Evergreen Lake North Trail Improvement

Project FAQs

February 2023

How did we get here?

Improvements to the Evergreen Lake North Trail were recommended in the 2015 Evergreen Trails Master Plan which identified top priorities in the Evergreen Area for trail improvements. This planning process held three community meetings and worked closely with a large group of stakeholders including representatives of the Downtown Evergreen Economic District. Presentations were also performed for the Evergreen Rotary Club, Evergreen Pathfinders, Evergreen Downtown Business Association Board, Evergreen Downtown Business Association General Meeting, Lower Meadow Drive area property owners, Evergreen High School Administration, Church of the Hills, Wilmot Elementary School and PTA, Team Evergreen Bicycle Club, and local residents and property owners.

In 2016 sections of the trail began to fail causing the trail to be closed for over a year in 2016-17. EPRD developed creative solutions to repair failing sections and to reopen the trail, but a long-term fix was needed. This led to the Evergreen Lake North Trail Phase 1 Preliminary Engineering Study in 2017 and the Phase 2 Planning Study, which was completed in 2018. This process had a dedicated stakeholder committee and included two well-attended community meetings. The outcome of this process was the identification of trail improvements for the existing trail and for the addition of lake level trail facilities. The planning process also identified the need to protect a water transmission line that runs under the existing trail and is operated by the Evergreen Metropolitan District. The planning process revealed strong public support for these improvements. Also during this period, EPRD obtained a grant from CDOT for Final Design and development of construction documents of the trail improvements recommended by the Planning Study.

Final Design activities for the trail improvements and the lake side trail amenities began in 2019. The Final Design process included numerous public presentations and reports to the EPRD Board of Directors during regular monthly meetings and also included detailed coordination with the City and County of Denver, CDOT, Jefferson County Transportation & Engineering, Jefferson County Road & Bridge and the Evergreen Metropolitan District.

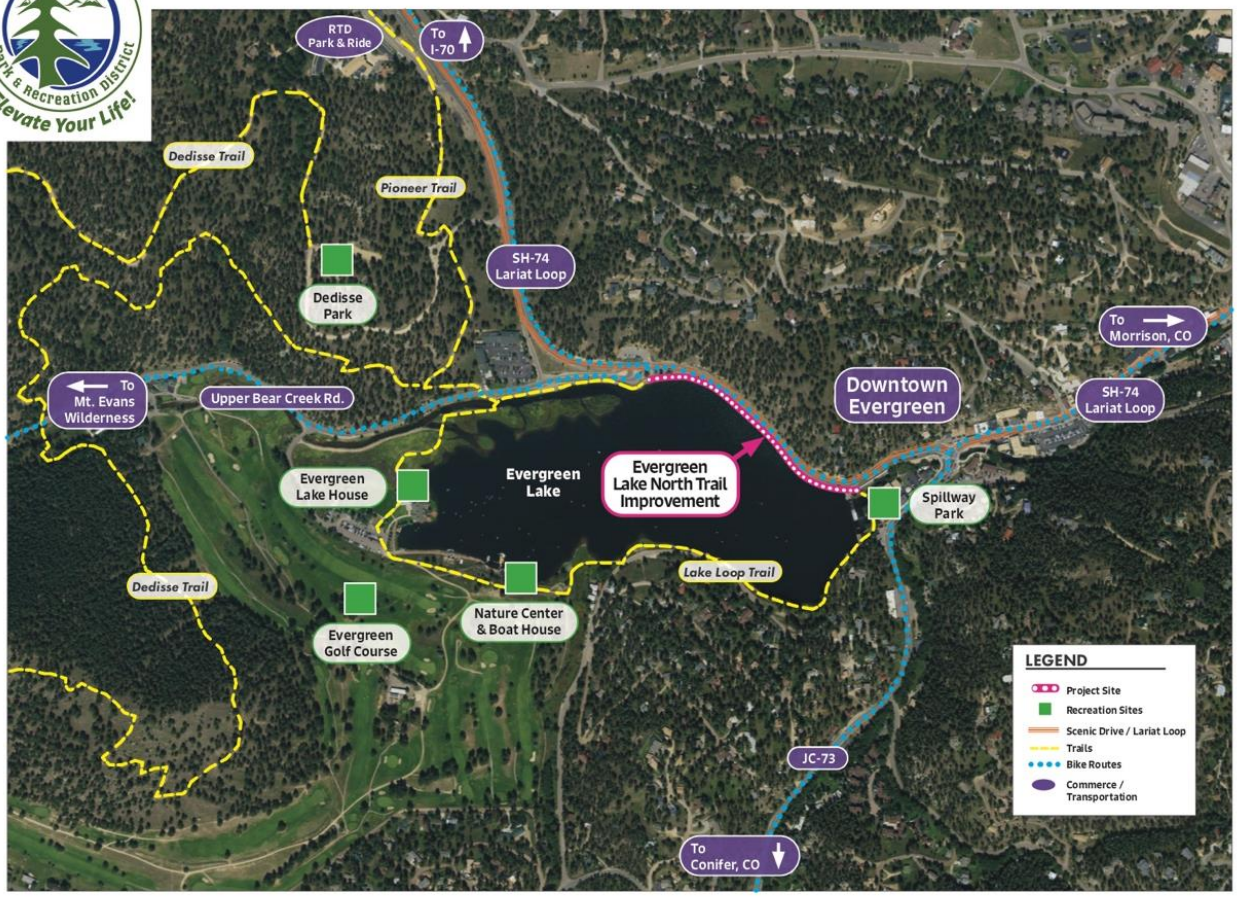
Throughout project design and planning, EPRD continually pursued grant and partner funding for project construction. Between 2019 and 2022, EPRD amassed over $5 million in federal, state and partner funding for construction, construction management, project engineering, and project management. The bulk of project funds are federal and state dollars, that come with many process and construction requirements.

Why is the trail being reconstructed?

A fundamental reason that the trail is being reconstructed is that in 2016 the support walls that hold up the trail and the railing that keeps people from falling into the Lake began failing. EPRD devised an innovative temporary repair to reopen the trail but a permanent solution needed to be found. Another primary reason to reconstruct the Evergreen Lake North Trail is to significantly improve safety, accessibility, connectivity, and conditions for walking and biking along this critical entryway to Downtown Evergreen and primary corridor for active transportation in the area. These improvements were recommended in the 2015 Evergreen Trails Master Plan. As described above, EPRD has refined the project through three planning and design phases over the last four years. The Final Design process is nearly complete, and the next step is to advertise the project for construction.

What section of the trail is being rebuilt?

The section between the Evergreen Lake Dam and Upper Bear Creek Rd are being rebuilt.



Who is leading the construction?

The project will be led by EPRD's project team that includes EPRD's Project Manager (Chris Vogelsang of OV Consulting), the Construction Manager (WSP USA) and the construction contractor. EPRD's Project Manager, Chris Vogelsang, brings a wealth of experience and knowledge to the project, as Chris has been working on the project with EPRD since 2016. EPRD advertised the project for construction bids in June 2022 but received no affordable bids. In the meantime, EPRD advertised for a construction manager in Fall 2022 and hired WSP USA to manage the project. Project specifications were revised to allow for a floating start date to assist contractors with materials procurement. EPRD readvertised the construction project in November 2022 with a floating start date specification. Eight bids were received for the ELNT construction project in December 2022, with ESCO Construction Co submitting the low bid. The contract between EPRD and ESCO was executed January 30, 2023.

When is construction scheduled to begin, and how long is it expected to take?

The project team's goal is to construct the project in 2023, but exact dates for construction have not yet been set. The project's floating start date specification requires project start-up no later than May 1, 2023; project completion within 300 calendar days; and the one-way detour duration of no longer than 120 calendar days. The public will be notified of the construction schedule once it is set.

What were main factors that set the schedule?

The schedule is determined by several factors:

- Length and complexity of the project's design and approval processes, involving many agencies and following federal, state and local requirements.
- Funding requirements that impact advertisement date, length of advertisement and completion of work dates.
- Construction activity weather requirements including necessary temperatures to pour concrete, ability to compact earthwork and also inclement weather days.
- Ability to obtain better construction pricing by allowing some schedule flexibility in materials procurement windows, construction activities and adequate time to complete construction tasks.

How will construction impact downtown traffic flow?

There are two parts to this question -- what is the traffic detour pattern and what are the anticipated impacts. The traffic detour pattern is shown in the map below. It envisions one-way eastbound traffic on SH 74 between Upper Bear Creek Rd and CR 73. Two-way traffic would remain on all other roadways including SH 74 through Downtown Evergreen. Westbound SH 74 traffic in the detour area only -- between CR 73 and Upper Bear Creek Rd -- would be detoured to Upper Meadow Dr/Douglas Mountain Rd to access SH 74 near Christ the King Church.

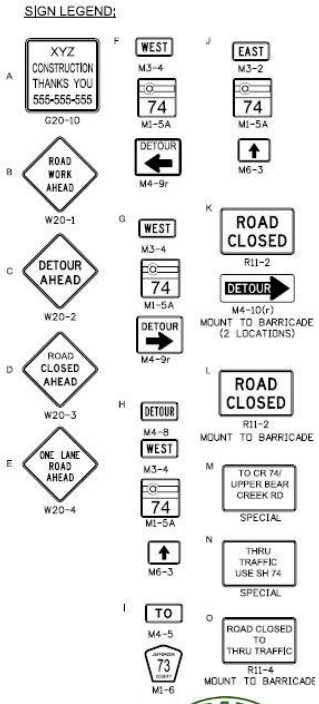
The anticipated traffic impacts of the proposed detour were evaluated during the final design process. Traffic operations are anticipated to remain at acceptable levels on SH 74 and CR 73 during peak times. In order to ensure orderly and safe traffic flow at the Meadow Dr/SH 74 intersection, we have called for active flaggers to be present during peak times to facilitate left and right turns from Meadow Drive onto SH 74. Traffic patterns will be tracked and evaluated during the project, and adjustments may be made to maintain the acceptable traffic operations should traffic issues develop during the detour period. This process will be part of the construction contractors' contract and responsibility.

NOTE: SIGNING FOR CLOSURE AND DETOUR SHOWN ON PLANS. CONTRACTOR IS RESPONSIBLE FOR ADDITIONAL WORK ZONE AND PEDESTRIAL AND BICYCLE SIGNING PER CDOT STANDARD S-630-1.

LEGEND:

VMS PORTABLE VARIABLE MESSAGE SIGN

A SIGN INSTALLATION



What steps have been taken to minimize traffic disruption?

The project's floating start date specification allows for the one-way traffic detour to be in place for up to 120 days and an overall project duration of up to 300 calendar days. The project includes a comprehensive Traffic Management Plan to address traffic impacts, and the project's construction management team includes a traffic specialist to help mitigate any traffic issues. It should be noted that the flow of eastbound traffic along SH 74 into Downtown Evergreen will not be impacted, and two-way traffic through Downtown Evergreen will continue throughout the project, including during the detour period.

What is the total cost of the project?

The estimated project cost (including construction, construction management, and project engineering & management) is approximately $5.47 million.

What entities have contributed to the project & in what amounts?

EPRD has obtained funding for the project's construction, construction management, project engineering and project management through a combination of federal, state, and local match contributions. ***Federal, state and partner grant funding make up about 91% of total project funding*** as follows:

Denver Regional Council of Governments	$3,428,000	federal grant funds
Colorado Department of Transportation	$ 200,000	state funds
Colo Parks & Wildlife and Jeffco Open Space	$1,342,000	partner grant funds
EPRD, Evergreen Metro Dist, Evergreen Legacy Fund	$ 500,000	local match funds

What are the main risks of delaying the project?

The main risks of delaying the project are:

- Loss of funding which means we cannot construct trail improvements, and future grant applications would be less likely to be successful, discussed in more detail below.
- The current trail is failing and will continue to fail. This will result in trail closures, safety issues, EMD water transmission line reliability issues and traffic impacts as repairs are made, if possible. These temporary repairs are essentially "throw away" money and are not intended to be long term.
- Higher construction costs due to fluctuating construction prices.

What are the consequences of delay for funding sources?

If the project is delayed past funding requirement deadlines, funding may be removed from this project and reallocated to other projects that have been able to meet construction deadlines. This would mean that we cannot construct the project and would have deleterious effects on our ability to obtain further grant funding. Construction in 2023 would meet our funding requirement deadlines.

Who is the main contact person for the public during the project?

Chris Vogelsang of OV Consulting will be acting as EPRD's Project Manager during the project. Construction control activities will be performed by the selected contractor that will have a public information point person who will work with the local community to inform you of current and upcoming construction activities, detour implementation, etc. Chris' email is chris@ovllc.com.