



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 #28
DATE HELD:	June 13, 2022
LOCATION:	Online Google Meet Meeting
ATTENDING:	Karen Berdoulay, Resident Engineer, CDOT Region 3 Rob Beck, Program Engineer, CDOT Region 3 John Kronholm, Project Manager, CDOT Region 3 Matt Figgs, Project Manager, CDOT Region 3 Ethan Fitzcharles, CDOT Region 3 Intern Kristin Salamack, USFWS CDOT Liaison Stephanie Gibson, FHWA Jeff Bellen, FHWA Ben Gerdes, Eagle County Kevin Sharkey, Eagle County Marcus Dreux, US Forest Service Greg Hall, Town of Vail Larissa Read, ERWSD Shannon Anderson, Bicycle Colorado Tracy Sakaguchi, Colorado Motor Carriers Mark Gutknecht, Kiewit Pete Remington, Kiewit Sam Stavish, CIG Mark Talvitie, R S & H Brian Hearn, R S & H Sam Stavish, CIG Mary Jo Vobejda, Jacobs Jim Clarke, Jacobs Loretta LaRiviere, Jacobs
COPIES:	Attendees

SUMMARY OF DISCUSSION:

1. Introductions & Meeting Purpose

- a. Karen introduced the attendees at today’s meeting.
- b. Mary Jo welcomed the PLT members to our first combined PLT/TT meeting. She said today we will review the work we have done to date, and give you updates on the SWEEP Meeting #9, final design for construction package 3, construction and fill locations for CP 2, CP3, and future packages, public involvement activities, the schedule, and next steps.

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

- a. SWEEP Meeting #9

Jim said we reconvened the SWEEP for Meeting #9 on June 6th to talk about our overall permitting strategy. We wanted to discuss how we are now planning to do mitigation for our jurisdictional and non-jurisdictional wetland impacts. Where possible the majority of our impacts will still be mitigated on-site to meet the EA commitment. In addition to doing the on-site mitigation, for CP #3 we can’t find enough reasonable and feasible on-site mitigation locations, so we were having to go offsite, and we proposed for our jurisdictional impacts of 0.27 acres to do off-site mitigation through the National Forest Foundation’s In-Lieu Fee Program.



Jim said the offsite in-lieu fee mitigation is the same idea as a wetland bank. This is managed by the National Forest Foundation and to compensate loss of 0.27 acre for the of palustrine wetlands and intermittent stream CDOT plans to purchase 0.67 acres of credits of composite wetland credits at National Forest Foundation In-Lieu Fee Program for the Blue-Eagle Service Area which includes the Gore watershed. We do not use a 1:1 ratio for mitigation which is why we buy credits for more acres than we are impacting.

After the meeting, we received an email from Bill Hoblitzell, who is a consultant for the Eagle River Watershed Council. He stressed the need to continue to prioritize on-site mitigation and they are talking with the Town of Vail to identify some sites within the Town that could be used to provide mitigation for our future construction packages. For CP# 4 & 5 we need a total of about an acre of mitigation. Within the town of Vail or elsewhere along the corridor, we are very open to looking at sites that may have potential. As we work with the designers to finalize the design, we are always looking for ways to minimize our impacts, so we are hoping to reduce that one acre in CP#4 & 5 to something less.

Collectively these three sites will result in 1.91 acres of onsite mitigation:

- The Miller Slide bioswale channel and wetland location
 - The maintenance shed fen complex enhancement
 - The terraced slope wetland creation between the fen and the maintenance shed. Hopefully this will address some of the drainage issues are at the maintenance facility
1. Greg noted you had 25 sites for potential mitigation from the EA and ended with three and none of the others will work for mitigation.

Jim said there were 25 mitigation sites that were all on-site within the entire 10 miles of the pass and we did evaluated all of them.

Some of these sites that were eliminated have a high potential to be impacted by future construction phases. Other reasons had to do with the wetland health, hydrology, and mitigation costs. Some sites were not practical to move forward with.

b. Final Design for CP #3

CP #3 final plans were submitted on May 11th. This package includes the westbound bridge, westbound roads in that area and a wall at MP 187.7 and the detour pavement to set up for construction next year. CDOT and Kiewit are going through construction pricing and contracting activities. One thing we are planning to add to the CP #3 package are the future embankment areas because we need to have these sites available for the excess material being generated. We are targeting starting construction in mid-August.

Notice to proceed completed for CP 2

Construction progressing on CP 1 and 2

3. Construction Progress Update

a. Pete reviewed the current and upcoming construction activities. Current progress includes:

- Recreation Path moved to temporary location
- Lumen fiber optic relocated
- Clear and grub operations for the new recreation path. We are removing the trees that need to come out to put in the new path and then we will start constructing the path when the clearing is completed.



1. Marcus said he noticed the timber is decked up and to check in with him when ready to have it removed and the Forest Service can come out and measure the decks and remove the timber.
- Earthwork Operations
 - MSE wall excavation for the fill wall has begun. We will dig up all the way down to the bottom and build the wall back up.
 - Soil Nail cut Wall excavation. It will be a vertical wall on the right side of the path. They started test nails on Friday.

Upcoming work includes:

- Blasting Operations starting 6/20/22
- MSE Wall
- Bridge drilled shafts 6/27
- SCAP Ponds
 1. Shannon asked what are the impacts for trail users right now and what is the length of the temporary trail.

Pete said there is a little bit of impact. There are a couple of areas where it is a little bit tighter, and we do stop the users for a minute or two to make sure they are safe when we are doing construction activities in some areas. The detour is about two miles.

4. Future Embankment Sites

- a. Brian said we have started to lay out the plans for the CP #3 addendum for the future design alignment. It is a little north of MP 182 near the new truck ramp construction. The design line work on this drawing is future roadway construction, but we would not be placing any of the pavement. The bridges are offset from the existing bridges to facilitate phasing which means the westbound widens toward the median. We would start to provide some of the fill material and start the permanent slopes. This isn't a stockpile of soil, it is getting the ultimate fill slopes established. The westbound would be on the north side of the bridge towards the median side and along the outside eastbound shoulder just south of the bridges.

On the westbound side, coming off the bridge we would be matching the existing abutment locations to the south. Then grading up to the northern existing drainage channel that we didn't want to impact because there might be some wildlife activity here. Grading towards the median, there would be a bit of a flat bench at the future roadway elevation. Outside of the flat bench we have somewhere between 3:1 and 4:1 slope grading out towards the existing ditch which will not be impacted in this phase.

Right now, the contours are straight, and we are working with our landscape architect to make sure we have some nice undulations to get some more natural looking slopes. The big thing to highlight here is the westbound is establishing the ultimate slope so any plantings or anything else that will go in here now would stay for the future roadway alignment.

On the eastbound side there are wetlands at the bottom of the hill which we avoid and then build up with 2:1 slopes. The ultimate location through here will need some sort of wall or offset barrier detail to catch grade because this is a little steeper than the westbound median. The existing slope



here does not have much existing vegetation except on the north side so we will be looking to replace the vegetation on the north side but most of it will be grasses as are out there now.

1. Greg asked if you staked the limits of disturbance, so you know how far you are out of the wetlands? Is it something that Pete Wadden view during a site visit when it is staked? So he's aware of that is going on in case he gets any calls about the wetland disturbance.

Pete Remington said the slopes will be staked and usually the plans call out for the area to be fenced so it is very obvious where the slopes are.

5. Construction Packages

- a. Mark said there are no updates to the construction packages that were previously presented.

6. Public Involvement Update

- a. Sam said the path detour has generated a lot of interest and they have been getting many phone calls and emails about whether the path is open and accessible.

Last week trail materials were delivered to more than thirty bike shops, sport stores and other recreation stakeholders to continue to keep them well informed. We are encouraged to see a lot of the bike and tour operators are aware of what is going on and have all the information. They have been a good messengers for people using the path. We also met with the Courage Classic organizers. We are offering to meet with other organizations so they can see where the access points are, in the event of needing emergency support during any of their rides.

The trail signage has been produced and we are looking to get them installed on the trail.

- b. This morning an email was sent out with more details about the impacts of the rock blasting that includes the following information on travel impacts and key messages:
- c. Travel impacts:
 - Trail and highway traffic holds are estimated to take 30 minutes, occurring only Monday-Thursday in the evening to minimize travel impacts and delays. The time of traffic holds on I-70 between 6:00 pm and 8:00 pm, and on the trail between 5:00 pm and 8:00 pm. There will only be one blasting operation scheduled per day.
 - Eastbound I-70 will be closed at the East Vail Interchange and westbound I-70 will be closed at the Top of Vail Pass Interchange during traffic holds.
 - Westbound trail users will be held at the Black Lakes Picnic Site. Eastbound trail users will be held at the U.S. 6 and Recreation Trail intersection. Construction flaggers will stop trail traffic at those holding locations.
 - Shrine Pass Road will be closed during blasting activities to ensure no one uses this road as a detour.
- d. Key messages:
 - The rock blasting is critical work needed to construct improvements for the recreation path this construction season.
 - The recreation trail needs to be moved further from the interstate to provide room for the future eastbound auxiliary lane on I-70.
 - Rock blasting activities will occur during off-peak travel times to minimize impacts.
 - Moving the recreation path further from the interstate will also provide a more enjoyable trail experience once complete.



- After the rock blasting activities, the recreation trail and I-70 will be reopened as soon as it's safe to do so.
- If people can change their travel plans to avoid I-70 West Vail Pass and/or the Recreation Trail, during the scheduled blast times, they are encouraged to do so.
We are still using the hotline, weekly email updates, closures posted to COtrip, Media relations, social media posts and website to keep the public informed.

1. Greg asked Karen if she would be available to come to the Town Council Meeting next Tuesday to brief them on blasting activities.

Karen said she will coordinate with Greg on the topics.

2. Marcus said it would be helpful to include considerations for wildfire prevention being taking during the blasting operations in your outreach. It would be reassuring to the public that precautions are being taken.

Pete said a sub who will be doing the blasting and he can provide Marcus the mitigation plan. Sam said they will make sure they mention the safety precautions that are being taken during blasting in future communications.

3. Marcus asked if the quality of the soil mineral materials going up to the top of the Pass is what they expected.

Pete said he wishes it was better.

4. Greg asked if you map the spill locations.

John said they do map all the spills. All spills are cleaned up and are the responsibility of the company that created the spill which is generally paid for by their insurance company.

7. Schedule and Next Steps

- a. There have been no updates to the schedule since the last meeting.

Construction Package #3 construction starts in August

Construction Package #4 DOR (60% design) in July

SWEEP ITF in August for 185-190 map book

The next PLT/TT Meeting is July 18th