



Floyd Hill Design - SWEEP Issue Task Force Site Visit

Meeting Summary

August 26, 2022, 9:00 AM to 12:00 PM

Walking tour along Clear Creek from Game Check Area Park to Two Bears Tap & Grill

1. Introductions & Meeting Purpose

Mandy Whorton, Peak Consulting Group, convened the group in the parking lot for the Game Check Area Park. After introductions, Mandy Whorton, reviewed the meeting purpose.

The purpose of the meeting was to:

- Walk along Clear Creek, mostly on the existing Greenway pathway from the Game Check Area Park to Two Bears Tap and Grill
- Identify important aspects of the design, impacts, and locations where opportunities for restoration are possible
- Identify the existing conditions at key areas along the greenway in comparison with the maps and renderings provided by Peak and Atkins.

Mandy Whorton, Peak Consulting Group, passed out copies of maps to reference while on the walking tour. Tyler Brady (CDOT) and Mathew Hogan (Kramer) had 3D renderings and maps with design files on them for reference.

2. Site Visit Stops and Key Discussion Items

Stop 1: Game Check Area Park Parking Area (see Map Book Attachment, Page 1)

- Vegetation has recently become established along Clear Creek in this area, although recent flooding wiped out some species; establishment took longer than expected (9 years, rather than 3 years); lessons applicable to this project are (1) look carefully at the bench height (to minimize flooding impacts); (2) expect a longer establishment period

Stop 2: CR 315 near Veterans Memorial Tunnels (see Map Book Attachment, Page 1)

- Because the rock wall to the north is more stable than previously thought, the design team has been able to avoid creek realignment in this area; there is also the potential opportunities for mitigation in this location



Stop 3: On Greenway Trail, before Going Under I-70 (see Map Book Attachment, Page 2/3)

- In this area, the design will be shifting the highway farther north than what was presented in the EA; this presents opportunities for restoration of the existing highway
- No impacts south of Clear Creek
- This reach of river is important for rafting – avoidance was a benefit

Stop 4: Along Clear Creek Below Central City Parkway (see Map Book Attachment, Page 3)

- The design includes moving the roadway north in this area, which will require substantial rock cuts
- Existing bridge includes informal deer path; all bridges that will be replaced will incorporate similar paths
- North of the I-70 bridge replacement, the project does not require work or result in impact to this stretch of Clear Creek – it is solely an opportunity for restoration/improvement
- Design team is looking for ideas from SWEEP regarding pier placement and design features: Should walls below I-70 be left in place or removed? Colorado Parks and Wildlife noted that removal (primarily the west wall) would improve velocity and benefit fish
- This location presents the first opportunity for drainage control

Stop 5: East of Black Hawk City Water Plant and Squatch Store (see Map Book Attachment, Page 3)

- Colorado Stream Quantification Tool (CSQT) discussion; CSQT evaluates multiple parameters – hydrology, chemistry, biology, etc... to evaluate the project for functional loss from impacts to Clear Creek as well as functional ‘lift’ from mitigation or restoration activities; the goal is no net functional loss
- Clear Creek County noted concerns about water quality and impacts related to human waste and snow removal; the CSQT tool does not evaluate these chemicals but there could be data from Black Hawk’s Water Treatment Plant
- Mandy noted that SWEEP looks at all issues related to water quality and water quality treatment is separate from the CSQT analysis which is focused on functional loss
- At this elevation, chlorides are more effective, so water quality impacts related to sand can be avoided; CDOT Maintenance prefers using chloride, although with its use there are other impacts that are hard to quantify and may require mitigation
- Brake dust is another water quality concern



Stop 6: Greenway Across from CDOT Maintenance Facility (see Map Book Attachment, Page 4)

- This is the biggest area of change in terms of impacts to Clear Creek
- The highway ties back into existing elevation here and the frontage road will be on the north, which is a change from the EA Preferred Alternative where the frontage road crossed the river
- Farther east, Clear Creek will be realigned
- This is important fish spawning area that needs to be considered; conflicts between recreation and spawning are not assumed (rafting ends in August, outside of spawning season)

Stop 7: Near Drainage off of Greenway Trail (see Map Book Attachment, Page 6)

- Existing features in this area include fire mitigation road and culvert
- In this area the highway will be elevated

2. Notes from Attendees (Provided Following the Site Visit)

Notes from SWEEP Members:

- Preserve all existing high quality riparian habitat through design and construction Best Management Practices (BMPs)
- De-icing remains an area of concern; this project provides an opportunity to investigate alternative approaches for clarification of deicing remediation
- Keep all walls and bridge abutments out of the channel
- The SWEEP committee has been established to identify potential mitigation of environmental impacts to streams and wetlands for the Floyd Hill project. An EA for that project was released more than a year ago but no FONSI was ever published. For the SWEEP to be able to complete its mission we need clarification on how CDOT plans to complete that process. *[Note for clarification: The FONSI is expected to be released by the end of 2022 and will include a reevaluation of the Preferred Alternative, since changes have been made through the Construction Manager/General Contractor (CMGC) process]*
- Trout Unlimited has been coordinating with rafting interests on best locations for raft put ins/takeouts and pullovers. Having the location of Redd's in the creek would be helpful for this coordination.
- Removing the abutment wall at the edge of the creek at Hidden Valley (the existing/old bridge) would slow the velocity because the bank would be more "natural" resulting in benefits for the fish.



- A baseline survey was completed prior to the Twin Tunnels project. At that time, Biomass was very low. Sampling since the project has been constructed shows an increase in biomass.
- At Central City Bridge, the piers will be out of the Ordinary High Water (OHW) Surface and potentially out of the floodplain entirely.
- Keep velocity/depth of existing Clear Creek the same to maintain the spawning area
- The County will only be using vault toilets moving forward.

3. Attendees

Amy Saxton (Clear Creek County); Ashley Giles, Gary Frey (Trout Unlimited); Brian Dobling (FHWA); Tyler Brady, Francesca Tordonato, Erik Schmude, Jeff Hampton (CDOT); Matt Montgomery (USACE); Julie Smith, Laura Margason, Melissa Mccoy, Nolan Hahn (EPA); Paul Winkle (CPW); James Patanio, Jordan Falzetti (Atkins); Matt Hogan, Austin Knapp (Kraemer); Tammy Hefron (HDR); Julie Gamec (THK Associates); Carla DeMasters, Maddie Shields (Corvus); Mark Fletcher (Pinyon); Mandy Whorton, Shonna Sam, Matt Kizlinski (Peak Consulting Group)

