

Kindred Resort Keystone

Proposed Gate 2 Construction Narrative

General Purpose

The Kindred Resort Keystone project location presents several logistical challenges over the course of construction based off both geographical location, adjacent wetlands, limited roadway access on only one side as well as a tight proximity to existing occupied buildings and heavily trafficked paths and walkways to the base of the Keystone Mountain Resort.

Over the course of construction there will be periods of heavy trucks accessing the site, and the overall safety and quality of life of those in proximity of the building construction site is a focus of both Project Ownership and PCL Construction.

In the current configuration of the project site the only access route for concrete trucks, pumps, heavy equipment and semi-truck/material hauling vehicles is the existing Hunki Dori side street off Montezuma Road. Additionally due to the project superstructure and it's extents on the project property, there is no area for large equipment to turn around once it enters the project site, resulting in the need for trucks and equipment to back out (one way – either down or back out) from the project site creating undesirable conditions from both a life safety (pedestrian safety) and quality of life (backup alarms required by OSHA causing undesirable amounts of noise for surrounding neighborhood stakeholders).

This plan proposes to utilize the existing construction corridor for the pedestrian pathway shown to be constructed from the fire department hammerhead in the NW corner of the project site out to Montezuma Roadway and create a one way flow of traffic off of the Montezuma Roadway, down through site and back up Hunki Dori and out of the project area.

This plan has been discussed initially with adjacent property owners, Summit Fire & EMS, as well as initially broached with Keystone Resort and the general feeling is that with careful planning and coordination it will greatly benefit not only the construction team but also adjacent area stakeholders.

Proposed Use

The construction of a Gate 2 pathway will look to address the following concerns as outlined above:

- Issue/Concern 1 – Safety Concerns associated with backing trucks in or out from the project site on to Hunki Dori
- Issue/Concern 2 – Environmental/Quality of Life Concerns for Adjacent Stakeholders/Properties
- Issue/Concern 3 – Fire Department Access to the Project Site



CONSTRUCTION

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Issue 1 – Safety Concerns Associated with backing trucks/equipment in or out from the project site on to Hunki Dori

The planned construction of the project superstructure will include two (2) main phases – Phase 1 includes the mass excavation and construction of the concrete superstructure. Phase 2 will include the erection/assembly of prefabricated wall components that are built off site and trucked to the project location.

During the course of Phase I the mass excavation of the building footprint will include the excavation and processing of more than 50,000 CY of material utilizing heavy equipment and semi-trucks to haul material off site. The creation of Gate 2 will allow for a simple means of accessing the project site from Montezuma Road and eliminating the possibility of trucks getting backed up and staging on Hunki Dori.

During construction of the concrete superstructure there will be a need to stage concrete pumps on the North side of the project, atop a shoring wall and adjacent to the Springs Condo Building. When concrete pumps are staged and set this will create an issue for both concrete truck access and fire department access of the adjacent Springs Building. The creation of Gate 2 will mean that there is always a means for fire department access to the back side of the Springs building during a long duration concrete pour in the event of an emergency.

Once Phase II construction of the metal superstructure starts there will be a need to truck in prefabricated panels that compose the main building superstructure above the podium slab. There are anticipated to be well in excess of 150 loads of wall panels being delivered to site. Currently the project is planned such that cranes will offload panels directly from the back of trucks, however in the current configuration of the project site the only means trucks must access the site is off of Hunki Dori. Once trucks are offloaded, they will need to be turned around to exit site, requiring either backing onto Hunki Dori or backing down Hunki Dori and into the project site. This excessive amount of backing up in an area that is already very tight is concerning. Additionally due to the need for the Springs Building garage to remain accessible and the fact that Hunki Dori is heavily travelled by pedestrians (both in summer and winter conditions) there is an increased risk of undesirable interactions with the travelling public that must be managed.

Issue 2 – Environmental/Quality of Life Concerns for Adjacent Stakeholders/Properties

The project location is between several occupied structures (Springs Condos and Red Hawk Lodge). Over the course of construction, a great deal of emphasis will include the management of project traffic to eliminate any sort of truck staging on Hunki Dori as this is the main access to both the Springs and Red Hawk Buildings. Additionally, during both summer and winter seasons Hunki Dori has traditionally been utilized as a pedestrian access route from both buildings to both the River Run Gondola and village amenities such as Warren Station. As each of the buildings are residential in nature, this also must factor in to the project planning as while all construction hour requirements (as outlined in KNC documentation) will be followed the simple matter is the more we can work to create efficient routing and plans the better the environment will be for adjacent stakeholders.

- Construction equipment/truck staging – the creation of a Gate 2 access route will eliminate the option of truck staging on Hunki Dori and encourage vehicle trucks to stage on site and off main roadways where access to adjacent buildings will be impacted.



- By creating a one way routing off Montezuma Road we can eliminate an excessive amount of vehicles backing up both on and off site which will offer a further reduction in noise and backup alarms early in the day as well as throughout the day as a whole
- By creating a one-way routing through side there is a general thought that traffic in the area will be eased on Hunki Dori resulting in efficient access for visitors and residents to access adjacent buildings.

Issue 3 – Fire Department Access to Site

Currently the existing Hunki Dori parking lot includes a fire lane and turn around in the NW corner of the project site. This turnaround and clear route allow for the fire department to access the Mountain side of the Springs Condo Building in the event of a fire response on the building. In speaking with Summit Fire and EMS they recognize the need for construction staging periodically on this North access area of the project site due to the final configuration of the project superstructure. In creating the Gate 2 access route it was discussed that in the event of an emergency the fire department access the Springs Building from both sides – resulting in greater certainty that in the time of an emergency there would not be an area of the building that couldn't be reached.

PCL and project ownership are committed to the safety of not only those on the project site, but also the adjacent properties and visitors accessing the project area. By creating this alternate access point it will not only allow for cleaner, more efficient access of construction equipment on the site, but also help to ease any potential traffic jams in the surrounding areas and ensure easier access for emergency vehicles and equipment in the event of an emergency either on site, in an adjacent structure, or at the base of the resort on the South side of the project.

Other Items to be Addressed/Emphasized

One Way Traffic Pattern – The proposed plan includes one-way traffic on and off site only. Vehicles/Equipment are intended to exit Montezuma Road and enter through Gate 2 to the project site ONLY. All access from site/the project area back on to Montezuma Road will be via the existing Hunki Dori/Montezuma intersection ONLY/

Concerns with Existing Electrical/Telecom Equipment at Montezuma Road – Proposed Xcel work for the project includes the excavation and installation of a new duct bank running from the existing switch cabinet at Montezuma Road at the proposed Gate 2 location. This work (as proposed) will include the protection of the electrical equipment with concrete barricades and plates as needed to provide for a safe means of access for 52' semi-trailers off Montezuma and onto the newly created road to site. Additionally, during periods of heavy traffic on to site (concrete pours, panel deliveries etc.) flaggers will be provided to ensure that traffic on the bike path adjacent to Montezuma Road is managed and there are no issues with the travelling public – please note – no flagging operations are planned for Montezuma Road – only the bike path. The expectation is that trucks will be able to enter site efficiently moving from West to East allowing for easy site lines of oncoming traffic from the East along Montezuma Road.