

## Evergreen Lake North Trail: 2017 Monthly Updates

### December 2017 Update:

Evergreen Park & Recreation District and Evergreen Metropolitan District are excited to announce that the temporary maintenance and repairs to the closed section of the Evergreen Lake North Trail have been addressed and the trail system is reopened for public use as of **November 30, 2017**.

EPRD and the Metro District have been working together for several months to do temporary maintenance and repairs to the closed section, shoring up the wall and trail system so that it may reopen in a safe condition until a funded project to replace them can be established. The recent repair work has included replacement of two sections of failed bin wall, work on the existing bin wall, and a new handrail system and trail surface.

As weather and time allows, staff will be completing final maintenance work including the addition of the lower topsoil and cobble near the bottom, along with a vegetation plan. Staff of both agencies will be performing regular inspections of the wall and trail system, and it could be closed again for periods of time if repairs or improvements are warranted.

The north trail will be open this **Friday, December 1**, so that people attending the Evergreen Holiday Walk who choose to park at Evergreen Lake House can safely walk on the trail -- and not the highway -- to get to downtown Evergreen to enjoy the festivities.

EPRD continues to work on the planning phase of a long-term solution for the trail system. Please monitor EPRD's website for updates.

### November 2017 Update:

EPRD staff continue to perform needed repairs to maintain the wall face of the trail. Work will be done during daytime hours and will not require road closures of SH 74. The trail portion along SH 74 remains closed to the public.

### September/October 2017 Update:

Maintenance and Repair: Evergreen Park & Recreation District and Evergreen Metropolitan District staff are working together to address short term mitigation measures to support and protect the waterline under the Evergreen Lake North Trail. The night-time repair is scheduled to occur at the same time as CDOT's planned milling of SH 74, which has been tentatively rescheduled to begin at **8 PM on October 17** (weather dependent). Traffic may be impacted as there will be a one-lane road closure of SH 74 during work activities. Check CDOT's website <http://www.cotrip.org/map.htm#/default?RoadWorkAlertId=264189> for updated information on road closure/road maintenance operations. We appreciate your patience during this process.

Additionally, Evergreen Park & Recreation District and Evergreen Metropolitan District are in the process of evaluating additional maintenance repair solutions to potentially reopen the closed trail section. No definitive short-term solutions have been determined at this time and the trail portion along SH 74 remains closed.

Planning: EPRD has entered into an agreement with OV Consulting to oversee Phase II planning functions for the long-term solution of the Evergreen Lake North Trail. As previously mentioned, Phase II (Planning Process to Preliminary Design) is focused on

possible means to create multimodal recreation and transportation opportunities at the project site.

**July/August 2017 Update:**

Muller Engineering completed the Preliminary Engineering Study in late June. The findings of the report produced (i) a detailed geotechnical, civil, geometric, drainage and structural engineering analysis for the project site; (ii) short-term recommendations to stabilize the site (but not reopen the trail); and (iii) two preliminary alternatives for long-term solutions to provide a multimodal recreation and transportation system for the project area.

As briefly noted above, Muller Engineering's report does not recommend a temporary trail repair to reopen the closed portion of the Evergreen Lake North Trail for user access. Their conclusion is based on their view that to reopen the trail, a few issues would have to be addressed immediately, including:

- Repair of the failed bin wall facing;
- Repair of the failing bin wall connections; and
- Installation of a new railing along the entire length of the wall that meets ASHTO requirements.

According to Muller, fixing these items would be expensive, time consuming, and disruptive to vehicle traffic. In addition, in Muller's opinion none of these items would be a quick fix to the underlying trail stability issues, nor would they lend themselves well for incorporation into a future project.

Moving forward into Phase II, Planning Process to Preliminary Design, EPRD desires to study both of Muller's proposed long term alternatives, as well as other possible means to create multimodal recreation and transportation opportunities at the project site.

**June 2017 Update:**

On **June 5, 2017** Muller Engineering presented a DRAFT of their Preliminary Engineering Study to the EPRD Board of Directors. The Engineering Study will include design criteria, existing site data, recommendations on short-term mitigation measures, temporary trail repairs, long-term solution alternatives, and cost estimates. We anticipate the Engineering Study Report will be finalized by the end of June.

During the presentation, Muller Engineering addressed the possibility of performing repairs to the existing bin wall in order to be able to reopen the trail. Muller has indicated that its Engineering Study will not recommend a temporary trail repair to reopen the North Trail for user access. This recommendation is based on Muller's assessment of current conditions, the expense, complexity, time involved, and traffic disruption of constructing such repairs, and the fact that such temporary repairs would be difficult to incorporate into future long-term solutions for the North Trail.

Instead, Muller will recommend a more long-term solution for the North Trail. One such solution would be a dedicated bike path and separate pedestrian path. Their preliminary budget estimate for this option was approximately \$3 million, including survey, environmental, geotechnical, trail design, structural design and construction. The preliminary cost estimate for a second option, a combined multi-use path, was approximately \$2.75M. These cost estimates are subject to change after further evaluation of engineering and design criteria, as well as traffic control and environmental compliance measures, which EPRD plans (and has received grants) to conduct to follow-up on this Preliminary Engineering Study.

The Preliminary Engineering Study is anticipated to be finalized by the end of June. EPRD will then begin the Planning Process to Preliminary Design (Phase II). This Phase

will vet alternatives to the public and align stakeholders to move forward together toward preliminary design. Subsequently, the last planning step for the long-term, multimodal system will be the North Lake Trail Final Design & Engineering Project (Phase III). We will update this site with more details about Muller's conclusions and recommendations once their Engineering Study is finalized. We appreciate the community's ongoing support and interest in this important project.

**April/May 2017 Update:**

Soil boring was successfully completed on **March 22, 2017**. The geotechnical engineer's materials testing laboratory are currently analyzing them.

A field visit and data collection effort was performed on **April 13, 2017**. Measurements of wall characteristics were collected to aid in the development of short and long-term alternatives. EPRD's Preliminary Engineering Study/Phase I contractor, Muller Engineering Company, continues to keep other stakeholders such as Evergreen Metropolitan District and CDOT involved and informed through their process. Phase I is scheduled to be completed by the end of **May 2017**. Following completion of Phase I, EPRD will begin the Planning Process to Preliminary Design (Phase II). This Phase will vet alternatives to the public and align stakeholders to move forward together toward preliminary design. Subsequently, the last planning step for the long-term, multimodal system will be the North Lake Trail The Final Design & Engineering Project (Phase III).

**March 2017 Update:**

Permits for the soil borings have been obtained for the Preliminary Engineering Study. The on-site testing is planned to occur the week of

**March 20, 2017** between the hours of **10 AM** and **2 PM** or after **7 PM**. Traffic may be impacted during those hours, as the eastbound lane of SH 74 will be closed during work activities. We appreciate your patience during this process.

**January 2017 Update:**

EPRD has selected Muller Engineering Company to conduct the preliminary engineering study and the contract will be executed in the next week or two. This study will be partially funded by a \$25,000 grant from the Department of Local Affairs, along with contributions from EPRD and Evergreen Metropolitan District, and we anticipate its completion in May 2017.

The next step will be a Trail Planning Project to Preliminary Design for the pedestrian element of the recommended multimodal system. The Planning Project will be funded by a \$100,000 trail planning grant from GOCO, and leverages the preliminary engineering study discussed above, funded by DOLA, EPRD and Evergreen Metropolitan District. The planning process is anticipated to begin in May 2017 and to be completed in late fall 2017.

Once a long-term multimodal system is preliminarily designed and planned, the last step will be to move forward to final design and engineering for the long-term, multimodal system for the North Lake Trail. This Final Design & Engineering project is planned to begin in CDOT's FY2018.

Project updates are provided to the EPRD Board of Directors during the monthly board meetings. Click [here](#) to see schedule of meetings and meeting minutes.