



Meeting Minutes

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| Project: | I-70G Edwards Spur Road (Phase 2) |
| Subject: | Project Leadership Meeting #5 |
| Date: | 07-12-17 |
| Location: | Eagle County Building |
| Attendees: | See attached sign-in sheet |
| Distribution | Attendees, File |

| Summary of Action Items | Status |
|---|--------|
| 1. Send draft materials from PLT to Rick Davies to post on Eagle County website | Done |
| 2. Provide Typical Section of Edwards Spur Road. | |

SUMMARY OF DISCUSSION:

[Note: Action items are in **bold.**]

1. The group had a brief round of introductions; Jeremy Colip (HDR) has been working on design refinements and will be presenting those today.
2. Wendy summarized agenda (see attached PowerPoint) and said the intent of this meeting is to bring the PLT up to speed on activities completed since the last PLT. We are between Step #5 and # 6 in the CSS process which means in short that we have refined the Recommended Alternative based on feedback from the August 2016 Public Open House and a Value Engineering and to meet the intent of Core Values, Critical Issues, Critical Success Factors, exercise completed by the Project Team.
3. The Project Management Team has also been assessing the refinements with the CDOT discipline groups relative to safety and constructability.
4. Catherine Ventling has been working with her team to complete the NEPA Categorical Exclusion which is anticipated to be completed by late Fall of 2017.
5. Refinements have included widening and rehabilitating the existing bridge over the Union Pacific Railroad in lieu of replacing it. The team has also completed coordination with UPRR which has granted a variance for bridge widening over future track and allows for a separate pedestrian structure. Ken M asked if the variance was permanent or temporary and Karen responded that the UPRR has agreed to widen the bridge as shown in the Recommended Alternative and this will be applicable for the foreseeable future and includes the deck widening and replacement of the existing bridge deck.

Other key refinements include consideration of widening and rehabilitating the Eagle River Bridge instead of replacing it, this has not been decided. The design team has also reduced the roadway envelope along the I-70G corridor and shifted the Spur Road completely to the

east. The reduced the roadway envelope avoided impacts to additional resources and creates a safer facility.

Reductions to the envelope included narrowing the median from 9 feet to 2 feet. The travel lanes will be reduced from 12 foot lanes to 11 foot lanes on Edwards Spur Road. The PLT asked the team for an exhibit depicting the typical section. Cliff S asked if the roadway remains centered through the Riverwalk area, Jeremy said the alignment was shifted to the east through Riverwalk minimizing impacts. Todd asked if the shift considered maintaining the view shed. The view shed was considered with the shift of the alignment design.

6. Shifting the alignment for increased safety and connectivity and providing access to Old Edwards Estates. Wendy added that these refinements allowed the team to reduce costs on the overall project which Jeremy will describe in greater detail later in the process .Wendy turned the presentation over to Jeremy to review site specific considerations with the refined alternative.
7. Cliff asked if access to US 6 from Riverwalk would be a Right In and Right Out. Jeremy answered yes, which allows for safer access and multimodal connections. Jeremy added that the bike lanes will be 6 feet. Cliff asked if we considered suggestions from the newly completed Master Plan where a primary goal was to incorporate and improve multimodal facilities through Edwards. He said we need an extraordinary investment for pedestrian facilities at the roundabout in order to keep them safe. The roundabout in Eagle does not provide these; Martha agreed and said it was a “lesson learned”. Martha said we should consider adding flashing beacons. Karen said the design team has talked about pedestrian amenities at the roundabout in detail, she acknowledged the importance. Hillary Isebrands from FHWA will be reviewing the design and can provide innovative ways to address pedestrian safety.
8. Jeremy said project pavement costs were reduced by the decrease in width of the typical section. The team also reviewed the design of the walls associated with the recommended alternative and all of the walls have been eliminated except for 2 of the walls which are located on the southeast corner of the Eagle River pedestrian bridge and the southeast corner of the pedestrian bridge over the UPRR.
9. CDOT is hiring a general contractor to use as a Construction Manager/General Contractor (CM/GC) during the design phase. The project will be delivered using the CM/GC process. Jacob explained that Martha has completed the most CM/GC contracts in the state. She has used this type of contract five to six times in projects in the area and said they have been very successful. In part because it gives the community an opportunity to meet face to face with the contractor. In Vail, the contractor worked with CDOT to deliver a quality project at a reasonable price. The contractor will work with the Project Leadership Team during future development and construction of the project,
10. The group discussed estimated total project costs. Karen B. said cost is now estimated to be between \$18.6M and \$21.1M. CDOT is looking to design additional refinements to reduce the cost. Eagle County has provided their match, but CDOT is currently short \$4M to \$5M dollars. With the contractor at the table there could be more opportunity to close the funding gap.
11. Karen said the project may be able to qualify for FASTER funds but it provides limited funding opportunity. There was discussion if Eagle County could apply for a TAP grant for trails and

this could possibly be allocated to pedestrian structures. TAP funds were used in the Eagle Interchange project. There may be some funds available for pedestrian improvements. Cliff asked how you could just build the pedestrian elements. Karen explained that the improvements have been designed so that the pedestrian improvements would not prohibit the construction of the final roadway widening. Martha added that they have had a funding gap on several projects. Martha indicated that she would know more about funding in October.

12. Jeremy covered the remaining design refinements, including addressing geometrics of the roundabout at the intersection of Edwards Spur Road and US6.
13. Ken Marchetti asked if impacts were reduced in the NW quadrants or all if the quadrants at Riverwalk. Jeremy said changes were made to all quadrants to address safety, mobility and impacts to pedestrians and cyclists. Minimizing impacts to property owners were also taken into account with the refinement of the design.
14. Wendy reviewed some of the upcoming steps in the study, the project team will address additional Issues Task Forces as needed. CDOT will convene Issue Task Forces which can provide opportunities to address stakeholder concerns regarding bicycle and pedestrian facilities, aesthetics and landscaping, lighting. The contractor will likely be included in one-on-one meeting for business owners. These will meet after the FIR. The refined recommended alternative design should be completed in early Fall 2017. We anticipate one more Open House in the winter prior to the FOR meeting, likely in to take place in December.
15. CDOT will coordinate with the Homestead HOA, meet with representatives from the Plaza and coordinate with groups of local businesses in the upcoming months. Catherine Ventling asked that she be kept apprised of upcoming meetings.
16. We will convene one more PLT meeting and evaluate the PLT process during that meeting.

SIGN-IN SHEET



Project: I-70 G Edwards Spur Road Phase II

Meeting: Project Leadership Team #5

Date: 12-Jul-17

Conference Room: Garden Room, Eagle County

Address:

| Name | Organization | Phone Number | E-mail |
|--------------------|--------------|--------------|----------------------------------|
| RICKIE DAVIES | EAGLE COUNTY | 970.328.3567 | richard.davies@eaglecounty.us |
| Ken Marchetti | Edwards | 970 926 6060 | Ken@MWCpa.com |
| Joel Barnett | FWWA | 720-963-3438 | joel.barnett@dot.gov |
| Rick Mueller | Reveron! Co. | 970-926-6226 | REMUAIK@AOC.COM |
| Karen Berdoulay | CDOT | 9703289934 | karen.berdoulay@state.co.us |
| Jacob Riva | CDOT | 970-328-9137 | Jacob.Riva@state.co.us |
| Ben Grades | Eagle County | 970-328-3565 | ben.grades@eaglecounty.us |
| Todd Williams | Edwards | 970-390-2008 | toddsw65@gmail.com |
| Cliff Simonson | Eagle County | 970 328 8751 | clifford.simonson@eaglecounty.us |
| Catherine Ventling | CDOT Env. | 970-682-6281 | Catherine.Ventling@state.co.us |
| Martha Miller | CDOT | | |
| Wendy Wallach | HDR | 3-323-9817 | wendy.wallach@hdrinc.com |
| JEREMY COLIF | HDR | 720-696-2087 | |
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