



MEETING NOTES

PROJECT:	23982-23929 I-70 West Vail Pass Safety and Operations Improvements
PURPOSE:	Technical Team (TT) Meeting #25
DATE HELD:	March 14, 2022
LOCATION:	Online Google Meet Meeting
ATTENDING:	<p>Rob Beck, Program Engineer, CDOT Region 3 Karen Berdoulay, Resident Engineer, CDOT Region 3 John Kronholm, Project Manager, CDOT Region 3 Matt Figgs, Project Manager, CDOT Region 3 Patrick Chavez, CDOT I-70 Corridor Operations Lisa Schoch, CDOT Historian Danielle Neumann, DNR Stephanie Gibson, FHWA Jeff Bellen, FHWA Marcus Dreux, US Forest Service Dick Cleveland, Town of Vail Robert Jacobs, Summit County Pete Wadden, Town of Vail Ben Gerdes, Eagle County Kevin Sharkey, ECO Trails Kristin Salamack, USFWS CDOT Liaison Larissa Read, ERWSD Shannon Anderson, Bicycle Colorado Randal Lapsley, R S & H Dan Logsdon, R S & H Mark Talvitie, R S & H Brian Hearn, R S & H Clint Krajnik, R S & H Mary Jo Vobejda, Jacobs Amy Hopkins, Jacobs Jim Clarke, Jacobs Loretta LaRiviere, Jacobs</p>
COPIES:	Attendees

SUMMARY OF DISCUSSION:

1. Introductions & Meeting Purpose

- a. Karen introduced the attendees at today's meeting.
- b. Mary Jo said today we will talk about the work that has been done since our last meeting, give you updates on Construction Package #2 and #3, and the earthwork plans that have been put together to give you an idea of how the excess earthwork will be used.

2. Review of Work Completed Since the Last Technical Team (TT) Meeting

- a. CP#2 plans were submitted on March 7th.
- b. The SWEEP Maintenance Manual was distributed to the ITF for their comments which are due at the end of this week and then we'll be addressing those comments and will be scheduling at least one more SWEEP ITF meeting.

- c. The Aesthetic Guidelines were submitted to the 106 Consulting Parties for review and comments.

1. Mary Jo asked Lisa when we should expect comments back from that submittal?

Lisa said she posted it on the SHPO's website on February 18th and the Consulting Parties letters went out around February 22nd. She assumes she will receive SHPO's comments within the week because that would be the end of their thirty-day comment period and any other comments should be received in another week. She doesn't expect any substantial comments. In the past we have received comments from the Town of Vail but haven't gotten a lot of feedback from other consulting parties.

3. Construction Package #2 Update

- a. Randal said CP #2 final plans were submitted last week. This package includes the recreation trail area from outside where the bridges would influence the rec trail further up towards the top of the hill to bike and pedestrian crossings of the creek. and so that is on its way to the next step in the process which is to agree on pricing between Kiewit and CDOT.

- b. Matt said CDOT is utilizing an alternative delivery technique called Construction Manager/General Contractor (CMGC) so instead of putting the plans out for bid, we negotiate a price with contractor, and we are in the process of doing that right now.

- c. Matt noted in order to accommodate that phasing and the bike path construction work we need do a temporary relocation of the Lumen fiber optic line so we will do some conduit work there in late April or early May to get their line out of the way so we can start our excavation work.

1. Marcus asked if the Lumen fiber optic line temporary placement, is there going to be any timber cutting or disturbance associated with that or will be run over the top of the ground?

Matt said there wouldn't be any timber cutting but there will be a shallow trench that we will be installing along the shoulder of I-70 just outside the edge of the existing asphalt underneath that outside barrier. It will basically be a shallow 18" trench.

2. Marcus asked if there are more utility lines than just the Lumen line below the bridge?

Daniel said that is correct, the Lumen line in that area will be laid on the ground and not trenched in. The other utilities in this section are in the westbound shoulder of I-70 and will not be impacted as part of CP #2 but will be relocated as part of CP #3.

3. Marcus asked if there will be any impacts to backcountry use at Vail Pass when you install the Black Gore Creek temporary culverts or pipes?

Matt said they will use a direct route off of I-70 down to those creek crossings and we won't be using the recreational parking at the top of the Pass.

4. Shannon when the Lumen line is laid, it won't shut down the bike path at all?

Matt said when they lay the line out they will make sure it doesn't cross over the trail.

- d. Matt said we also need to some of the temporary creek crossing in Black Gore Creek to allow access to the other side. We have been working with both the Army CORPS and CPW to define timelines for that to get done in April ahead of the fish spawning season as well as ahead of high runoff to make sure we can get access to both sides of the creek because the bridges will not be constructed until late summer or early fall.

5. Marcus asked about who will be the approving CP #2? Does that go through NEPA process or is it just CDOT and the contractor?

John said all of the clearances technically required for CP #2, we have internal CDOT Utility and Right-of-Way clearances to make sure all items have been accounted for. And there is also the environmental clearance. We have the overall EA for the project, but each step of the way it is documented through a reevaluation. The purpose of the reevaluation is to confirm that we are conforming to what we said we were going to do in the EA. If there is no substantial or material change, the reevaluation is a letter to the file. If there is some significant change, which there hasn't been up to this point, the reevaluation would go to Stephanie Gibson at the FHWA and there is a conversation to see if there is any additional work required to clear it environmentally. That is the path we take to clear the project. John said he send Marcus the reevaluation letter for transparency's sake and can also send him a set of the final plans if he's interested in seeing them.

Marcus thanked John for the explanation of the environmental clearance for CP #2 and he now understands how that works back to the EA. It is a little different from how the Forest Service does NEPA. He would like to see a set of the plans.

Jim said they are working on a 404 Authorization with the CORPS for CP #2. We have been working with them as well as SB 40 approval process with CPW.

4. **2022 Earthwork Export Plan**

- a. Randal said with all of our packages together we have determined we are going to have an excess of material and we're determining how best to make use of that excess material. To the greatest extent possible we are trying to reuse the material on site. For example, if we're breaking up rock, we're going to use that rock for riprap in other areas. We will use it in the fill areas where we need to add earthwork material to widen out the roadway. Despite doing all of that in CP #2 will have approximately 25,000 cubic yards and CP #3 will have about 33,000 cubic yards of dirt. We are looking at places to put this material.
- b. CDOT is building a berm in east Vail so we can take some of this material as they continue the design of the berm, it can use some additional material.



- c. To complete Rest Stop at the top of the Pass, they need additional fill material, so we are going to take most of the excess material from our CP #2 project to this location. They need about 35,000 cubic yards of material to complete that project. This will be a win-win because our project has excess material, and that project needs it.
- d. Randal said we are continuing to evaluate other alternative locations where we could put the excess material that will serve interim and long-term benefits to the I-70 EA project that has been built as well as other projects in the area that might need dirt.
 1. Marcus thanked the team for looking at areas to put all the mineral soil that is coming out of this area. If there is any export that is going to happen and the soil could be sold for profit, let him know because they might not be able to waive that.
 2. Mary Jo said in a previous TT meeting there was concern about using excess dirt from the rec trail for berms along the rec trail. Am I correct in saying that the new earthwork plan you presented today is in lieu of that so there won't be berms added along the bike trail?

Randal said that is correct. The Forest Service expressed concerns about the grading design and some of the bioswales we had incorporated with that. As a result, we revised the design to minimize, reduce or eliminate those excess areas we had used to create those bioswales that used some of the excess earthwork. That earthwork is mostly being taken to the rest area.

3. Stephanie asked about the material that is going to be stockpiled at the rest area, how long will it be there, and will it affect the amount of parking that is available.

John said yes, it will affect the parking. The Rest Area will be shut down this summer and start construction.

4. Lisa said we accounted for the material in terms of the effect on the district, but I don't think we addressed it for the Rest Area project because that is really focused on design change as adverse. When we did the broader survey for the EA we didn't include the Rest Area as part of the adverse effect for the broader EA project.

John said that is correct, any impacts to the Rest Area were excluded from the EA. We are moving forward assuming the clearance for the Rest Area is going to cover all the impacts from the Rest Area itself. Another way of looking at it is whether Vail Pass is being constructed or not, the Rest Area needs 35,000 cubic yards of dirt to be imported to build their parking lot and the dirt is available on Vail Pass than from some other source.

5. Lisa asked if that is going to have any effect on the archeological site in the northern and southern portion of the Rest Area and we have been really careful about how we are characterizing effects to that archeological site, so I'm interested in knowing where the fill will go.

John said we will place our exported material from the Vail Pass project on the lower parking lot asphalt and it may go a little into the infill area. Both the Rest Area and Vail Pass project will not disturb the archeological site in the southern corner.

The Rest Area contractor could be on site around June/July and it is entirely possible we would drive a dump truck of dirt up there and dump it on the parking lot and then their contractor comes and scoops it up and starts building the fill for their parking lot and building. I can point out as well that there may be an opportunity for us to use the wetlands area topsoil that is going to be permanently impacted to build on-site wetlands mitigation as part of the Vail Pass project.

5. Construction Package #3 Update

- a. Randal said CP #3 is the westbound I-70 bridge as well as the trail work underneath the abutments for that bridge and an area of the trail on the old US 6 alignment that needs to be realigned to avoid the fen in that area. There will be some cut walls we are doing at MM 187 to facilitate detour work we need to widen out that area to allow ourselves to be able to move forward with CP #4. That design work is ongoing, and we are in the process of completing the FOR plans later in March. We are moving forward with the environmental process for the 404 permit, the reevaluation of the EA and the SB 40 permit. We anticipate final plans in June and construction and to start in August.
- b. Randal noted the bridge will cross Polk Creek. We looked very closely at trying to set the pier locations so they will minimize impacts to the creek as well as optimize the span lengths. There is a limit to how long we can make the spans because the fabricators of the girders have limitations on how long they can construct those. It is a balance between a number of different things – the loading capacity of the structure, the span lengths and really trying to keep it as open and usable underneath that area. We will have five spans. The pier columns will be diamond shaped. The bridge is one of the biggest elements of CP #3.

Clint said the girder type selected is precast concrete tub girders that will be cast curved. The shape of the girders on the outside will be very similar to what the existing girder shapes are. It is part of the Aesthetic Guidelines requirement to make the new bridges look and feel like what was out there and we accomplished that with the concrete girders. The materials we are using are consistent with the existing bridges that are along the corridor.

- c. Brian said we are improving the existing rec trail radii to a 30-mph design speed. There will be a cut wall on the eastbound side where the existing detention basin is and then further down where it crosses the bridge, we will improve that radii up to 180' from the existing 50'. There will be a 5' cut wall on the inside that will be included with the eastbound package and then a larger 16' fill wall on the outside of the trail that will be included in CP#3. As the trail continues up to the west, we do realign once we get to the old US 6 trail. This will be the same typical section as the trail to the south, a 12' trail with 5' benches on each side.

Just on the west side of the bridge we are going to relocate that portion of the of the US 6 trail where it is 18' wide. We are going to swing the alignment out to miss the existing fen in that area and then it will tie back in. The design speed will be 30 mph or higher. The maximum grades within 10% through here.

1. Dick asked if the rec path bridges for the new stream crossings have been ordered to avoid delivery delays?

Matt said the bridges are considered a long lead material purchase for that very reason and ordered the bridges about a week ago to make sure they arrive in time.

2. Marcus asked if the Polk Creek piping will still be happening in April with the other temporary stream crossings?

Matt said, yes, we will also be installing the piping for Polk Creek this spring to be able to facilitate the pier construction for CP #3. That construction package will start in the August time frame but the window for fall stream work is October and we need to be able to cross the creek ahead of time to do the pier.

6. **Schedule**

- a. Randal briefly reviewed the schedule. He noted LLTP is long lead time procurement is for the bridges and OPCC is the pricing process negotiation that CDOT and Kiewit will be going through in April.
- b. With CP #1 there is still some infrastructure for the remote closure system that will be installed in the spring in westbound lanes at the top of the Pass.
- c. The first part of the bike path will be done by the end of this year's construction season. The large cut walls and the substructure for the westbound bridge will be done this summer.

7. **Next Steps**

- a. Mary Jo said we have another Technical Team Meeting scheduled in April. She noted the type of meeting we had today will be the kind of meetings we will have in the future. there will be a lot of keeping people up to speed and less new information.
- b. We have mentioned several times there will be a SWEEP ITF meeting sometime in April, but it has not been scheduled yet. We are holding off on scheduling that until we know we can have the materials available for review prior to the meeting and then go over them during the meeting.
- c. The next PLT Meeting is scheduled for May 13th.
 1. Larissa asked if you could provide an update on how you are going to do public information blasts. The public is going to start to see things going on up there and an update would be great.

Matt said the public will be getting notices soon. We will start a press release and email blast for the virtual open house at the end of the March. That will be a live video meeting that will give information on the project and phasing, answer questions and get feedback.

We will also have our weekly construction update email blasts that we will start to roll out. We will have information and flyers that we will start to send out to all the trail riding groups, the outfitters that use the rec trail, and the race event organizers we are having direct contact with. We will start to put flyers in the local bike shops



that work with the different trail alliances to get the information out. There is a lot of work that will be starting to ramp up soon from the public facing perspective.

Mary Jo said the other good thing is we have maintained the same website so anyone who is used to going to the website for information on West Vail Pass is going to see information on the design and construction.