



MEETING NOTES

PROJECT:	23982-23929 I-70 West Vail Pass Safety and Operations Improvements
PURPOSE:	Combined Project Leadership Team (PLT) and Technical Team (TT) Meeting #34
DATE HELD:	January 23, 2023
LOCATION:	Online Google Meet Meeting
ATTENDING:	John Kronholm, Project Manager, CDOT Region 3 Sarah Navarro, CDOT Region 3 Jon Leyba, CDOT Region 3 James Proctor, CDOT Lisa Schoch, CDOT Historian Stacia Sellers, CDOT Communications Kristin Salamack, CDOT USFWS Liaison Stephanie Gibson, FHWA Marcus Dreux, USFS Heidi Helling, USFS Dick Cleveland, Town of Vail Ben Gerdes, Eagle County Robert Jacobs, Summit County Kevin Sharkey, Eagle County ECO Trails Larissa Read, ERWSD Tracy Sakaguchi, Colorado Motor Carriers Shannon Anderson, Bicycle Colorado Pete Remington, Kiewit Mark Gutknecht, Kiewit Randal Lapsley, R S & H Sam Stavish, CIG Mary Jo Vobejda, Jacobs Amy Hopkins, Jacobs Laura Meyer, Jacobs Loretta LaRiviere, Jacobs
COPIES:	Attendees

SUMMARY OF DISCUSSION:

1. Introductions & Meeting Purpose

- a. Mary Jo said today we will review work completed since the last PLT/TT meeting, provide a 2022 construction summary, design status, funding status, upcoming 2023 construction plan and the schedule and next steps.

2. Review of Work Completed Since the Last PLT/TT Meeting

- a. Mary Jo said we didn't have a PLT/TT meeting in December. CP #4 design has been completed and CP #5 design is advancing to a 60% (DOR) level. We continue to track environmental compliance.

3. 2022 Construction Summary

- a. John introduced Jon Leyba, who has been the assistant project engineer for the past few years on the West Vail project and will continue on as the assistant project engineer said for the next construction package which will take place over the next three years.
- b. Jon said for CP 2 in 2022 about two miles of the trail were relocated from around MP 185.5 to MP 187. These were the building blocks to shift the trail off of eastbound I-70 so we can eventually put in the auxiliary lane. The first thing we did was detour the existing bike traffic onto I-70 while we



were working offline getting the trail relocated across the creek. We added two new pedestrian bridges, two soil nailed walls, and two MSE walls. One of the MSE walls was in a challenging area because during excavation we ran into a lot of groundwater that caused some problems for us with slope stabilization. We ended up putting in a temporary soil nail wall to help retain the soil. We built the wall according to plan to allow the trail to go on top of the MSE wall. We also worked on updating some of the drainage and installed four SCAP ponds.

- c. CP 3 work was mostly in the westbound direction. We relocated a portion of the old US 6 trail to allow installation of a five-tier soil nail wall which will allow for a new wider bridge. This is in a landslide area so some piezometers were installed to help monitor the slope stability to make sure we wouldn't lose the slope and we had to lower the groundwater to help with the constructability of the wall. We eliminated a shotcrete soil nail wall and saved money by doing a natural rock cut wall instead. It will be completed next year after the snow scales the rock naturally and we will clean it up a little bit and put in seeding. Right before Christmas we did substructure work from the caissons to pier columns all the way up to the pier caps. The goal is to start setting girders in May to get the new bridge in place and start to work on the superstructure. CP 3 also included the fen restoration. Some of the exported material helped fill in the gap at the East Vail berm and we also took some of the material to the Vail Pass Rest Area project.

Randal said with the winter conditions now, work won't resume until early May when they will set the girders on top of the piers for the westbound bridge.

The construction packages are still the same, but one item of note is that CP 4 is going to go to Design Bid Build instead of CP 5. We reversed the construction packages and Kiewit will complete CP 5 and we are in the process of getting ready to advertise CP 4. The scope of the work in the packages is generally the same.

4. Design Status

- a. Randal said over the past few months the design team has been working hard on putting together all of the design submittal documents for CP 4 that were submitted to CDOT on January 13th. We are now in the final clearances to make sure all of the reviewers who have to sign off before it goes out to bid have a chance to look through them and confirm the changes they requested were incorporated. We expect that to happen over the next few weeks and then we will put CP 4 out to bid on March 9th. We hope we will get plenty of bidders. We've held industry meetings to generate interest in the project and to let contractors know the approach CDOT is taking opens up the construction package to other contractors to bid on the work. We anticipate this package to start sometime in June.
- b. CP 5 DOR (60%) plans were turned into CDOT last week and we have a DOR meeting scheduled on January 30th to receive comments. Once we have the comments we will incorporate those into the FOR (95%) by May with the intent that the final plans would be ready to go in July. This package will follow the CMGC process, and we will work closely with Kiewit on constructability, innovations, pricing, and risks.

5. Funding Status

John said the project is fully funded. Karen Berdoulay worked tirelessly to look for different areas throughout the program area where we could move funds around to fund our project. \$60.7 million of our funding came from an INFRA Grant which was the largest grant the state had ever received, however the Floyd Hill project has surpassed that amount.

6. Upcoming 2023 Construction Plan



- a. Jon said for 2023, construction preparation should start in mid-April to get snow removed and staging areas set up. The bike path blind corner will be done first in hopes of having it completed before Memorial Day, which is when it is anticipated maintenance will have the path plowed and open to the public. There will also be some drainage SCAP ponds installed and an MSE wall built below the slope to increase the radius of the blind spot from the existing 50-60 degree radius to a 170 degree radius so it will be considerably larger. Girders are expected to be set around May 1st and then all the superstructure work can begin. This will include getting the girders on and the deck built, getting the asphalt tie-ins, getting the traffic shifted onto the new westbound I-70 bridge, and working on the remaining portions of five tier soil nail wall, trail tie-ins, guardrail, and some of the fen landscaping. This is all expected to be completed by November 17th.
 1. Shannon asked if the blind corner will be eliminated by Memorial Day if everything stays on schedule.

Jon said that is the goal. The bike trail will remain open even if we go past Memorial Day. We will work with Kiewit and provide updates to any of the bike events, the public, and the shuttle companies. There is a possibility we might be able to do a shoofly crossover, but we would like to get everything done before Memorial Day.
 2. Shannon asked if the bikes will be going on old US 6 or will they be moved to hillside on the north side.

Jon said that section is already completed so the tie-ins should be unaffected for any bike events or public trail users.
 3. Dick said there was some discussion about a temporary path because of the future bridge construction. Is this new path connection permanent or temporary?

Jon said if we do the shoofly, that will be temporary. If we get the SCAP ponds and MSE wall in before Memorial Day and are able to get the new trail in, then it will be permanent.

John said towards the end of the curve it hits one of the existing bridge piers so there may be a temporary detour until we tear down the bridge.

Jon said yes, there is the SCAP, the rundown, and a lot of rock in the area and he foresees some challenges with that but if we are able to complete some of this work, we'll figure out a good way to temporarily have a detour, but it won't be a big detour.
- b. Jon said CP 4 will be done by Design Bid Build delivery method, so the schedule is unknown at this time and dependent on the contractor. As Randal mentioned, it is expected to go to ad on March 9th and construction to begin in the June-July timeframe. This package will last approximately three years and there will be two lanes of traffic on east and westbound I-70. There will be four-foot inside shoulders, two twelve-foot lanes and a ten-foot outside shoulder. Most of the work will be in the eastbound direction in 2023. There will be three MSE walls constructed that are a combination with soil nail walls at the bottom. This is allow for the road to be expanded to build the roadway prism. We will be working on portions of the drainage structures and wildlife crossings that will eventually go across all of I-70. There will be six of them through the three years, so they will be done in phases and when we get a portion done, we can shift traffic and work on the next section. The phasing of these will be dependent on the contractor. The entire package is expected to be complete by end of the 2025 construction season.



7. Schedule and Next Steps

- a. Mary Jo said you've seen this schedule before, but the big difference is that we now show construction of CP 4 going through 2025.

She also pointed out that we will continue to have monthly combined PLT/TT Meetings until September and then we will go to quarterly meetings because there will be no design continuing beyond that, so the quarterly updates will be about construction.

John said we would like to skip the February PLT/TT meeting because there will be nothing substantial to report on. Loretta will send out a cancellation for the February meeting and the next PLT/TT meeting will be March 13th and is already on your calendars.

1. Shannon requested we have a bike trail update in March.
2. Dick asked if the Rest Area construction is on schedule.

John believes it is. The plan is to have the rest area completed and opened by November 2023.

- b. Randal said CP 4 clearance and advertisement will go out on March 9th. Once a contractor is selected and all the paperwork is done, construction is expected to start in June or July.

CP 5 final design will be done in July 2023.

1. Marcus introduced Heidi Helling as the new Realty Specialist on the Eagle Holy Crest District. He will be going out on family leave in February so she will be helping out with all the meetings we have. Her email is Heidi.helling@usda.gov
2. Marcus said he has been working with Olivia Garcia on the mineral materials removal permit and wondered if there was anything else that needed to be done.

John said they will follow up with Marcus if anything is needed.

3. Marcus asked if the 60% design plans for CP 5 can be made available on the Google Drive for those who don't have access to Bluebeam.

John said he will share them with Marcus and Heidi on the Google Drive.