

## **PROGRESS MEETING MINUTES**

**Baranmor Ditch Watershed OSP  
UDFCD Agreement No. 08-08.07  
Olsson Project No. 009-0064**

**March 31, 2010, 2:00 PM at UDFCD**

### **Attendees:**

Shea Thomas – Urban Drainage and Flood Control District (UDFCD)  
Hoanh Tran – City of Aurora (Aurora)  
Nicole Harwell – RTD FasTracks  
Amy Gabor – Olsson Associates (Olsson)  
Deb Ohlinger – Olsson Associates

### **Discussion Items:**

The meeting was held to discuss the draft Phase B report comments. While this summary is not intended to represent a comprehensive account of the meeting, it is intended to reflect the key points raised, issues for further consideration and to identify the action items resulting from the discussions. The review comments not discussed in the meeting were straightforward and will be incorporated into the final Phase B report.

1. The UDFCD review comments were discussed. The following are key points from the discussion:
  - a) The filtered summary tables from the UDFCD Cost Estimator for Master Planning (CEMap), beta version, program were not used in the report. Olsson used the unit costs from the program, but did not use the actual spreadsheets since the program is currently a beta program. It was decided the cost tables would remain as is.
  - b) The storm sewer improvements at I-225 and Smith Road were discussed. Using the 2-foot contours to do rough grading, it appears the area around the proposed storm sewer inlet has adequate space to be graded. The storm sewer is in the railroad right-of-way (ROW), and will remain in the ROW even if moved further north. The area under the bridge would also require grading. Olsson will add notes to the plan about the grading area and railroad ROW. Olsson will also check that the area west of I-225 and north of the tracks will be able to enter the storm sewer system.
2. The Aurora Water review comments were discussed. The following are key points from the discussion:
  - a) Comment 1 – Revere Street versus Quentin Street culvert size. The master plan culvert at Revere Street is larger than the downstream culvert at Revere Street because the culvert slope is steeper. The culvert is based on an inlet control and was sized to fit Aurora criteria. When final design is completed on the culvert, the area should be looked at more closely. It was decided that for this report, the proposed design would remain as is.
  - b) Comment 3 – Areas where there is existing inadvertent detention may cause problems later if the areas are developed; therefore, it is beneficial to reduce the amount of inadvertent detention that is currently happening. Table 8 will be updated

- to clarify that the advantage will be for future development when the area can no longer be used for inadvertent detention.
- c) Comments 3, 4, 6, and 7 – The discrepancies described in the review comments are a result of the differences between the recommended plan and the selected plan. It was decided at the last meeting that the Phase A analysis would be included in the Phase B report, but that the Phase A recommended plan would not need to be updated to match the selected plan.
    - i. Figure 13 will be added into the report narrative after the recommended plan section.
    - ii. A note will be added at the end of section 7 to state that the recommended plan was changed by the selected plan for the final master plan.
    - iii. Section 8.1 will be renamed “Selected Plan Overview.”
    - iv. Section 8.1 will refer to both the recommended plan and selected plan figures to clarify the differences between the two plans.
  - d) Comment 4 – The storm sewer plan in the area of I-225 and Smith road was discussed with Nicole as it relates to FasTracks. A note will be added that final design of the storm sewer should be coordinated with FasTracks.
  - e) Comment 5 – The first sentence will be reworded to say “The Selected Plan Letter...” to clarify that the text is referring to the letter issued by UDFCD, in Appendix A.
  - f) Comment 8 – Olsson will contact Clint Weisz for clarification of the comment about element discrepancies.
3. The Aurora Engineering review comments were discussed. The following are key points from the discussion:
- a) The baseline and selected plan models have a flow routing continuity error of -5%, resulting in more water leaving the system than is flowing into the system. Olsson investigated the additional 8.6 ac-ft of water, but has not yet come to a conclusion of why there is excess water being generated in the system. Shea will look into this issue to see if it has occurred on other projects and get back to Olsson. Olsson will also continue to investigate this.
  - b) Olsson agrees that it would be accurate to reroute 165 cfs to the culverts under Smith Road for the Selected Plan hydrology.
4. Schedule – comments received March 22, 2010. Final Phase B due April 22, 2010.
5. For the final submittal, Olsson will submit 6 hard copies and 3 CDs.

**Action Items:**

Olsson:

- Complete Final Phase B report and technical appendix by April 22, 2010

UDFCD:

- Investigate flow routing continuity error

Please contact Olsson at 720-962-6072 if there are any changes or questions with these meeting minutes. These minutes will be considered final unless comments are received within seven days of distribution. Although comments will be incorporated, as appropriate, only major revisions will be redistributed.

Minutes prepared by: Amy Gabor

cc: Attendees via e-mail, Clint Weisz (City of Aurora), Bill McCormick (City of Aurora), File