



# Meeting Minutes

Project:	I-70G Edwards Spur Road (Phase 2)
Subject:	Project Leadership Meeting #6 DRAFT Meeting Minutes
Date:	02-26-18
Location:	Eagle County Building
Attendees:	See attached sign-in sheet
Distribution	Attendees, File

Summary of Action Items	Status
Send draft meeting minutes to the PLT team to review	DONE
Finalize meeting minutes and send to PLT	DONE
Send draft documentation of CSS process to CDOT - Wendy	
Send final documentation of CSS process to PLT for review-Wendy	

## SUMMARY OF DISCUSSION:

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

1. Brief introductions and agenda
2. **Progress since the last PLT Meeting #5:**
  - The project team reviewed the 2017 Recommended Alternative presented at the last PLT. There have been further refinements as the design has moved through value engineering with Kramer, the Construction Management General Contractor (CMGC). These are primarily related to the pedestrian and bicycle amenities. These include:
    - a) Access modifications to improve and provide safer access for pedestrian and bicyclists.
  - Core values were considered during value engineering and design refinements. The project team and the CGMC explored opportunities to mitigate risk and lower cost, potentially saving \$1.3M. These included:
    - (1) Widening the bridge over the Union Pacific (UP). The cross slope changed, requiring less steel for a cost savings.
    - (2) The pedestrian bridge was lowered to eliminate railing, additional material and cost savings.
    - (3) The Eagle River Bridge will be replaced to allow opportunity to overlay and optimize the profile. It will also allow for a single span across Eagle River and help with the costs savings as well as construction schedule with the project.

- (4) Water Quality issues will be addressed, the design team is still exploring options of the water quality pond. Some underground drainage will be addressed using ditches rather than pipes. CDOT Geotech is very open to pavement design, allowing for savings opportunities and reducing pavement.
- Small group meetings have been held since PLT #5 to advance design recommendations, these include:
    - b) aesthetics/landscaping working group
    - c) bicycle pedestrian working group
    - d) lighting working group (still working out details)
  - 3. The core values were considered during design refinements.
  - 4. CMGC will be onboard for 18 months, continually coordinating and open to the process.
  - 5. **Project Overview – Where are we?**

DESIGN:

- Eagle River: The new bridge will allow for a single span across the bridge and allow for expedited schedule because of minimal work around the river.
- Trail: Detached the trail to give a better user experience and minimize material costs to the project. It also allows for one path connection from US6 to Miller Ranch Road rather than a split trail and sidewalk option.
- Aesthetics: Railings – there are 5 types of railings in the community without a consistent theme, pricing options are being explored. The team is trying to incorporate a new railing with existing themes. Good portion of railings are located below grade and then along pedestrian bridges (currently steel and weathered). The PLT asked if it needs to be the same green railing used in Phase 1 throughout. The project team could use green railing along road segments and really any other type along lowered trail segments.
- Walls: 6 different form liners to choose from, most will be cast in place.
- Landscaping: The current design is based on the result of small group meeting. At the roundabout, there will be irrigated landscape similar to Miller Ranch. Sod will be owned and maintained by private owners on corners. Going north, there will be native seeding and trees.
- Lighting concept: Conceptual plans will mimic what's behind river walk, there will be lower profile and small bollard lights. Cliff asked if landscaping would be along the roadway, some will be along roadway.
- Jacob discussed the design rendering which showed updated pedestrian bridge and railing. There will be push button pedestrian crossings. Heading north, use asphalt between the roundabouts to Miller Ranch. The team will reuse pavement to save money, small walls to minimize impacts.

- a) Joel (FHWA) asked why pedestrians are walking with traffic instead of towards the traffic. The crossing at the exit is pushed back further than the entrance to allow more reaction time for the driver with the pedestrian crossing. This also allows for the vehicle(s) to sit outside of the roundabout when pedestrians are crossing to help with vehicular safety and the flow of traffic
- b) Cliff said as motorist speed up when exiting roundabouts so there needs to be pedestrian-activated crossing.
- c) Jeremy mentioned they are looking at options including LEDS around pedestrian crossing signs. RRFB's are no longer permitted. The FHWA/MUTCD guidance states that these have become non-compliant.
- d) Ken is just concerned about pedestrian-activated button. Ken mentioned pedestrian safety was a critical issue identified in the CSS process to integrate pedestrians and traffic. He is concerned we are not implementing this to be compliant with the success factor. Cliff stated that they have familiarity with requirements; we want to encourage people to feel safe and walk in core area; as a driver wants to be reminded to reduce speed. The team stated that there will be implementation of pedestrian activated push buttons as well as flashing lights at the crosswalks.
- e) Todd noted that narrowing lanes to 11 feet will also work to calm traffic.
- f) Karen noted that the design has wide/long pedestrian refuges, one is 20-feet wide on the north side, makes the public feel safer.
  - Jacob showed the 2<sup>nd</sup> rendering. The PLT observed that the sign in the roundabout is obscured, and suggested the team consider additional signage into median welcoming people to downtown. Jacob said maybe novelty of sign would help.

6. Schedule:

- Bulk of work will occur in first construction season. The roundabout and US 6 will be built during the second season. Kramer said construction of roundabout will occur through the summer to be concurrent with construction of the Spur road. Matt noted that construction in July/August will be rough, Kramer wants to do construction once and do it quickly. There is a cost savings with aggressive schedule

7. Construction Traffic:

- Edwards: the design team may use a dedicated movement and adjust light cycles, dependent on time of day.
- Ken asked what will be longest delay to get through roundabout. Matt replied it will be variable and a work in progress so citizens need to stay flexible.
- Traffic will be controlled 90% of the time. Martha wanted to know how Kramer will engage public about delays. Typical delay is 4 to 6 minutes, up to 15 minutes. CMGC can also flex their work hours during peak periods.

- Also, with the elimination of the 2-foot grade separation, the profile is optimized to complete construction more quickly – a major portion may be completed in 6 to 8 weeks.
- Ken asked if there will be periods of complete closure. The project team said there will be a closure when they set girders for bridge. CDOT tries to do it in the middle of night, in order to keep traveling public safe. Typically there will be one lane in each direction.
- Joel asked if the trail will close. Trail connections will see some closures with alternative, detours will be provided.
- Sam from CIG said they will begin outreach in April 2018. He asked the PLT what would be best channel to communicate. The CMGC team will communicate phasing, draft schedule, get feedback between April and end of year, then develop a plan, ask for endorsement and then incorporate into specs. Matt Hogan recognizes that it's not one size fits all.
- Ken talked about how well CMCG process has worked and asked how the landscaping contractor will be selected. He added that during Phase I, the landscaping installation did not go well. He asked if the PLT could have input into the landscape architect selection. Kramer will work with CDOT and Eagle County to explore contractor choices. They will select the landscape subcontractor that provides best value. The PLT should let Jacob know what and how specific goals and objectives are being met.
- The contractor will let PLT know when subcontractor solicitation goes out.

## 8. Next Steps

The project team will continue to engage community for ideas and considerations through the process

- An Open House is planned for April
- Sam will do outreach business to business and neighborhood to neighborhood. He sees a weekly newsletter part of communicating with public and opportunity to listen to community to see how to best communicate.
- Traditional Media and CDOT press releases will be used such and information will be provided through channels such as the Vail Daily, Eagle County TV and the project website.

### CSS Documentation and Evaluation

- Wendy asked the group for feedback regarding the CSS process, Step #6 in the process requires evaluation and documentation of the process. The PLT made the following observations.
  - Span between the PLT meetings and community outreach was too long. Updates through email could've been provided to address lapse. The team thought there would be an open house in the fall of 2017.
  - Martha said she believe the team has successfully met the core values.

- Both the PLT and CDOT felt that overall that the CSS process was very successful and the critical issues and core values were integrated into the design process. They were very happy.
- Lessons Learned: The PLT said as the project process stretched out, communication from the team dwindled and both the PLT and community felt “in the dark” about what was occurring, Wendy concurred.
- Karen: this was a CSS hybrid. Did not have the TT Meetings which may have captured some of the missing stakeholders. This project is in such a small area, there was not a lot of opportunity for a Technical Team but perhaps more representatives on PLT would have been beneficial.
- Wendy felt that although the PLT was critical to the success, maybe other representatives should have been included like EcoSummit, and Eagle County, Water and Sewer District. Karen agreed stating the CSS process was a little different as usually there is a separate technical team. She felt in the future whether or not a technical team would be convened should be considered when identifying PLT members.
- Would love a landscape equivalent for CMGC (LMGL).

Wendy will document process by pulling together a short memo and an appendix of all PLT meets materials and open house summaries. The memo will summarize what the PLT thought went well and what could be improved.

9. Draft meeting minutes will be completed mid-March with comments back in early April. Using this information Wendy will send the draft evaluation by end of April to review, with a goal of finalizing the evaluation in May to CDOT.