



I-70 Floyd Hill

Greenway Pre Construction Site Visit

Meeting Summary

June 14, 2023, 1:30 to 3:00 PM

1. Introductions, Meeting Purpose and Project Updates

Daniel Estes, CDR Associates, convened all participants in the Parking Lot across from Two Bears. He provided a brief overview of the agenda and logistics for the Site Visit, indicating that the group will walk to two key locations, asking all participants to try and stay together and to take notes on key questions, observations, and points of interest for further discussion in the upcoming TT Meeting. He then turned it over to Mandy Whorton, PEAK Consulting, and Matt Hogan, Kraemer, to provide additional context for the group and discuss key objectives.

Mandy highlighted that the two locations will demonstrate unique construction access needs and both provide unique opportunities for future benefits to the Greenway Trail. Matt Hogan described that he would focus on communicating the specific construction equipment, materials, and needs in both locations. They encouraged the group to ask questions for clarification and to explore ideas for future benefits along the Greenway Trail. The project team distributed a packet of visual renderings for both locations to assist in visualizing these areas during construction. (Rendering packet available upon request.)

2. Location #1: Hillside Access Road

To reach the first location, the group walked East from the Maintenance Parking Lot along the existing dirt road that provides access down the hill from existing I-70. Many participants did not realize there was an existing road in this area, and the proposed access road would be built just up the hill to provide access for construction of piers for Bridge A. The new access road would stretch from the parking lot to US40.

Matt Hogan underscored that this road is crucial for keeping construction traffic, especially girder delivery, off of I-70 to maintain the flow of traffic. Construction of the piers will require a large crane, necessitating a 30 ft wide road just up the hill from the existing access road. The existing access road will be left as a natural bench to assist in runoff catchment and stability. A retaining wall will be constructed above the new access road, which will be 25 ft tall at its highest location. Due to the work from the road up the hill, all overhead utilities will be relocated underground across the creek along US6.



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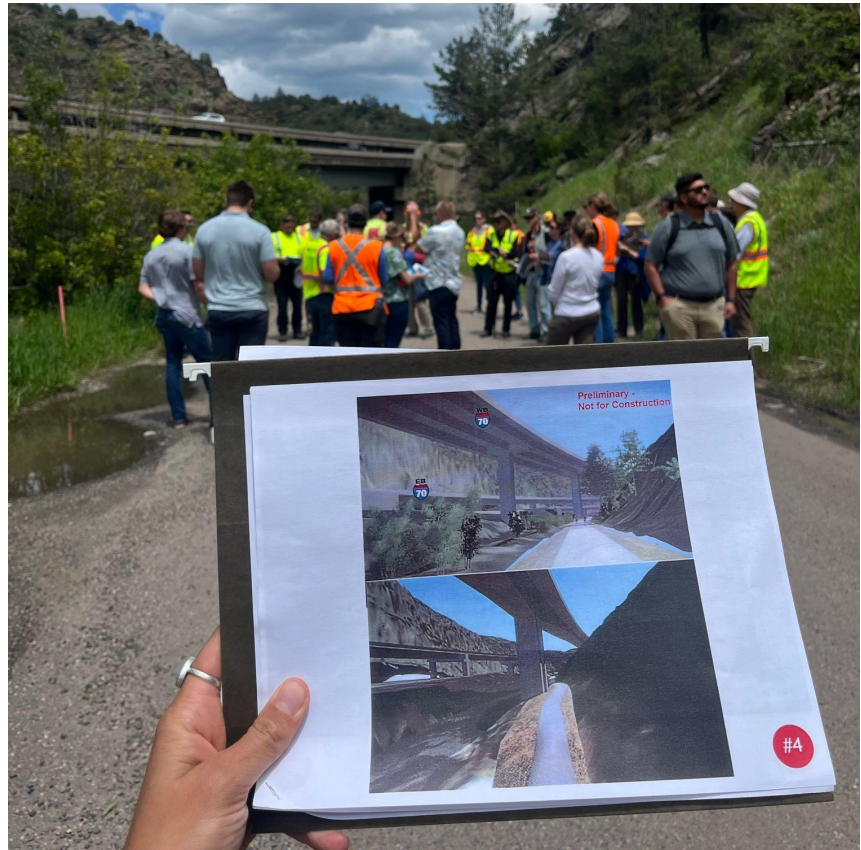
Trees and vegetation along the creek, to the North of the access road, will not be disturbed. Trees and vegetation up the hill (S of the access road) will be disturbed but the team will save trees where possible to assist with hillside stabilization.



(Pictured Above: Matt Hogan describing location of New Access Road and adjacent Retaining Wall to access pier locations for Bridge A- example indicated by pink stake up the hill)

3. Location #2: Greenway Access Road

Walking West of the Maintenance Parking Lot, along the Greenway Trail just West of Existing I-70 bridges, the team paused to identify the future location of Pier 15, a large segmental pier that is a crucial point of construction. Matt Hogan indicated that the construction of this pier will last for 9 months, working in a 30 x 30 ft area that will block the entire Greenway trail, even for construction access. This project highlights the work that will prohibit foot and bike traffic along the Greenway for a prolonged period of time.



(Pictured Above: Renderings for comparison to existing conditions at Pier 15 Location)

- **Question:** Of the existing walls and bridges in this location (near pier 15), what will stay?
 - **Response:** The retaining wall to the South of the Greenway Trail will stay, as it provides crucial support for the hillside above. In regards to other walls and infrastructure, it is uncertain. The project team knows where the new Piers will go, so the key consideration will be floodplain impacts.



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Considering that construction of Pier 15 will block even construction access along the Greenway Trail, there were questions around the order of Construction packages. Matt Hogan provided the following overview:

- East Section Construction starting now (June 2023)
 - Construction of Pier 15: Greenway Trail blocked for 9 months
- Utilities Relocation package for Central Section
- Construction Access Package
- West Section
- Central Section

ACTION: CDR to follow up with the construction team to flesh out a more detailed schedule of construction packages and begin to draw out the key periods of Greenway Trail closure.

Continuing West along the Greenway, the final area for discussion was at the Saddle Cut. The Project team showed participants where temporary bridges would be built for construction vehicles to exit I-70 and access the Greenway Trail. There would then be access roads south from the Greenway Trail to access the Saddle Cut area. Matt Hogan walked the group to a flat, natural clearing in the trees and identified this as a future staging area. He highlighted how valuable flat areas will be for construction, as areas are needed to stage materials for construction.



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(Pictured Above: Matt Hogan describing location of temporary bridge East of Saddle Cut to facilitate construction traffic egress from existing I-70.)

- **Question:** How will trees in this Saddle Cut area be preserved?
 - **Response:** The access roads and staging areas have been located along natural draws and in meadow areas to reduce the number of trees that will need to be downed. Additionally, there will be a strip of trees left between the EB and WB I-70 lanes through the Saddle Cut.



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(Pictured Above: example of existing open meadow that will be used as a staging area for the Saddle Cut area construction.)



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4. Wrap Up & Next Steps

The project team and Daniel encouraged all participants to ask the project team any final questions and to record key thoughts for discussion at the upcoming TT meeting.

Daniel thanked everyone for their time and attention and directed all to walk back to East along the Greenway Trail to return to the parking lot.

5. Attendees

Cindy Neely (Clear Creek County); Jonathan Cain (Idaho Springs); Jessica North (Clear Creek County School District); Jeff Rabus, Stoy Streepey, Martha Tableman (Clear Creek County); Mike Raber (Clear Creek Bicycle User Group); Bill Coffin (Floyd Hill POA); Margaret Bowes (I-70 Coalition); Gary Frey (Trout Unlimited); Jo Ann Sorenson (SWEEP); Brian Dabling, Julien Gonzalez (FHWA); Larry Quirk, Megan Cohill (Rocksol); Tyler Brady, Kurt Kionka, Jeff Hampton, Presley Fowler, Jacob Schmit, Lisa Streisfeld, Abbie Modafferi, Jack Peterson (CDOT); Matt Aguierre, Alan Carter, Anthony Pisano (Atkins); Matt Hogan (Kraemer); Tammy Heffron (HDR); Mandy Whorton, Vanessa Halladay (PEAK Consulting); Kevin Shanks, Julie Gamec (THK Associates); Jonathan Bartsch, Daniel Estes, Cara Potter (CDR Associates).