



## MEETING NOTES

<b>PROJECT:</b>	23982-23929 I-70 West Vail Pass Safety and Operations Improvements
<b>PURPOSE:</b>	SWEEP ITF Meeting #10
<b>DATE HELD:</b>	August 22, 2022
<b>LOCATION:</b>	Online Google Meet Meeting
<b>ATTENDING:</b>	John Kronholm, Project Manager, CDOT Region 3 Cinnamon Levi-Flinn, CDOT Region 3 Jason Huddle, CDOT Region 33 Jennifer Klaetsch, CDOT Region 3 Paula Durkin, CDOT Region 3 Danielle Neumann, DNR Stephanie Gibson, FHWA Dick Cleveland, Town of Vail Darcus Dreux, US Forest Service Ben Wilson, USACE Matt Hubner, EPA Julie Smith, EPA Siri Roman, ERWSD Larissa Read, ERWSD Randal Lapsley, R S & H Mary Duke, R SSS & H Bridget Mitchell, Pinyon Environmental Holly Huyck, Pinyon Environmental Tanner Rausch, Kiewit Megan Wood, Kiewit Mary Jo Vobejda, Jacobs Amy Hopkins, Jacobs Jim Clarke, Jacobs Pat Hickey, Jacobs Amy Hopkins, Jacobs Loretta LaRiviere, Jacobs
<b>COPIES:</b>	Attendees

### SUMMARY OF DISCUSSION:

#### 1. Introductions & Meeting Purpose

- a. John introduced the attendees at today's meeting.
- b. Mary Jo said today is the 10<sup>th</sup> SWEEP ITF Meeting and we will be reviewing the Map Book from MP 185-190 which you received last week, and we will also give you a quick review project update.

#### 2. Map Book Overview

- a. Bridget said the map book will be appended to the SCAP. The first part of the Map Book was provided to you in 2021 and today we will be reviewing from MP 180-190.
  - The Map Book is an appendix to the SCAP, required per the EA commitment. It is a graphical summary of existing and proposed sediment control features throughout the West Vail Pass Corridor.
  - The Map Book recommends sediment control measure locations and sizes for incorporation in future project designs, and it will be used by CDOT maintenance staff to coordinate maintenance of the control measures along the Corridor.



The Map Book includes the full EA build-out including striping, edge of road, walls, and trails. It is a blend between what was depicted in the EA document for MP 180-185 and MP 185-190 that are now in design or have been finalized.

b. MP 185- 190 INFRA Design

- CP 1 is the truck ramp which has been completed. It included a sediment basin feature and some inlets SCAP in place.
- CP 2 & 3 final design has been completed.
- CP 4 is under design, and we are between the 60% & 90% submittal and the Map Book reflects where those features are designed to date. There could be some minor tweaks and more information added.
- CP 5 is the last package to be designed.

c. Map Book Features

- For consistency, the wetlands and open water in the Map Book are for the entire corridor and is what was presented in the EA. Boundaries do change and as the design progresses, Jacobs has gone out to reevaluate and modified some of the delineations. Currently those revised delineations have not been brought into the Map Book so there is some discrepancy between the design packages and this document.
- The two large and four small wildlife crossings are shown as graphical representation markers and not the exact location of where the wildlife crossings will be.
- The proposed features in the Map Book detail are included in the SCAP. The Map Book has more detail and a description. A lot of the control features we are using are three sizes of sediment basins. A small basin can handle up to 70 cubic yards, the medium 70-13- cubic yards and the large 130 cubic yards of sediment. Also included are the existing and proposed features and those that will be removed as part of the current design package.
- From MP 185-190 we are including slope revegetation, berms, coir logs, and some ditches. The ditches and swales for the second part are still under design so we have not shown all of them.

d. Summary of Map Book Updates

- For the INFRA Design, Truck Ramp and the Type C and D inlets have been for the whole corridor (MP 190-190) since you reviewed the Map Book last year. This is something maintenance will be maintaining and tracking along the Corridor in addition to the basins and other sediment control features.
- Design meets sediment volume capture requirements presented in SCAP. The Map Book is intended to be an appendix to the SCAP and the features that we are presenting for the entire corridor have been designed in accordance with the methodology, sizing, the layout location information that is presented in the SCAP.
- For MP 185-190, the updates include the design changes to eastbound I-70 and wildlife crossings, designed sediment basins have been added. The valley pans and ditches are approximate because final design of these is not complete. The inlet and pipe locations may change

e. Map Book Example



- Bridget showed an example of a Map Book sheet from MP 187 which is in CP #4. There are two new proposed sediment basins, a medium one on the eastern side and large one on the western side. The wildlife crossing is not shown in the exact location. In this location, there are swales on either side of the highway that will drain to the sediment features and collect the sediment. There is an existing basin just adjacent to the trail that will remain and there a couple of basins that have been removed and further east there are some inlets that will remain.
  - The sediment basins typically have a concrete apron and bottom and an entrance for ease of maintenance. At the base of the incline there will be a headwall to hold back the sediment before the inlet so the water making its way over to the inlet will be relatively clean before discharging.
1. Larissa asked about the discrepancies between the detailed design work that is going on and the features that are consistent with the EA and how those are reconciled to be used for planning purposes. It feels a little maybe the Map Book isn't totally up to date and there is better information about the wetlands, and can we assume when MP 180-185 is complete, those changes will be updated in the Map Book.

Bridget said we are working with the information we have, and the intent of the Map Book is to be used as a planning document where CDOT can introduce additional control features that would better capture the sediment along the Corridor. We used our SCAP report to inform us where additional features could be needed to adhere to those conditions along the entire Corridor. When you take a project from a planning stage to design, you are getting much more into the details. MP 185-190 are reflecting the proposed design features. They are intended to be graphical representation, not exact survey boundaries.

For MP 180-185, it reflects existing features very accurately and then we are recommending additional features in order to comply with the SCAP including the sizing and locations between them so we can do a better job of collecting the sediment.

The discrepancy term came up for the wetlands. The EA includes a delineation of the wetland features for the whole corridor and that is what we are currently reflecting in the Map Book. As our design progressed for the INFRA Packages, we have to go out to verify the locations and use those in the design, but those are not reflected in the Map Book.

John said he's not sure we would update the Map Book. Much like the original SCAP, we used it as a planning document. We keep a detailed reference for maintenance so they know where all the features are and as part of construction we have a new specification to survey the locations of all the permanent water quality features so maintenance's work orders can get updated.

Holly said the SCAP is meant to be a snapshot in time and for the sections that have been designed, and then conceptual for the portions that have not yet been designed. The idea was to meet the requirement of making sure that what is proposed meets the volumes of sediment that were determined earlier in the SCAP and documents that so that future designers can look at it and see who to put everything in, but we know as we design, things will be shifting things around a bit but we're still going to stick with what the SCAP requires for volumes.



2. Dick asked if we know what is the net increase of control features in the latest design? He is concerned about the impact on future maintenance. Will there need to be additional staff brought on because of the additional volume we will be collecting?

John said Patrol #40 is the largest patrol in the state and is in charge of maintenance on Vail Pass and they have the largest number of maintenance staff per mile.. Barring any catastrophic events like floods or fire, it would be hard to predict if we would be shorthanded. As things are constructed we would adjust and adapt the number of staff. We also funding to advertise for contractors to help with the clean out. Sediment cleanup is the top priority for maintenance every summer.

Holly said because these are designed sediment basins, maintenance will have fewer but larger basins and cleaning them out will be a lot more efficient.

### 3. Design Status Update

- a. Randal reviewed the status of the different design packages:
  - CP 2 revisions 1, 2, and 3 are submitted and final
  - CP 3 final plans were submitted on August 1<sup>st</sup> to CDOT
  - The re-eval for the new embankment areas has been submitted
  - CP 4 60% plans have been submitted
  - CP 5 design has not started yet
  - Wetland mitigation plan for MP 182.6 has been updated and submitted to the ACE
- b. CP #4 Design Schedule
  - The 60% plan review was held on July 27<sup>th</sup> and comments were received from CDOT, the contractor, and other stakeholders.
  - We are continuing design for the 90% plan review in November and design revisions will be made for the final design submittal in January 2023
  - Project advertisement will be in the February/March 2023 timeframe with construction anticipated to begin in Spring/Summer 2023

### 4. Schedule and Next Steps

- a. Mary Jo said this is expected to be the last SWEEP ITF meeting. If something should come up, we would get you back together to update you.
- b. Bridget said if you have comments, please submit them by August 29<sup>th</sup> if possible and we can schedule individual meetings to discuss your comments.
- c. The next steps are:
  - PLT/TT Meeting #31 on September 19<sup>th</sup> – planning for site visit, more details TBD
  - CP 4 90% design submittal planned for Nov 14<sup>th</sup>
  - Final CP 4 submittal planned for January 2023
  - CP 5 submittals begin in January with a plan for final design in July 2023

Some of the packages may change because there are some funding issues that CDOT is working through.



1. Siri inquired if we are using the in-lieu wetland bank or can we keep the mitigation within the Gore Creek Watershed.

John said that was ruled out because the Town of Vail wants to use the site we had previously identified for one of their future projects where they might need to mitigate on site.

Jim said the USACE has expressed the preference for using the in-lieu fee program. For jurisdictional wetlands mitigation impacts we will use the in-lieu fee program and the no-jurisdictional wetlands we would mitigate those on site.