



PROJECT:	I-70 Frontage Road Improvement (Old US 40/CR 314)
PURPOSE:	PLT/TT #5
DATE/TIME HELD:	January 31, 2012 9:00am – 12:00pm
LOCATION:	Idaho Springs City Hall – 1711 Miner Street, Idaho Springs, CO
ATTENDEES:	See sign in sheet

Meeting Minutes

1. Agenda Review, Process and Updates

Review of Process:

- This is PLT meeting number 5.
- Update from SWEEP #3 and ALIVE #2 meetings. No update for Section 106, no Section 106 impacts during Phase I.
- Upcoming meetings include City Council meeting (February 13), Section 106 (February 16), Rafting co. Coordination, FOR. CDOT does not need to attend City Council meeting.

Review of Endorsements: The Cat Ex study area has been endorsed. Phase I cross sections and Phase I construction area endorsed. PLT Decisions/Endorsements

- Phase I Cross Sections
- Cut side wall system, dimension, tiering, aesthetics
- Type 10 guardrail
- Parking area dimension
- Crosswalk at end of separated path
- Section at the Bell Property
- Traffic control during construction

2. Wall Concepts / Visuals

Renderings will be presented today. These are not actual simulations, but it will provide an idea of the current wall and barrier concepts. These are recommendations, but the PLT will still have an opportunity to comment and add final thoughts.



Rockery wall system works best with 2:1 slopes or flatter. New survey showed slopes were a lot steeper than that – closer to 1:1. Also recent design revisions moved impacts to hillside (cut walls) to reduce cantilevers. Steeper slopes and increased cut wall use, increased cut wall height in general. Design team will respond to CCC letter (1/27/12) and changes in geotechnical conditions.

Difference between rockery system vs. rockery treatment:

- A rockery system is the retaining structure – the rocks are holding everything.
- A rockery treatment –soil nail wall or concrete structure retains the earth and boulders are added in front.
- Team is looking at the most efficient and the best way to construct the walls. Most wall treatments can have a rockery treatment face (especially for the first tier). Team will develop tight specs to get the look and quality required.

CCC Recommendations (1/27/12) and PLT discussions

- Cut walls less than 10 feet high – rockery treatment. Flexibility with 10-foot height, acceptable up to 15-feet. Team believes the first tier between 10 and 15 feet could be rockery treatment.
- Cut walls 10 feet or higher – rockery treatment up to the 10 foot level (first tier). Above the 10 foot sculpted shotcrete is fine, but should look like rockery treatment all the way.
 - Depending on actual geology, could do one single tall wall or tier.
 - Shotcrete an issue of concern. Specifications are key to provide the aesthetics the PLT wants.
 - Soil nail wall design is acceptable
 - If there is stable rock, design team would like to leave as is and not put a treatment. Sculpted shotcrete allows for a more natural transition from walls to natural stable rock. This is often assessed during construction after the blasting occurs. However, most likely unstable rock.
 - Discussion of different treatment on the tiers. Three potential locations for tiers, not widespread. Disagreement on aesthetics of rockery treatment below and having shotcrete above. Team will also consider form liners.



- Quality of this job is essential to CCC. Sets expectations and quality for the next 30 more miles and 15 years. CDOT needs to write the spec and RFP very tightly. CDOT will establish a process to allow key stakeholders to participate in the final decisions about aesthetic details for whichever wall type is selected. CDOT is committed to making sure that this project works out and stakeholders are happy.

- Fill Walls – limited discussion
- Street light at pedestrian crossing – not a street light. A flashing warning beacon

Wall location of Twin Tunnels and Frontage Road Handout

- West Wall Locations (Sheet 1) and East Wall Locations (Sheet 2)
- Wall height discussions
- A lot of these walls will be all rockery treatment – not a lot of second tiers

Phase I Wall Views

- First view right out of the tunnel (eastbound) of Wall 8 and 9.
 - Rail / Guardrail option still not sure about. View of river from trail is a concern. Rail /Guardrail protects both vehicle traffic and pedestrians. Need to address pedal hazards. Concrete needs to be smooth on the inside. Could extend concrete to 42" but then would lose visibility. Option to put guardrail on other side of path beside travel lane, but then in clear zone. Need something that will satisfy safety and aesthetics. CCC doesn't want to stack any more concrete there. Get examples of rails from landscape and architecture from CDOT and FHWA.
- View 2 along frontage road of Wall 10. PLT prefers tiers to single walls. Design team has support to tier or not based on best engineering practices. PLT preference for consistent looking treatment on both tiers. Prefer to look like natural stacked rock treatment.
 - Formliners can be made to look like a rockery treatment. CCC didn't really want formliners. Did not like the first photo formliner example.
 - Liked the Boulderscape sculptured shotcrete "tahoe" finish example.
 - Members of PLT like Guanella Pass treatments – mix of form liner, sculptured shotcrete, and rockery
- Team will provide another visualization that shows the rockery treatment for first and second tiers.



- View 3 – looking at hidden valley back to the west.
 - Add vegetation at bottom of walls on creek side.

3. Construction Closure / Detour

Rafting Co. Coordination – surveys completed

- Rafting trips mid may to mid September
- Trips primarily run 8:30am to 6:00pm – willing to push back first trip if need be.
- Highest volumes: July 4 and mid-Aug
- Tuesday and Wednesday was there slowest days.
- Light use of frontage road – several said they never use it. Several companies said that they use the road as safety and take pictures from it. Especially the doghouse bridge.
- Common safety protocols –All filed these with the County. Cindy Rushmire is probably who they filed the safety plans with at the County.
- Detour coordination meeting requested. Many interested in a coordination meeting. Some remember when they had flaggers in the river during hidden valley interchange construction. Would like to leave the river open. If construction requires closure of the frontage road, they were okay with that.
- Option to meet with all companies at Grand Junction meeting, annual rafter meeting in a couple of weeks.
- Construction / Blasting will be scheduled once contractor is on board but for now we don't know how much blasting will be required or how long it will take. Goal is to have one lane of traffic open for emergency and construction vehicles or possibly for the rafting companies, bicyclists but that depends on how much blasting is required and how many trucks are hauling stuff in and out of there. Emergency access will be available. Will put out notices what's going to be happening in the future. Smart signs in key areas.

4. Other Issues

- East Section Clarification – design assumed for Phase I versus Phase II
- Trail Crossing Light – not wanting a street light. Pedestrian activated flashing light is okay since it's not a street light.
- Extension of Greenway Trail under I-70 bridge west of Hidden Valley



- Impacts of I-70 Bridge Reconstruction
 - Detour construction details for I-70 Twin Tunnels
 - Guard Rail Adjustments
 - FOR Distribution List Plan
 - CDOT Personnel – Electronic submittal
 - Posted on CDOT Website
 - Clear Creek County (Delivered to and Georgetown County Courthouse)
 - City of Idaho Springs City Hall
5. Next Steps
- Newsletter will go out this afternoon.
 - Additional details on wall specs and rail treatments and/or revised visualizations – mid-February
 - Response to CCC letter and change in geotechnical conditions – mid-February
 - Idaho Springs City Council – Feb 13 – CDOT not to attend per CCC request
 - Rafting co. Coordination meeting - TBD
 - PLT/TT future meetings TBD
 - Final Office Review – Mar 2012
 - Ad is between April 12th and 19th
 - Field office locations: School district would like to talk with CDOT