
Subject: Technical Team Meeting #10

Client: CDOT Region 1

Project: I-70 Peak Period Shoulder Lane

Project No:

Meeting Date: February 24, 2014

Meeting Location: CDOT Golden

Notes by: Lorena Jones/Gina McAfee/Tammy Heffron

ATTENDEES: See attached sign-in sheet

DISTRIBUTION: Attendees, Technical Team Members, Project File

INTRODUCTIONS AND OVERVIEW:

Steve opened the meeting and welcomed everybody. He then went through the items on the agenda.

1. Project Schedule
 - a. CatEx internal draft completed last week and submitted for internal (CDOT) review.
 - b. FOR still on schedule, as well as opening day.
 - c. For CM/GC, looking at putting a request for a proposal next week and getting a contractor on board about May.
2. Other Project Efforts
 - a. For the Traffic and Revenue study, there is a meeting on Wednesday (2/26) in Frisco to go over cost estimate associated with design. Looking to wrap up Level 1 analysis and have results in April.
 - b. WB Tunnel expansion is cruising along. Hope to get NTP end of month. Transition traffic back to the frontage road in March. There is a Tech Team meeting at 1:00 PM today.
 - c. AGS—draft report is out for public review. The findings are that AGS is technically feasible but financially challenging at this time. The study has received a lot of publicity across the state, and it has very much focused on the technical feasibility as a future thing to keep Colorado competitive, but also recognizing where we are in 2014 as far as funding goes.
 - d. CCC Transportation Visioning—presentation to the Board of County Commissioners with the result. Final report going to be prepared and presented in March. Hope to have a comprehensive report and not lose track of it. Want it to be a document that people will refer back to.
3. CSS Tracking Schedule. After today, hope to get more blue rows across. We tackled the majority of the larger issues on this project. We are doing great on schedule, merging really well with our design time.

4. No changes to terms and process.

RESPONSES TO TECHNICAL TEAM ISSUES

Parking Lot

1. Procurement Options/Construction Sequence

- a. Might be overly ambitious to have this thing opened up in summer 2015. Got a group together that prepared different scenarios. The group decided that it would best to bring in a CM/GC for this project. Right now it looks like it's the direction the team is going to move forward on this project. The Tech Team expressed support to move ahead toward this methodology. They agreed that it has worked well for the Twin Tunnels project.

If we were to bring on a construction manager for this project, we need to get this project started (dirt turning) in early June. Need to start lining up this project in the order below for the CM/GC, to provide more float to the schedule. Adding more time here is critical. We are getting very close to finishing this up as far as design.

- i) Walls and widening
- ii) Signing and ITS
- iii) SH 103 Interchange
- iv) Water Wheel Park
- v) Exit 241 Interchange
- vi) Final Signs and Paving

2. EA versus CatEx (Class of Action)

- a. Gina McAfee explained the class of action that applies to this project. The project team is comfortable the project doesn't have significant environmental impacts.
- b. Been getting a lot of input from the Idaho Springs workshops and from the online public meeting. With the help of the Tech Team, we have really reduced the footprint, which in turn has lessened the environmental impacts.
- c. We submitted to SHPO the determination that there are no adverse impacts to historic properties. No inconsistencies with federal, state, or local laws. We'll be getting a Section 404 permit from the COE. Impacts would fall under a nationwide Section 404 permit. We feel comfortable that the CatEx is the appropriate class of action with this type of improvement. The Cat Ex is currently at CDOT for review and will be submitted for FHWA's review at end of next month. This fits in with the timeline of the County's and the City's 1041 application. We plan to use this report as the body of the application.
- d. Public meeting will be in April in Idaho Springs on April 14.

3. Need to add the definition of interim back on the parking lot.
4. We would like to have a discussion about operations.

5. Rafting meeting is coming up next week. They will be interested in learning about the schedule, blasting plan and understanding traffic management.

OUTCOMES FROM ISSUES TASK FORCE MEETINGS

1. Idaho Springs Workshop, February 4, 2014. We are calling this an issues task force meeting. It was a great meeting. We have come a long way. The issue we talked about was the Exit 241 proposed roundabouts. With this group we came to agreement on the preferred option for the roundabouts.

OUTREACH SUMMARY

1. We keep a running tally of what's happening with the online public meeting. We have been getting a lot of interest. General positive is pretty high. Some people are asking about rail as an alternative. Most people hear about it through e-mail or social media. More people are now seeing it as a high priority for the state. The team is in the process of going through the comments and preparing an FAQ summary with responses. Will send the FAQ to the Tech Team and will post it on CDOT's Web site.
 - a. Web site peaks—December 16 registered 130 hits; February 13 registered 70 hits
 - b. 166 total comments from 113 commenters
 - c. 176 comment issues—Alternatives = 42; General Positive = 38; Toll = 20
 - d. 130+ individuals participated in the polls—social media and e-mail are best promotion tools; 43 individuals considered safety as the most important issue.
2. A question was raised whether it is possible to determine where the commenters live (e.g. along the corridor?). Because commenters are required to enter a zip code, this can certainly be determined by summarizing the zip codes.

FOLLOW UP

1. Initial Environmental Findings
 - a. Historic report inventory was sent to the SHPO. FWS concurred with our effects to endangered species. There was some discussion about the problems with Empire Junction and wildlife crossing. The team understands that this project does not pretend to resolve the problem of Empire Junction but requests that the concern at least be noted. In the ALIVE Group, they all struggled with that area. There are a lot of competing values and issues and not a lot of opportunities to implement improvements in that area.

Cindy Neely requested that the problem in this area be documented. The team will make sure this issue gets added into the CatEx.

- b. We will summarize two changes that occurred since the information was sent out to the consulting parties and the SHPO. We have further minimized the number of signs and some of those were in front of historic properties. Flag potential for rock cutting. Still working with geotech staff, but there are two areas east of the WWP where there are

current rock cuts that come up to the edge of the road, and looking at how to possibly address those, as well as possible more rock cuts.

2. Signing

- a. We'll be doing a sign consolidation exercise. At the last meeting, we started with 18 ATM signs. Talked about removing 2 signs and consolidating 2 into one in one location. We went down to 15 ATM signs (does not include the FHWA-required signs). Went back and held meetings with CDOT and have come up with what's hanging on the wall. Ones with X's were the ones we were able to eliminate. The ones with white squares are the ones that were reduced. Total new ATM signs are 8 signs; 4 medium signs and 4 small signs (5x5). Represents about one mile spacing in between signs.
- b. It is possible with the camera placement that the person watching the screen can see the whole length of the corridor? Yes, the intent is to actively monitor the corridor when the PPSL is in operation.
- c. Toll lane—would that be managed mechanically or is someone going to change that manually? There will be a toll and revenue study, then will be refined weekend after weekend after it's been running.
- d. With this significant reduction in signs, we still need to make sure we address safety.
- e. Viewsheds—Eastbound and Westbound: First 4 green icons that are on the map are FHWA-required signs. Rest of icons in blacks are the ATM signs. The green color is the eastbound visibility of the sign structure. 32 percent coverage with those signs in the EB direction. Blue indicate what your sign visibility would be if you hang another sign in those structure.
 - i) Putting a WB sign in the same structure? Yes, it would be butterfly. Single post with an arm coming out on both sides. Not putting butterflies there today. There could be some flexibility and we can work through that in the future. But we do need to make sure that the foundation is large enough to accommodate the butterfly in the future.
 - ii) Scott Thomas (Apex) and Steve Long went through the revised proposed signage starting at the express lane entrance (MP 230.7). The team was directed to the maps hanging in the room and went through the signs one by one.
 - iii) Express only sign? Is that VMS? Yes, it is a VMS, not a static sign. We can have an X, shoulder only, or we can blank it. Wanted to move this over, but there is already a large VMS sign in the adjacent area.
 - iv) We can play around with spacing. Cindy Neely recommended taking another look at what's hitting the driver right at that moment.
 - v) Small signs are 5x5, medium signs are 8x14, and large signs are 8x26. The large signs are the VMS signs currently existing.
 - vi) At Exit 241, is that permanent third lane going to be tolled? It will be tolled when PPSL is in operation. In the off-peak, the electronic sign would say "no toll" but it will always be open. Managed is an umbrella term—it would be buses only, HOV only, etc.

vii) Is there going to be additional toll for the managed lane in this stretch? Yes, there will be a toll in this segment. If you elect to get on that for the last mile or so, then yes, you will be tolled. Whatever you see on the sign is what you are going to get charged all the way if you enter at the beginning of the PPSL. You are not going to get charged again when you hit the managed lane at Exit 241.

viii) Cindy Neely announced that the signage plan that was attached to the 106 was presented to the County commissioners. They want to go for a minimal program that has 3 components for fall back. One is that there will be human review; that it will have full-camera coverage; that it will have full backbone; that if something happens to it, that it can be taken care of expeditiously. The County believes that the project team has certainly achieved that, and the County appreciates it. Steve thanked Cindy and the group for the compliment.

3. SH 103

- a. Outstanding issue with SH 103 is the pedestrian railing. The selected option was the single curve rail at the end with the Type 7 concrete bridge rail. Gap between pickets will be 2 - 4 inches.
- b. Right now the other CDOT project being released is the bridge over Clear Creek (*SH 103 bridge over Clear Creek*). We're working with CDOT right now to get the look somewhat consistent for these two bridges. For *SH 103 bridge over I-70*, we don't have the luxury of putting the railing on the outside because the bridge is already there.

4. Exit 241 Interchange (East Idaho Springs)/Greenway

- a. Existing condition today is not a great one, both operationally and structurally of the bridge. We really like the Roundabout Option alternative. We have made refinements to this alternative based on stakeholder feedback.
- b. The issue is how we are going to move pedestrian through here. A couple of factors are involved. Currently, as pedestrians move through here as part of the Greenway trail, they go on the frontage road and move through the interchange, which does not have pedestrian sidewalk. There is a baseball field and a trail that connects through to a box culvert that provides access to the ball park. The CCC greenway master plan basically laid out this path. Team will look at different alternatives on how to move pedestrians through the bridge.
- c. One of the biggest advantages with CM/GC is that the approvals required to get this interchange to get underway, we got a little bit of float on our schedule to do that because of CM/GC. We bought ourselves at least a month.
- d. This will be brought to the ITF and then will be reported back to the Tech Team meeting during the next meeting

5. Noise

- a. Talked a lot about noise last time. Want to make sure there are no other questions about that.

- b. In the 106 materials, there was a layout of the intent behind Lawson, hopefully that is incorporated into the design. Yes, that simulation is one that we are planning to carry into the project.
 - c. It comes with structural concerns, it is easy to put into a drawing but not as easy as it seems. But we will get there. We will probably do something similar at the Water Wheel Park
6. Greenway. Focusing on location where we have temporary impacts to the Greenway. This is also tied into the SH 103 location.

REVIEW PROPOSED SOLUTIONS

1. Drainage
 - a. Robert Krehbiel (Matrix Design) discussed the issue about drainage. Adjusted the drainage to adapt to a lot of these issues that we have addressed. Focused on three things: get the stormwater off the roadway, floodplains, and water quality.
 - b. Existing conditions: Minimal drainage infrastructure along EB I-70; inlets in median along left turns; most runoff sheet flows directly to Clear Creek.
 - c. PPSL effects on drainage: 1.5 acre of additional asphalt on project; amounts to +3% increase to existing asphalt; minor effects on amount of roadway runoff; focus on existing capacity of highway culverts and drainage of proposed structures.
 - d. Retaining walls: Act as curbs to keep flow carried in the street; CDOT allows flow to spread across the shoulder for 5-year rainfall event; 10 proposed walls; water quality inlet vaults capture sediment. Required that we do not impact the travel lane. We don't have issue where we have retaining walls. Will have an underground vault behind the retaining walls where we capture all that water.
 - e. Channel Scour
 - i) If we have a 100-year flood, probable maximum scour is 6.5 feet deep at channel bottom.
 - ii) Revetment: SH 103 retaining wall would require 24-inch boulders for scour protection during 100-year event. Recommend 36-inch boulders for foundation protection from scour during larger events.
 - iii) Want to refresh everybody that we've had particular problem along this wall at SH 103. When water gets high, it washes the materials behind the walls. Are we going to modify that wall to prevent that from happening in the future? There will be a brand new face on that wall, which will help with that issue. And there will be boulders along the bottom to help with scour.
 - iv) The face of the wall will go into the creek no more than 12 inches.
 - f. I-70 Culverts
 - i) There are 160 existing culverts within the project area, with 45 culverts crossing under I-70.

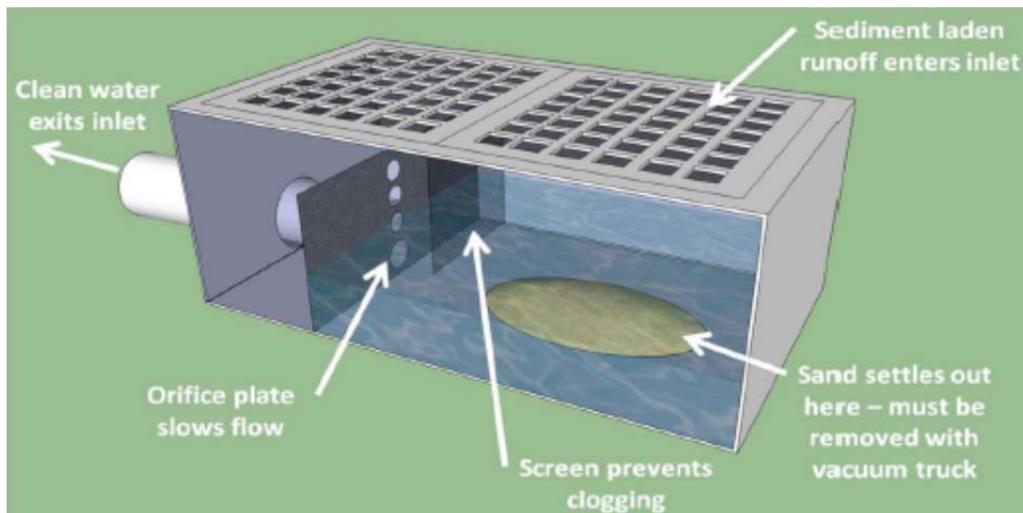
- ii) The PPSL project will have little effect on culverts capacity. Over half cannot convey the design flow of a 50-year storm event. In general, due to the interim nature, this project will not replace culverts under the roadway. Two culverts have corroded and may be replaced. We are analyzing how to replace the culverts without ripping the roadway.
- iii) What happens when you have that kind of flow? It will have ponding on the roadway and the road will have to shut down.

g. Floodplains

- i) Current Clear Creek Regulatory Floodplain: Approximate (Zone A) and Detailed (Zone AE) floodplain today. In 2015 the floodplain will be remapped to be all Detailed. The roadway is entirely above the floodplain.
- ii) PPSL effects on regulatory floodplain: Areas of floodplain encroachment—Idaho Springs at SH 103; minimal rise expected will require mitigation and a No-rise Certification. Water Wheel Park provides more conveyance; no mitigation necessary.

2. Water Quality

- a. Existing Conditions: Most EB I-70 roadway runoff sheet flows directly into to Clear Creek. Highway winter maintenance material (sand and salt) affects water quality. Hillside and fill slope erosion are also a concern for water quality.
- b. PPSL effects on water quality: 1.5 acre (3%) increase in asphalt anticipated to have negligible effects on runoff to Clear Creek; slight increase in winter highway maintenance material usage.
- c. Proposed BMPs: 10 inlet sediment basins; 9 sediment basins; 3% increase in impervious area vs. proposed capture of runoff from 23% of roadway.
- d. Install vaults to trap sediment:



An overview of where the vaults would go along the corridor was provided to the group. Another opportunity is along Empire Junction. Need to find good locations for the ponds because we don't want to destroy any wetlands out there, but also need to find locations that are easy to maintain.

- e. Clarification on ponds, during heavy rains, the overflow would go where it goes now. All of these ponds have spillways so it would overflow to Clear Creek safely. We design for sediment volume.
- f. We are adding 3% of pavement to this project, but we will be able to treat 23 percent of the overall pavement, which is great.
- g. The basin that will be maintained from time to time, does CDOT have the equipment currently to deal with the maintenance? Yes, we have the capability and it will be maintained properly.
- h. To say it will be cleaned at a regular basis is one thing, but cleaning it as often as it should will be a different issue, because of all the trash that accumulates along the corridor.
- i. How about hazmat spill containment, most likely accident with fuel tank rupture? Does it lend itself to that? Is that being addressed? The emergency pullout will have spill containment.

3. Rock Cuts

- a. First one is east of the Water Wheel Park and west of Soda Creek Road (**MP 240**). We are moving the traveling lane over closer to it. This is the one with the most issues.

Has there been rock fall in this area before? No, not really.

If we do rock cut, will there be a retaining wall? Still uncertain.

- b. Next one is a little bit taller (MP 24.4). Not a lot of roadway to deal with in this location.
- c. Next one is MP 240.8. Probably take this off the table as a cut condition. Will be installing a guardrail through here because we don't have any drainage through here. This one has become quite simple. We will just get rid of this as a potential cut.
- d. What if we can reinforce the rock and not cut into it at all? That is why we call this potential rock cut. Maybe we can just anchor that rock up (**reinforcing**) there to provide a higher factor of safety. How do you anchor the rock? We can bolt it, you can epoxy it in and glue it together. If we do end up cutting, it would start unraveling into a whole lot of considerations. How far do you cut back? Do you **cut back partially and then you bolt it (a hybrid)** to keep the catchment area smaller? We are preparing a white paper to analyze this and will show where it would be and examples of what the different options would look like.
- e. On eastbound Twin Tunnels project, on the east portal on the east side, there is rock bolting there you can take a look at and see what it looks like.

OUTSTANDING ISSUES

1. Snow Removal/Maintenance
2. Barrier/Guardrail
3. Aesthetics
4. Interim Definitions
5. *Concept of Operations*. We will have a summary at this next meeting.
6. Can probably present it to the Tech Team in the next 3 weeks. The report will be included in the 1041 application.
7. Rock cut alternatives and evaluation

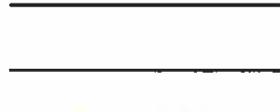
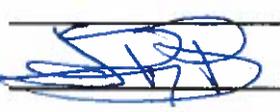
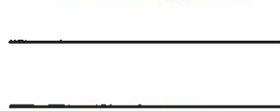
EVALUATION CRITERIA

No new criteria were developed.

NEXT STEPS

1. Public meeting is April 14, 2014, Elks Lodge, 5:00 PM to 7:00 PM. Will talk about construction impacts, like the SH 103 bridge closure, and any construction impacts that might occur in the vicinity of Exit 241. Will also talk about how the lanes are going to operate. Will take highlights from the Concept of Operations and present those also.
2. Suggestion for Evaluation Criteria: Do a Back check of the criteria and prepare a matrix of how we resolve each.
3. For next Technical Team meeting we will talk about rock fall and guardrail barrier, as well as the pedestrian issue.
4. A telephone town hall meeting for the Westbound Twin Tunnels project is tentatively set for March 13, 2014.
5. FOR is May 2014.
6. Next meeting is March 24, 2014, in Idaho Springs Clear Creek School Commons Area.

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TECHNICAL TEAM ATTENDANCE ROSTER
Technical Team Meeting #10
Monday, February 24, 2014 (8:30 AM to 12:00 PM)
CDOT Golden—Trail Ridge Conference Room

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	Sohbi, Saeed	CDOT	
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INITIAL Attendance	NAME	AGENCY	E-MAIL ADDRESS
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