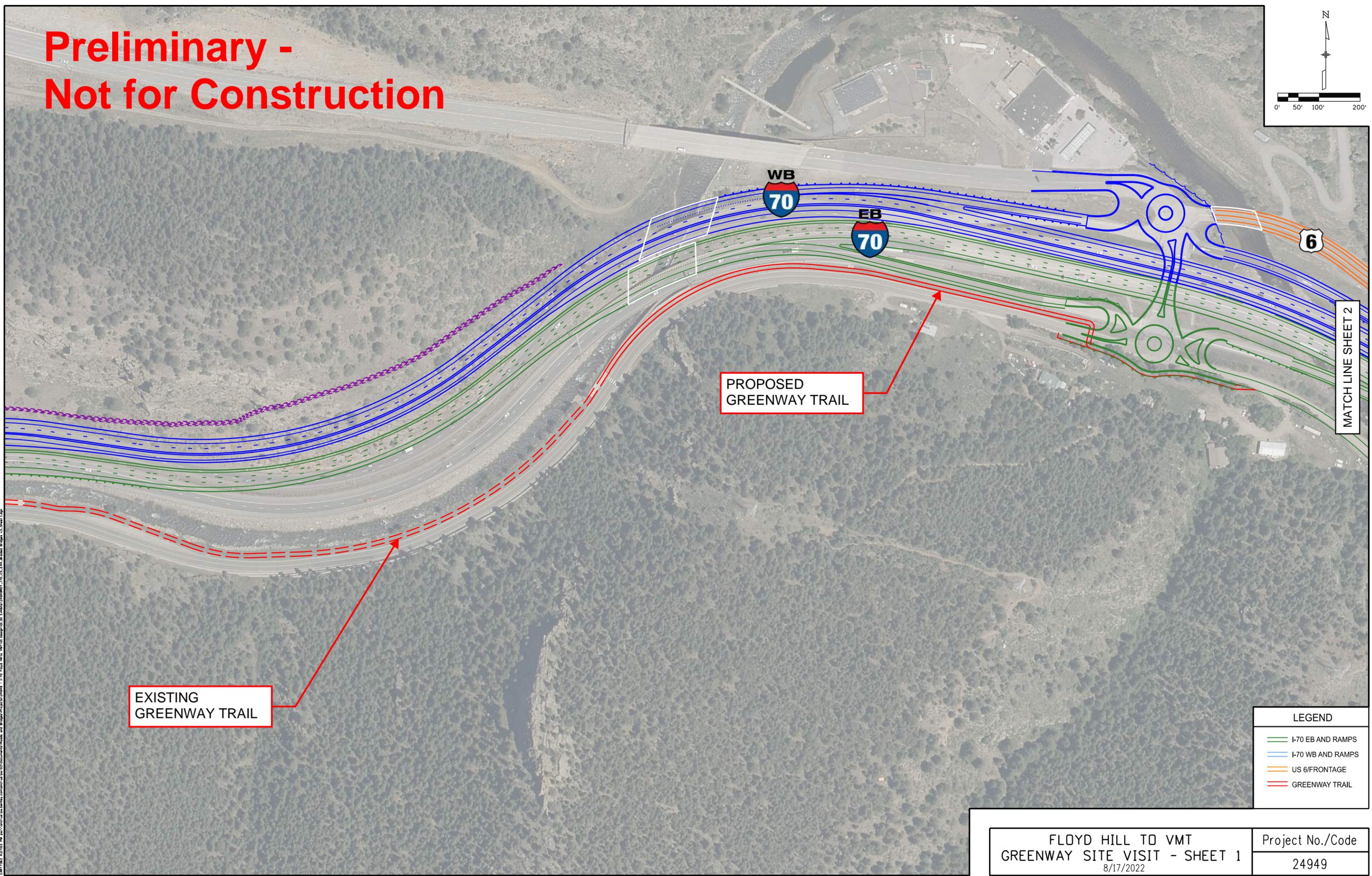
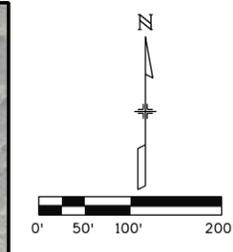
Department of Transportation

Region 1

Region 1 West Program
425 A Corporate Circle
Golden, CO 80401

Whorton (Peak Consulting Group); Kevin Shanks, Julie Gamet, Will Prescott (THK Associates); Jonathan Bartsch, Daniel Estes, Cara Potter (CDR Associates).

**Preliminary -
Not for Construction**



EXISTING
GREENWAY TRAIL

PROPOSED
GREENWAY TRAIL

MATCH LINE SHEET 2

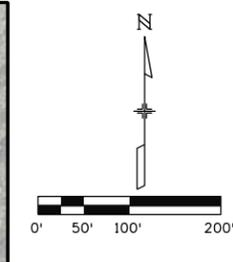
LEGEND	
	I-70 EB AND RAMPS
	I-70 WB AND RAMPS
	US 6/Frontage
	GREENWAY TRAIL

FLOYD HILL TO VMT
GREENWAY SITE VISIT - SHEET 1
8/17/2022

Project No./Code
24949

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MATCH LINE SHEET 1

MATCH LINE SHEET 3



EXISTING GREENWAY TRAIL

PROPOSED GREENWAY TRAIL

PROPOSED CLEAR CREEK REALIGNMENT

OPEN SPACE TRAIL (GIS)

FIRE MITIGATION AREA (GIS)

#1

#2

LEGEND

	I-70 EB AND RAMPS
	I-70 WB AND RAMPS
	US 6/Frontage
	GREENWAY TRAIL

FLOYD HILL TO VMT
GREENWAY SITE VISIT - SHEET 2
8/17/2022

Project No./Code
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**Preliminary -
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#1

**Preliminary -
Not for Construction**



#2a



**Preliminary -
Not for Construction**



#2b

**Preliminary -
Not for Construction**



**Preliminary -
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#3

**Preliminary -
Not for Construction**

