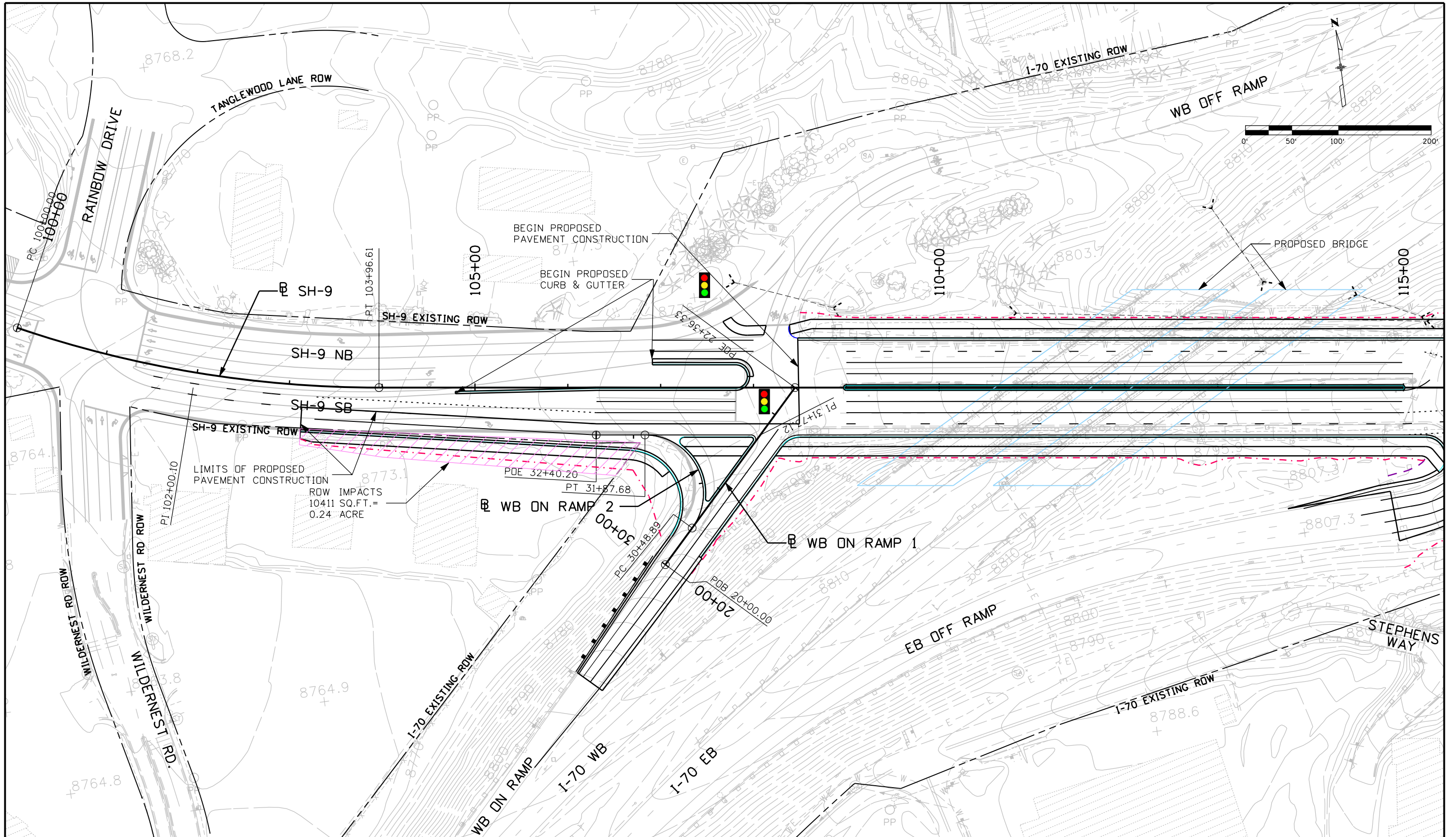


APPENDIX A. ALTERNATIVE AND OPTION DESIGNS

NOTE:

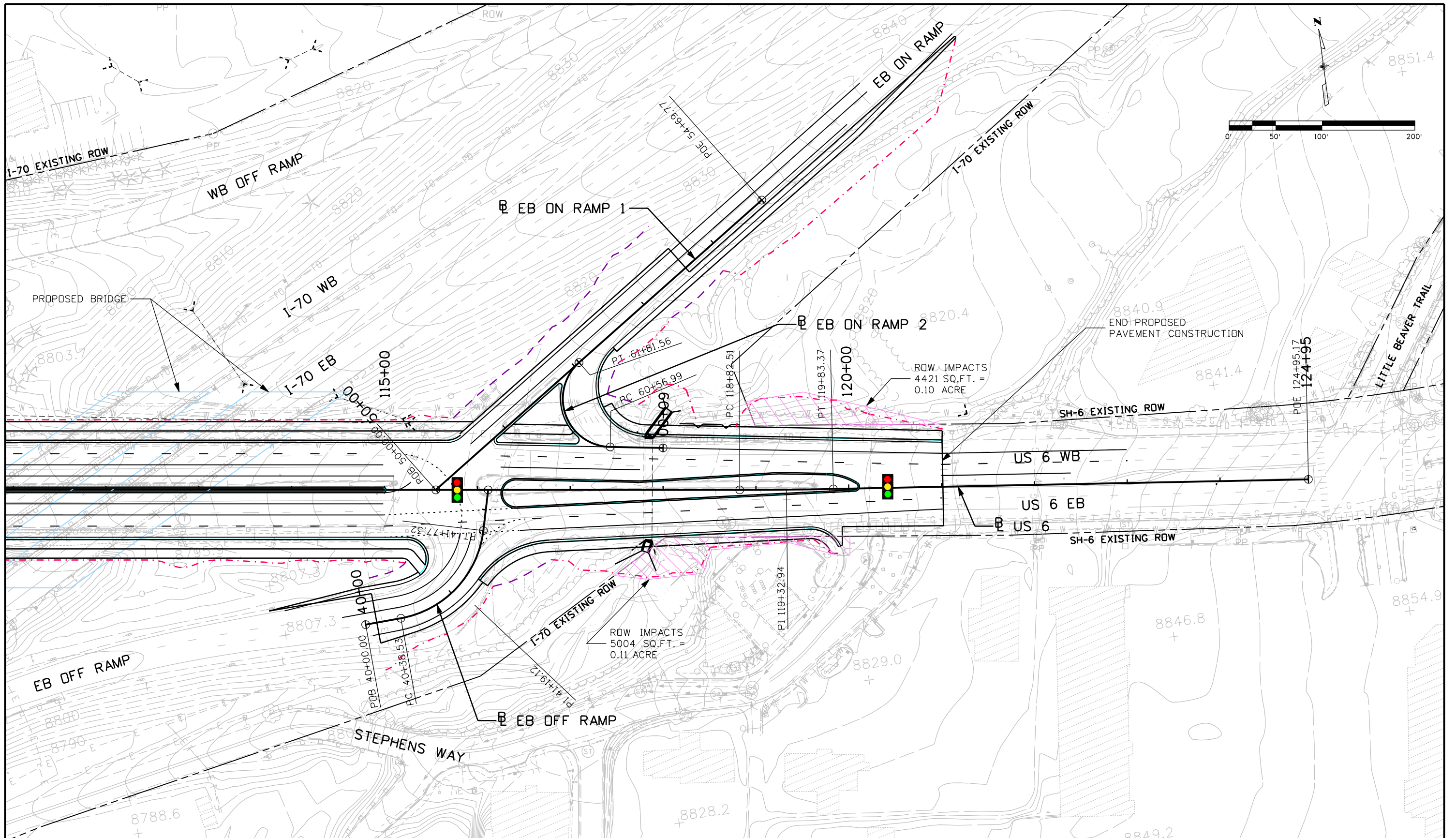
Appendix B presents plan, profile and other preliminary drawings for the interchange Alternatives and Options that moved forward as a result of the Feasibility and Conceptual-Level evaluations and those alternatives that were previously eliminated from further consideration.



marquepm 9:57:17 AM J:_Transportation\WV\W6300\Silverthorne_Interchange_\Project 6300\Design\Drawings\6300RDY_Plan_IMDI_01.dgn

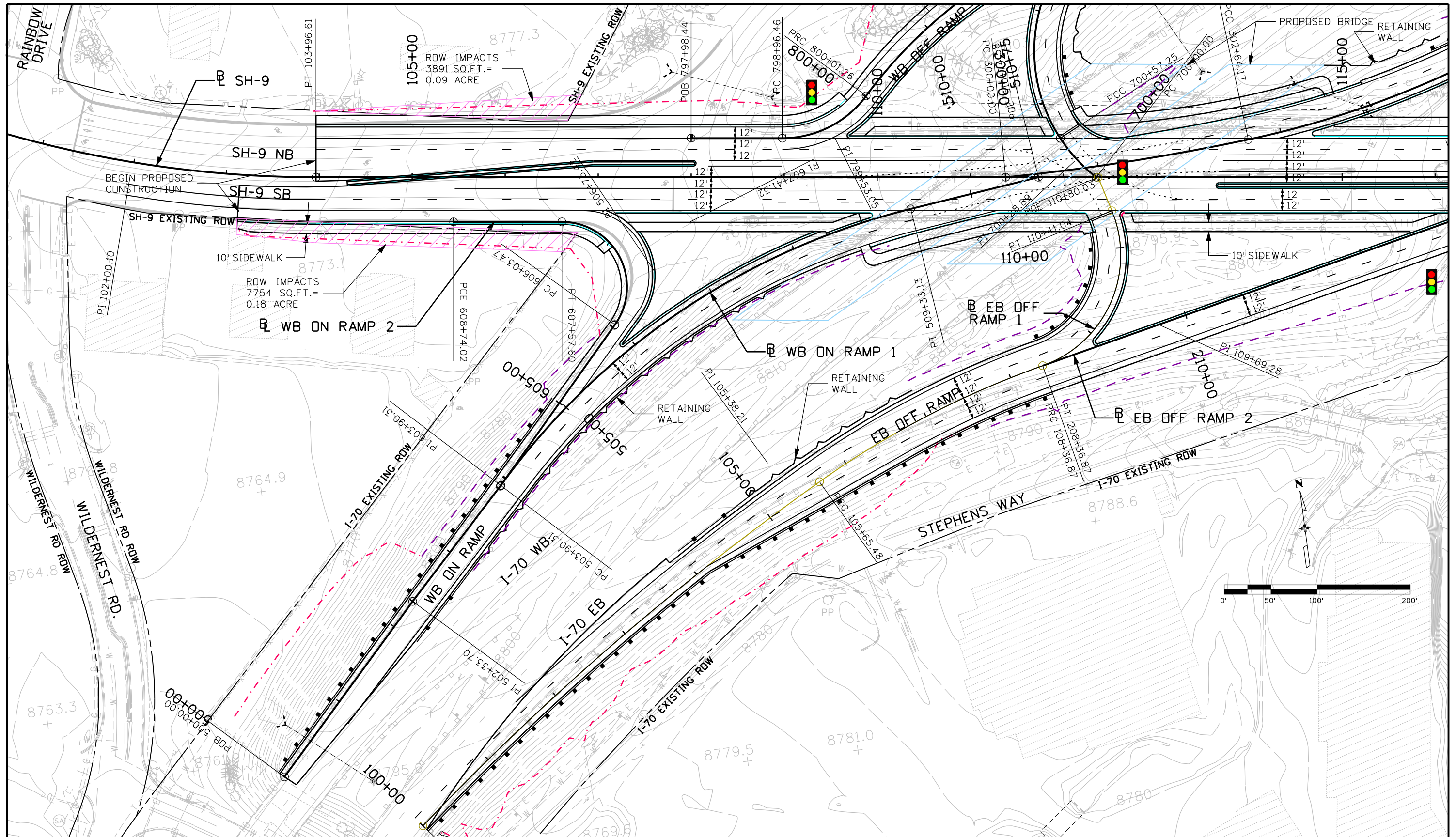
Print Date: 11/2/2011	Sheet Revisions			As Constructed	IMPROVED DIAMOND PLAN SHEET			Project No./Code	
File Name: 6300RDY_Plan_IMDI_01.dgn	Date:	Comments	Init.	No Revisions:	Designer: XXXXXXXX Structure X-XX-XX Detailer: XXXXXXXX Numbers X-XX-XX Sheet Subset: XXXXXXXX Subset Sheets: 1 of 2			Project Number	
Horiz. Scale: 1:100 Vert. Scale: As Noted				Revised:				Code	
Unit Information Unit Leader Initials				Void:				Sheet Number XXX	

marquepm 10:00:56 AM J:_Transportation\WYXW6300 Silverthorne - Interchange - Project 6300RDY - Plan - IMDI_02.dgn



Print Date: 11/2/2011		<table border="1"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th>Date:</th> <th>Comments</th> <th>Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Sheet Revisions			Date:	Comments	Init.							As Constructed		IMPROVED DIAMOND PLAN SHEET		Project No./Code	
Sheet Revisions																						
Date:	Comments	Init.																				
File Name: 6300RDY_Plan_IMDI_02.dgn		No Revisions:		Project Number																		
Horiz. Scale: 1:100 Vert. Scale: As Noted		Revised:		Code																		
Unit Information Unit Leader Initials		Void:		Sheet Number XXX																		
				Designer: XXXXXXXX Structure X-XX-XX Detailer: XXXXXXXX Numbers X-XX-XX Sheet Subset: XXXXXXXX Subset Sheets: 2 of 2																		

marquepm 10:02:34 AM J:_Transportation\WXXW6300.Silverthorne_Interchange\Project 6300RDY\Drawings\6300RDY_Plan_SPUI_01.dgn

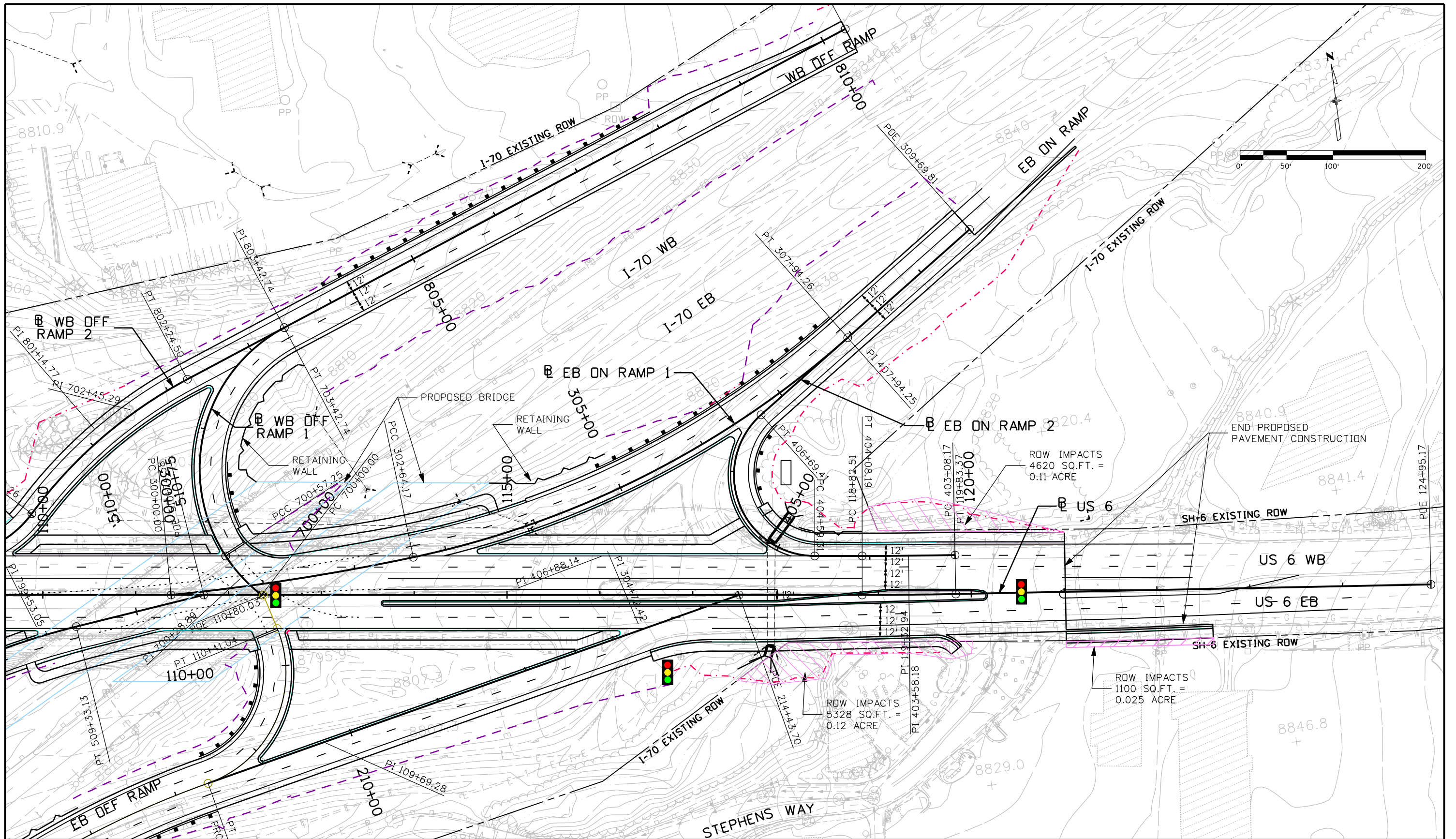


Print Date: 11/2/2011
 File Name: 6300RDY_Plan_SPUI_01.dgn
 Horiz. Scale: 1:100 Vert. Scale: As Noted
 Unit Information Unit Leader Initials



Sheet Revisions		
Date:	Comments	Init.

As Constructed	SINGLE POINT URBAN INTERCHANGE PLAN SHEET	Project No./Code	
No Revisions:		Project Number	
Revised:		Designer: XXXXXXXX	Structure Numbers
Void:	Detailer: XXXXXXXX	Sheet Subset: XXXXXXXX	Code
	Sheet Subset: XXXXXXXX	Subset Sheets: 1 of 2	Sheet Number XXX



Print Date: 11/2/2011
 File Name: 6300RDY_Plan_SPUI_02.dgn
 Horiz. Scale: 1:100 Vert. Scale: As Noted
 Unit Information Unit Leader Initials



Sheet Revisions		
Date:	Comments	Init.

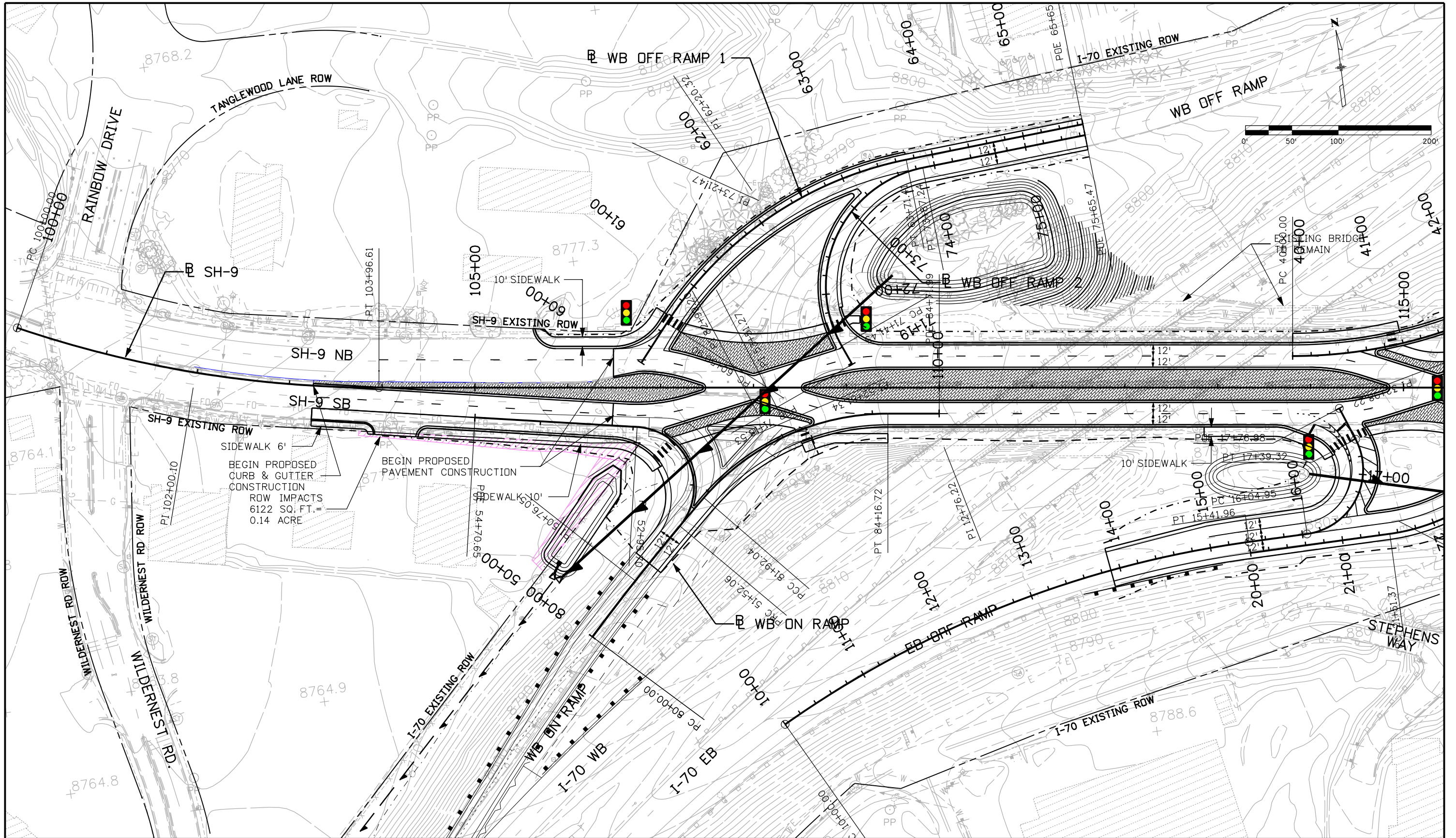
As Constructed
No Revisions:
Revised:
Void:

SINGLE POINT URBAN INTERCHANGE PLAN SHEET			
Designer:	XXXXXXXX	Structure Numbers	X-XX-XX
Detailer:	XXXXXXXX	Structure Numbers	X-XX-XX
Sheet Subset:	XXXXXXXX	Subset Sheets:	2 of 2

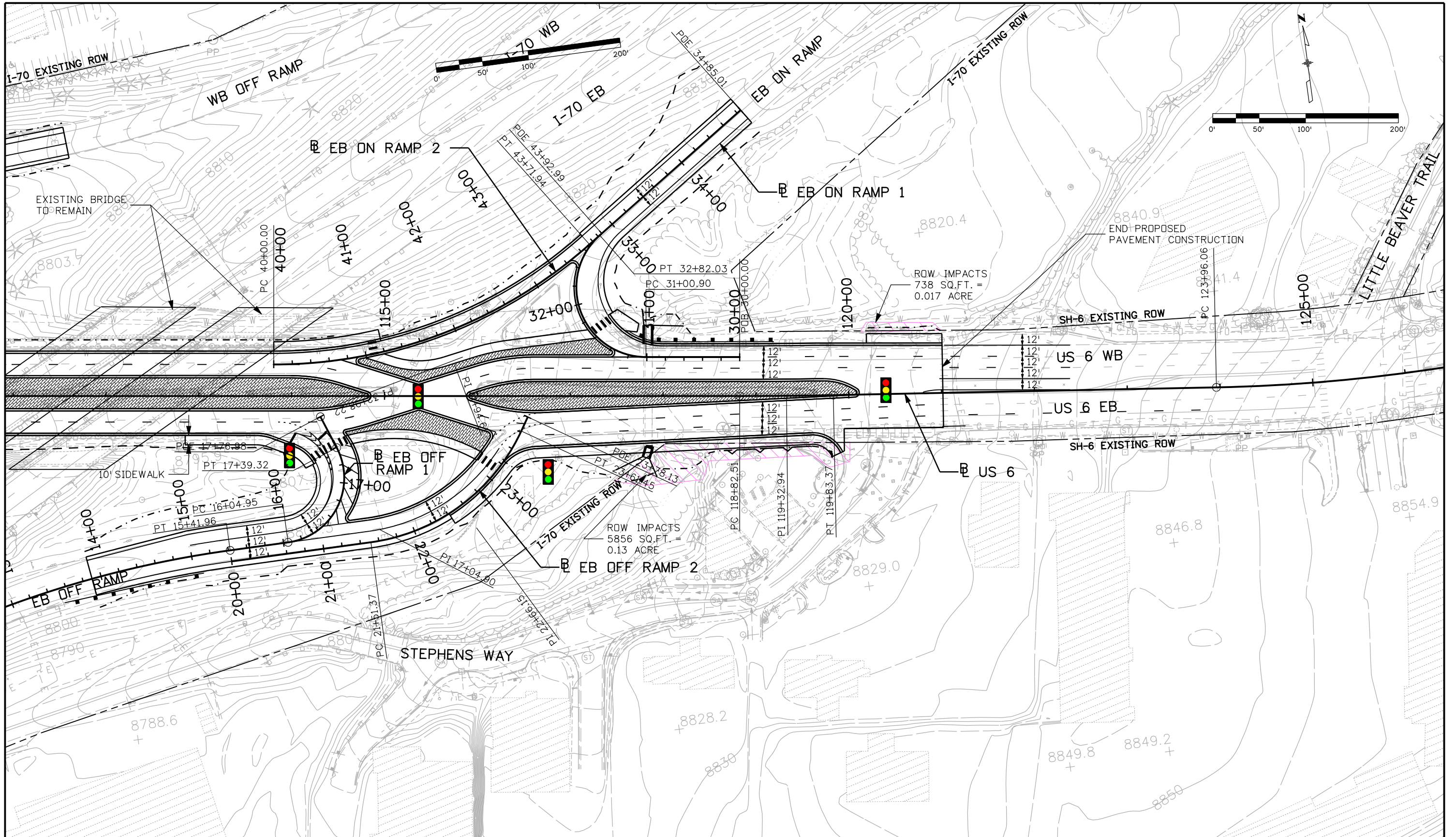
Project No./Code	
Project Number	
Code	
Sheet Number	XXX

marquepm 10:07:41 AM J:_Transportation\WV\W6300_Silverthorne_Interchange\Project 6300\Design\Drawings\6300RDY_Plan_SPUI_02.dgn

naszkowskaf 10:42:48 AM J:_Transportation\WYXW6300.Silverthorne_Interchange_Project 6300RDY_Design\Drawings\6300RDY_Plan_DDI_01.dgn



Print Date: 11/22/2011	Sheet Revisions			As Constructed	DIVERGING DIAMOND PLAN SHEET			Project No./Code
File Name: 6300RDY_Plan_DDI_01.dgn	Date:	Comments	Init.	No Revisions:	Designer: XXXXXXXX Structure X-XX-XX Detailer: XXXXXXXX Numbers X-XX-XX Sheet Subst: XXXXXXXX Subset Sheets: 1 of 2			Project Number
Horiz. Scale: 1:100 Vert. Scale: As Noted				Revised:				Code
Unit Information Unit Leader Initials				Void:				Sheet Number XXX



Print Date: 11/21/2011
 File Name: 630ORDY_Plan_DDI_02.dgn
 Horiz. Scale: 1:100 Vert. Scale: As Noted
 Unit Information Unit Leader Initials



Sheet Revisions		
Date:	Comments	Init.

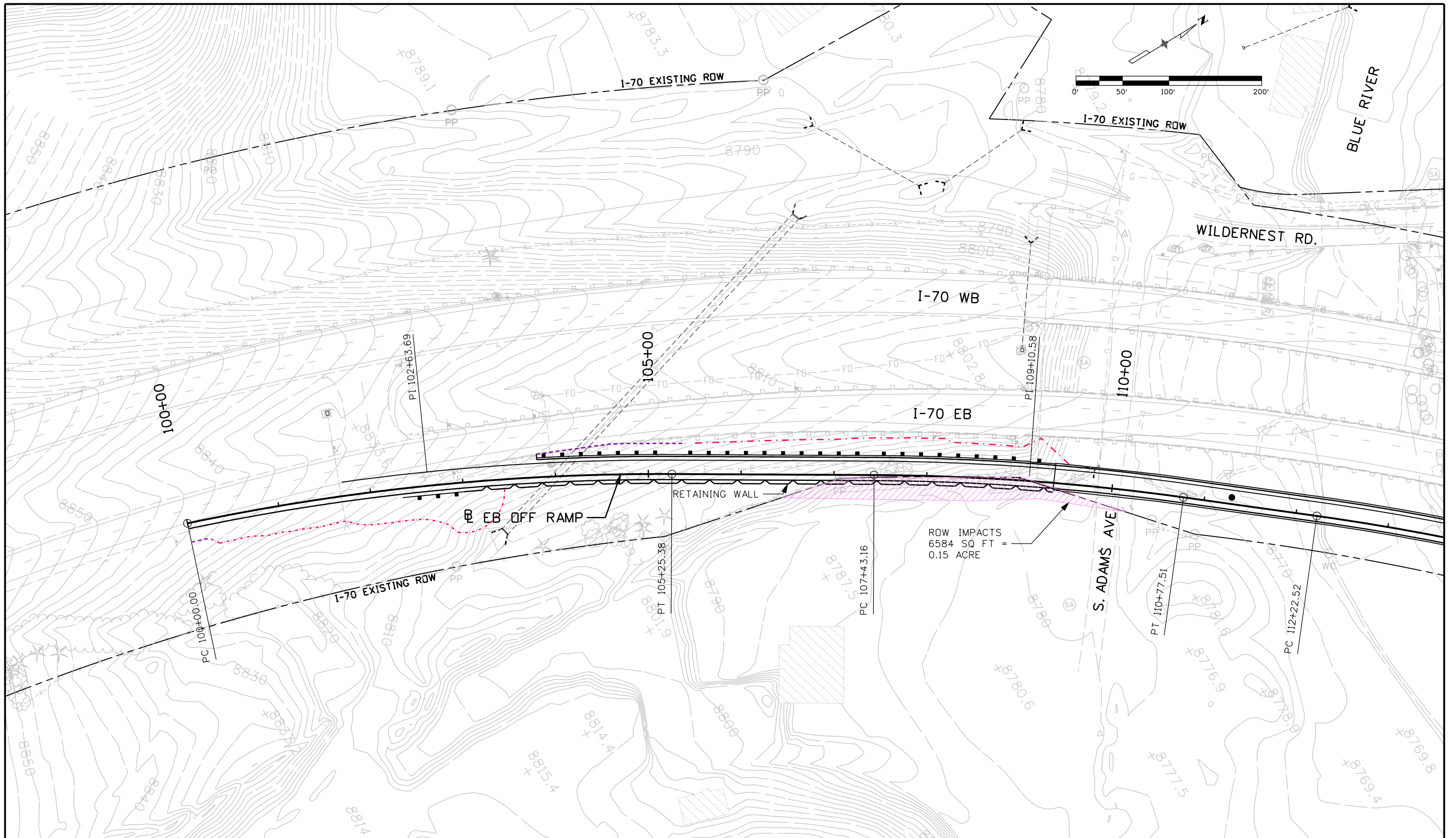
As Constructed
No Revisions:
Revised:
Void:

DIVERGING DIAMOND PLAN SHEET			
Designer:	XXXXXXX	Structure Numbers	X-XX-XX
Detailer:	XXXXXXX	Subset Sheets:	X-XX-XX
Sheet Subset:	XXXXXXX	2 of 2	

Project No./Code	
Project Number	
Code	
Sheet Number	XXX

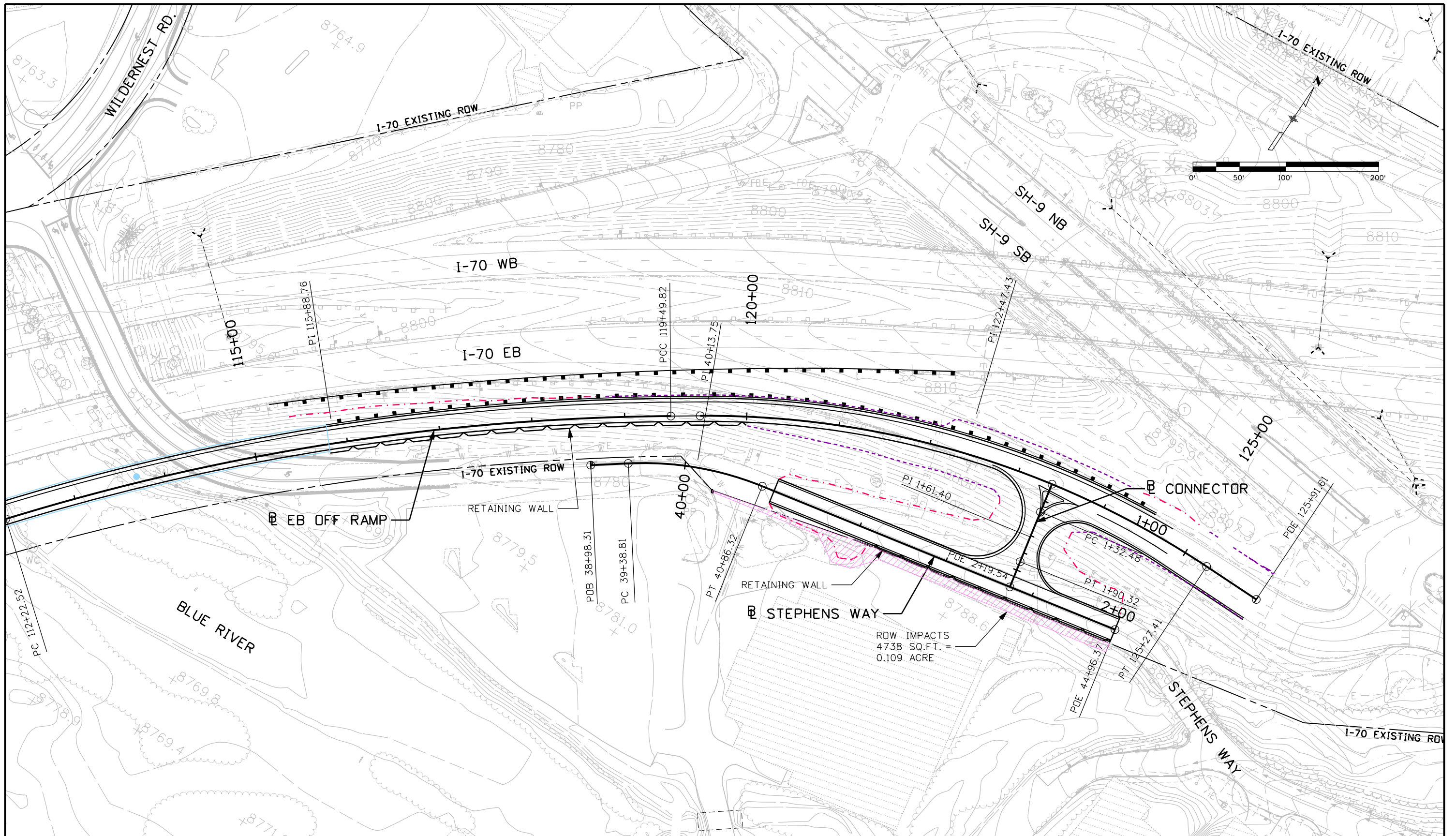
naszkowskac 1:22:27 PM J:_Transportation\W\X\W6300.Silverthorne_Interchange_\Project 6300\Design\Drawings\6300ORDY_Plan_DDI_02.dgn

marquepm 10:14:02 AM J:_Transportation\WYXW6300.Silverthorne_Interchange\Project 6300RDY_Design Drawings\6300RDY_Plan_EB_OFF_A_01.dgn



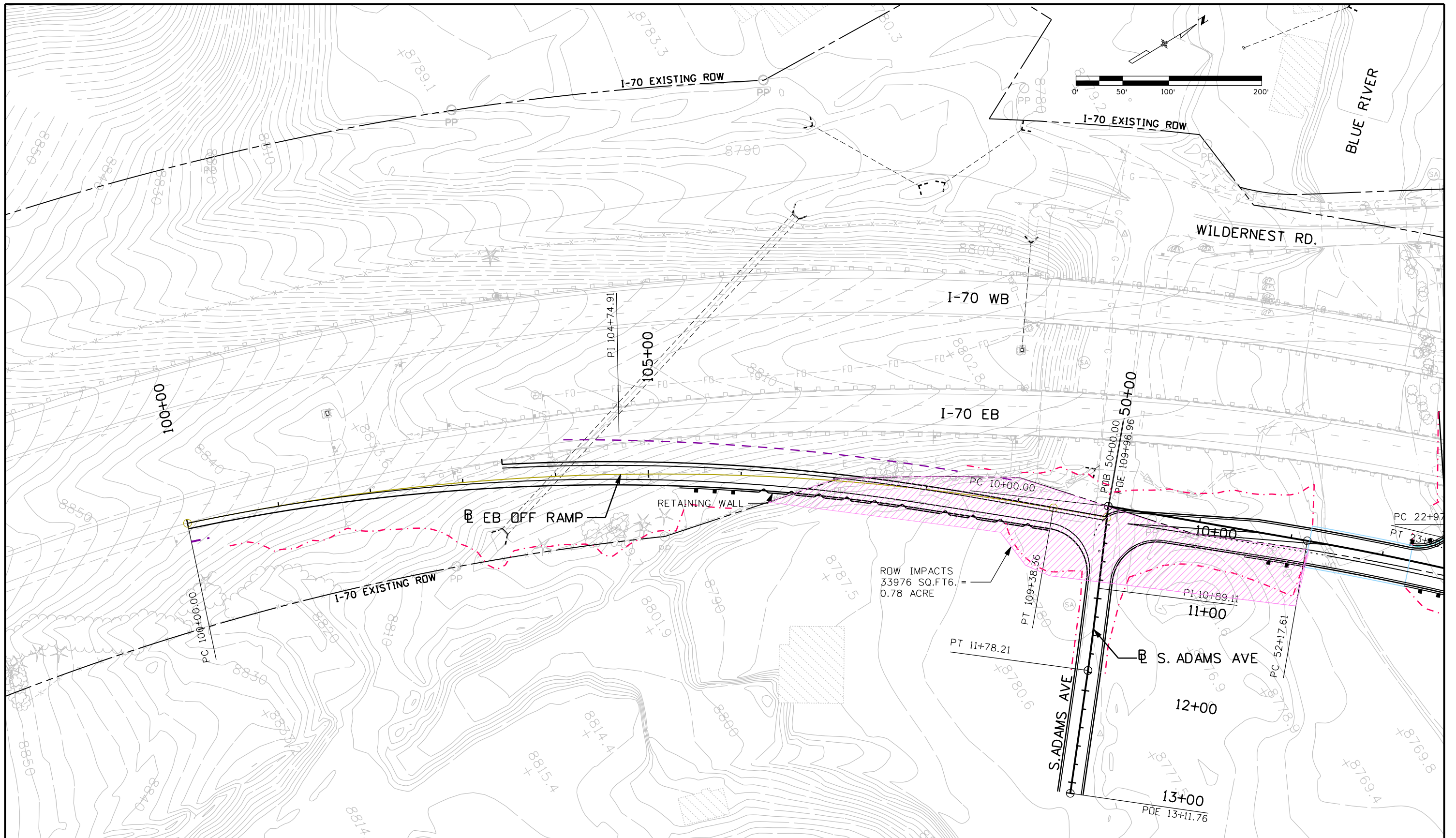
Print Date: 11/2/2011	Sheet Revisions			As Constructed	EB OFF RAMP			Project No./Code
File Name: 6300RDY_Plan_EB_OFF_A_01.dgn	Date:	Comments	Init.		OPTION A - ONE WAY FRONTAGE RD			
Horiz. Scale: 1:100				No Revisions:	Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Code
Unit Information				Revised:	Detailer: XXXXXXXX	Subset Sheets:	X-XX-XX	Sheet Number
JACOBS				Void:	Sheet Subset: XXXXXXXX	1 of 2		XXX

marquepm 10:15:13 AM J:_Transportation\WV\W6300.Silverthorne_Interchange\Project 6300\Design\Drawings\6300RDY_Plan_EB_OFF_A_02.dgn

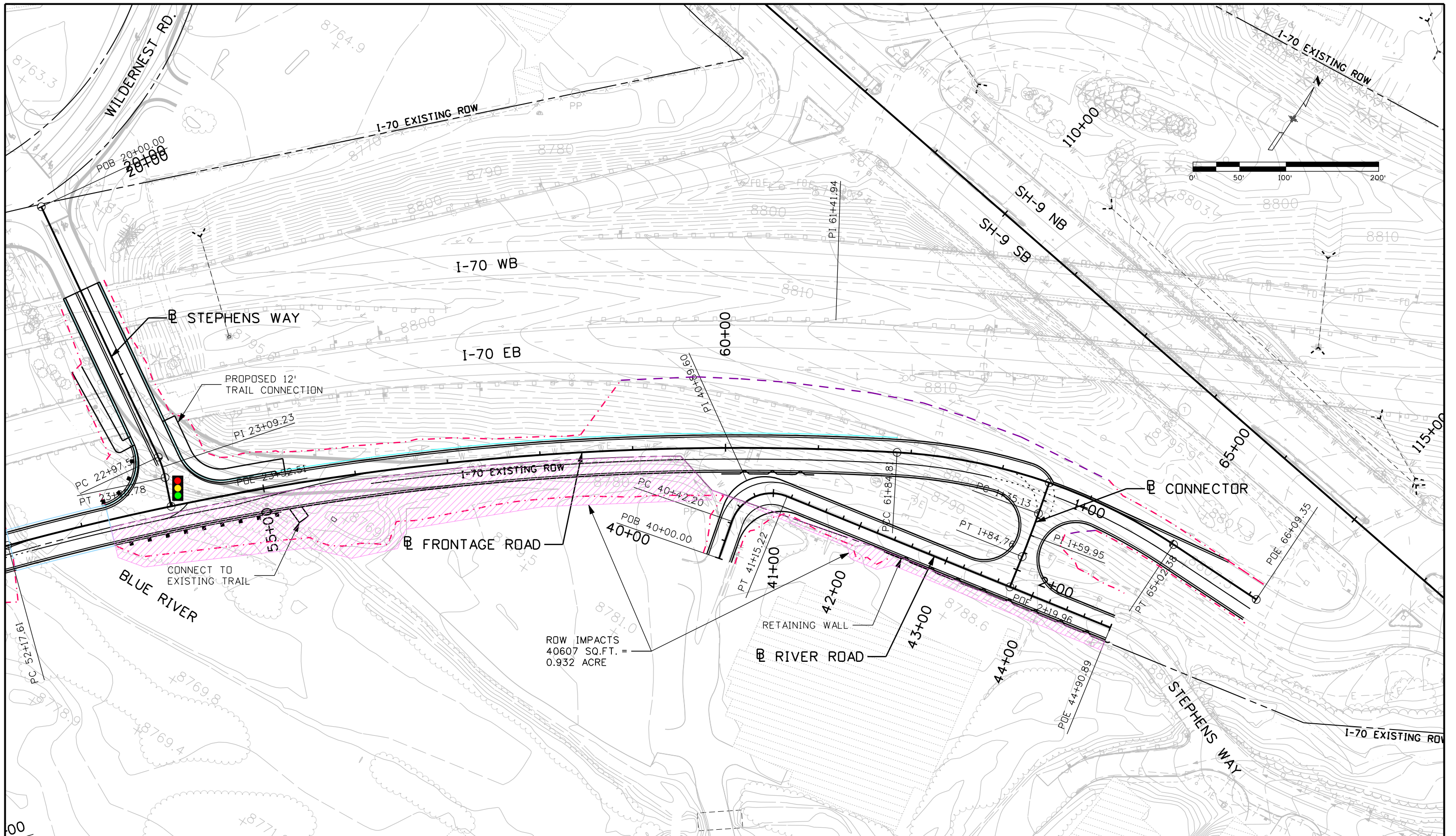


Print Date: 11/2/2011		<table border="1"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th>Date:</th> <th>Comments</th> <th>Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Sheet Revisions			Date:	Comments	Init.							As Constructed		EB OFF RAMP		Project No./Code	
Sheet Revisions																						
Date:	Comments	Init.																				
File Name: 6300RDY_Plan_EB_OFF_A_02.dgn			No Revisions:		OPTION A - ONE WAY FRONTAGE RD		Project Number															
Horiz. Scale: 1:100 Vert. Scale: As Noted			Revised:		<table border="1"> <tr> <td>Designer:</td> <td>XXXXXXXX</td> <td>Structure</td> <td>X-XX-XX</td> </tr> <tr> <td>Detailer:</td> <td>XXXXXXXX</td> <td>Numbers</td> <td>X-XX-XX</td> </tr> </table>		Designer:	XXXXXXXX	Structure	X-XX-XX	Detailer:	XXXXXXXX	Numbers	X-XX-XX	Code							
Designer:	XXXXXXXX		Structure	X-XX-XX																		
Detailer:	XXXXXXXX	Numbers	X-XX-XX																			
Unit Information Unit Leader Initials		Void:		Sheet Subset: XXXXXXXX		Subset Sheets: 2 of 2																
						Sheet Number XXX																

marquepm 10:16:54 AM J:_Transportation\WYXW6300.Silverthorne_Interchange\Project 6300RDY_Design Drawings\6300RDY_Plan_EB_OFF_B_01.dgn



Print Date: 11/2/2011		Sheet Revisions			As Constructed No Revisions: Revised: Void:	EB OFF RAMP OPTION B - TWO WAY FRONTAGE RD PLAN SHEET			Project No./Code	
File Name: 6300RDY_Plan_EB_OFF_B_01.dgn		Date:	Comments	Init.					Project Number	
Horiz. Scale: 1:100 Vert. Scale: As Noted									Code	
Unit Information Unit Leader Initials					Sheet Number	XXX				
				Subset Sheets: 1 of 2						



Print Date: 11/2/2011
 File Name: 6300RDY_Plan_EB_OFF_B_02.dgn
 Horiz. Scale: 1:100 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

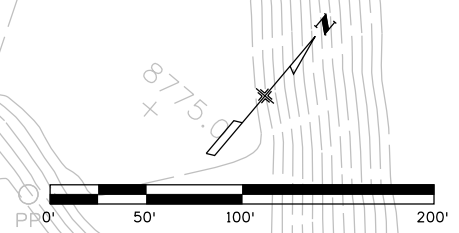
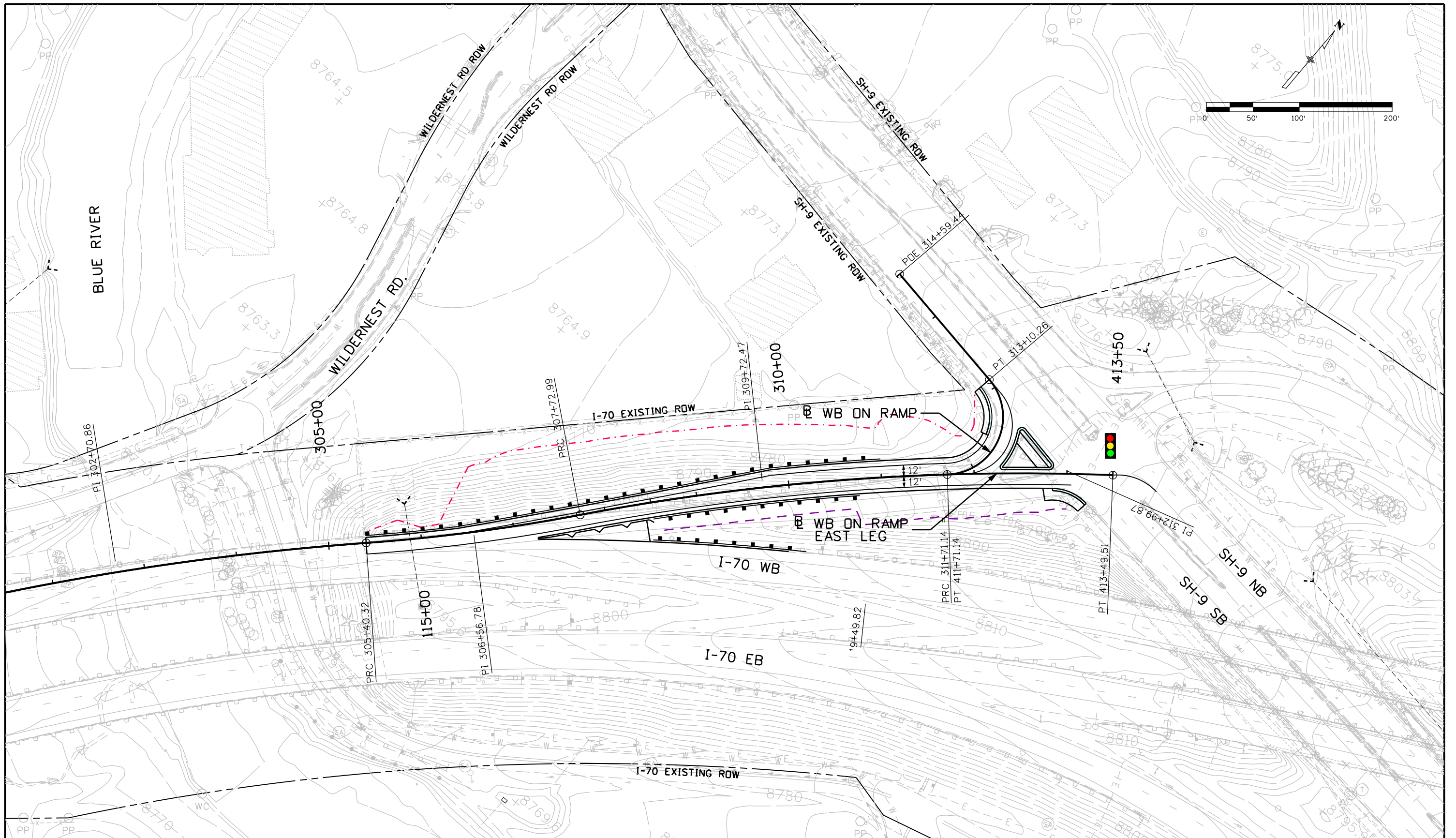


Sheet Revisions		
Date:	Comments	Init.

As Constructed	No Revisions: Revised: Void:	EB OFF RAMP FRONTAGE RD OPTION B - TWO WAY FRONTAGE RD PLAN SHEET		Project No./Code
		Designer: XXXXXXXX Detailer: XXXXXXXX Sheet Subset: XXXXXXXX	Structure Numbers X-XX-XX X-XX-XX	Project Number
		Subset Sheets: 2 of 2	Code	Sheet Number XXX

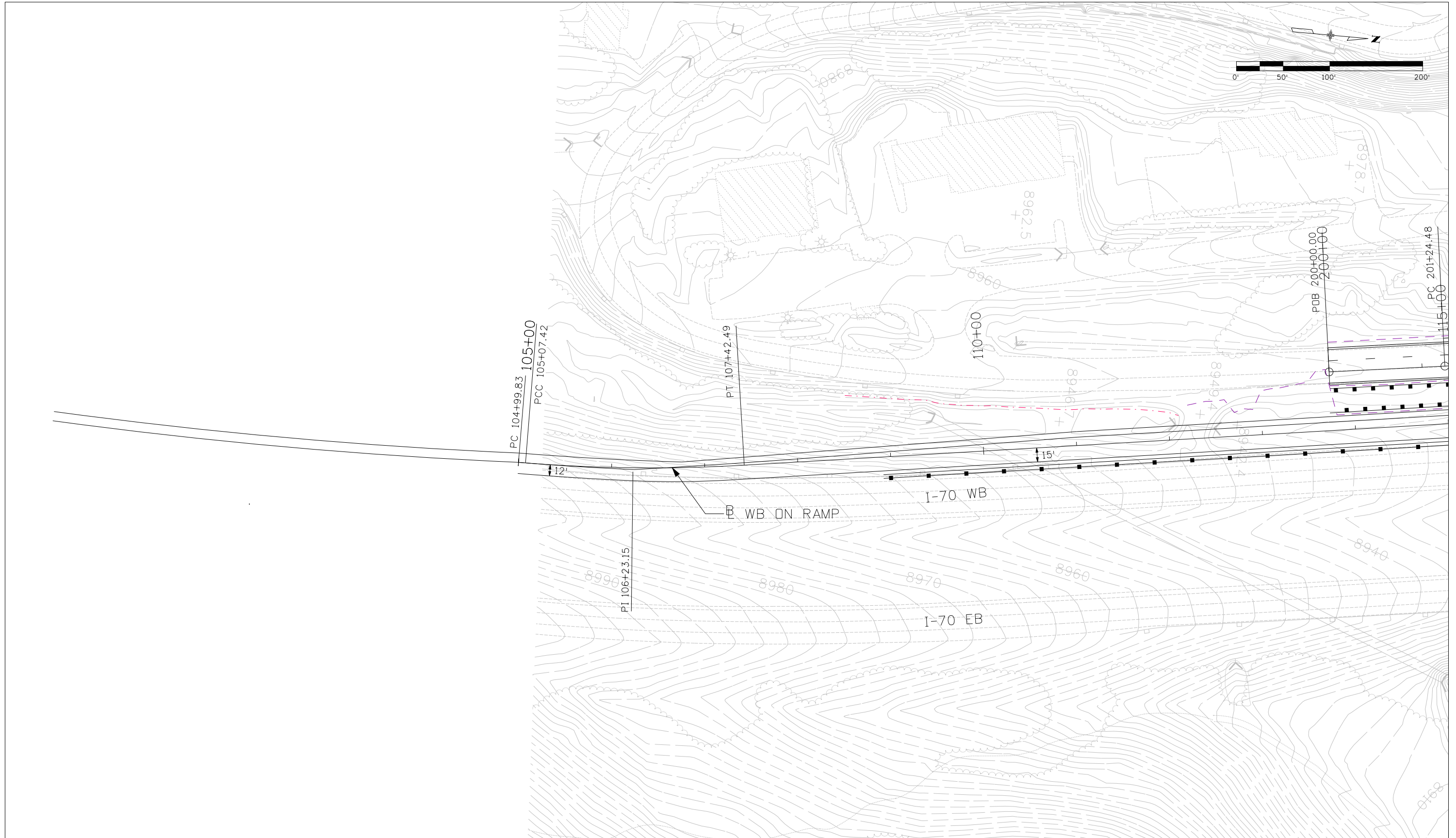
marquepm 10:19:06 AM J:\Transportation\WXXW6300.Silverthorne_Interchange\Project 6300\Design\Drawings\6300RDY_Plan_EB_OFF_B_02.dgn

marquepm 10:22:10 AM J:_Transportation\WXXW6300.Silverthorne_Interchange\Project 6300\Design\Drawings\6300RDY_Plan_WB_ON_A_01.dgn

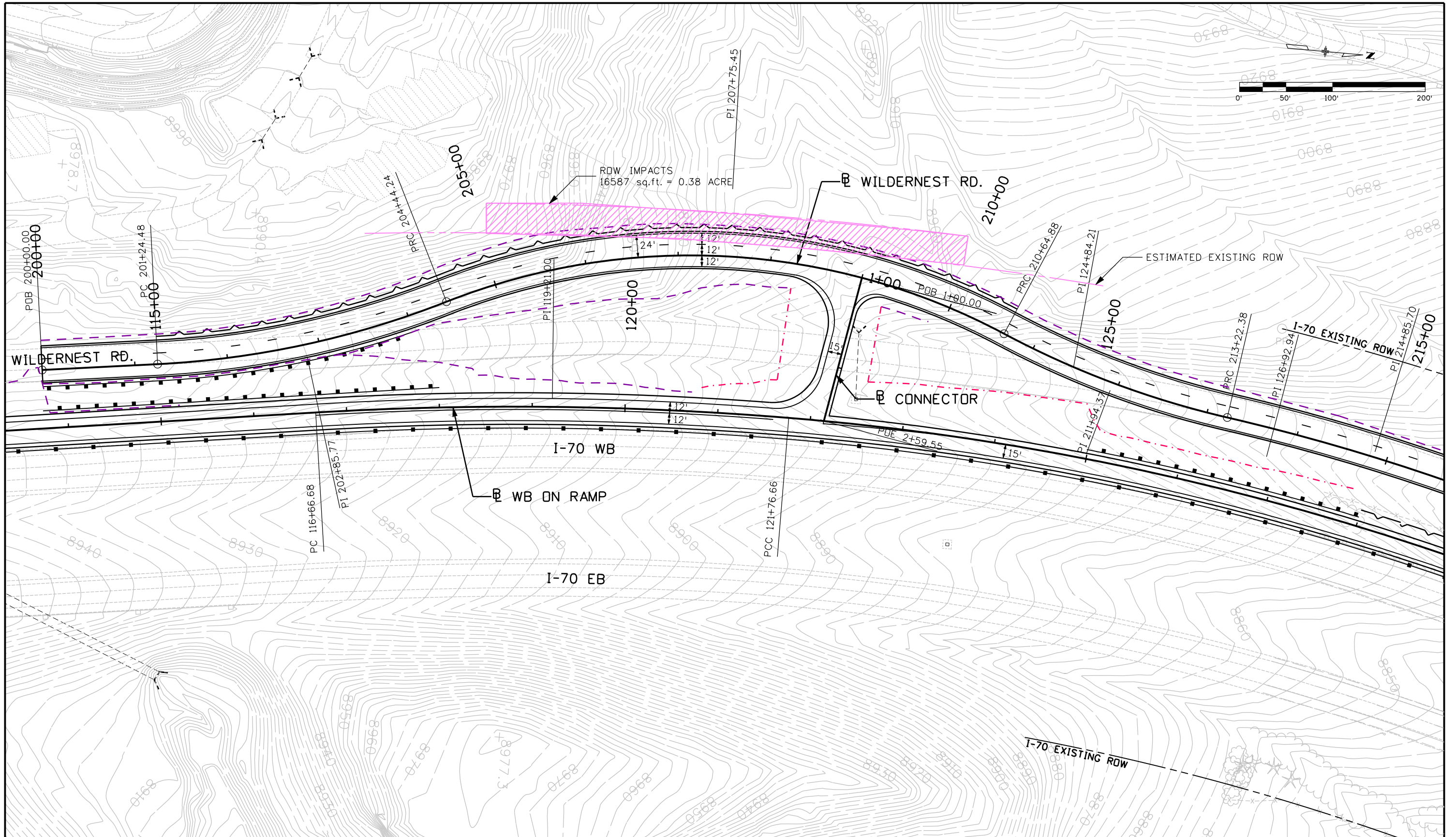


Print Date: 11/2/2011 File Name: 6300RDY_Plan_WB_ON_A_01.dgn Horiz. Scale: 1:100 Vert. Scale: As Noted Unit Information Unit Leader Initials	R-X 0000	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th style="width: 20%;">Date:</th> <th style="width: 50%;">Comments</th> <th style="width: 30%;">Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Sheet Revisions			Date:	Comments	Init.							<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>As Constructed</th> </tr> <tr> <td>No Revisions:</td> </tr> <tr> <td>Revised:</td> </tr> <tr> <td>Void:</td> </tr> </table>	As Constructed	No Revisions:	Revised:	Void:	WB ON RAMP PLAN SHEET OPTION A	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Project No./Code</th> </tr> <tr> <td>Project Number</td> </tr> <tr> <td>Code</td> </tr> <tr> <td>Sheet Number XXX</td> </tr> </table>	Project No./Code	Project Number	Code	Sheet Number XXX
Sheet Revisions																									
Date:	Comments	Init.																							
As Constructed																									
No Revisions:																									
Revised:																									
Void:																									
Project No./Code																									
Project Number																									
Code																									
Sheet Number XXX																									
Designer: XXXXXXXX Structure Numbers X-XX-XX Detailer: XXXXXXXX Subset Sheets: 1 of 1																									

marquepm 10:23:39 AM J:_Transportation\WYXW6300 Silverthorne Interchange\Project 6300\Design Drawings\6300RDY_Plan_WB_ON_B_01.dgn



marquepm 10:25:24 AM J:_Transportation\WXXW6300.Silverthorne_Interchange\Project 6300RDY_Design\Drawings\6300RDY_Plan_WB_ON_B_02.dgn



Print Date: 11/2/2011		<table border="1"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th>Date:</th> <th>Comments</th> <th>Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Sheet Revisions			Date:	Comments	Init.							As Constructed		WB ON RAMP PLAN SHEET OPTION B		Project No./Code	
Sheet Revisions																						
Date:	Comments	Init.																				
File Name: 6300RDY_Plan_WB_ON_B_02.dgn		No Revisions:		Project Number																		
Horiz. Scale: 1:100 Vert. Scale: As Noted		Revised:		Designer: XXXXXXXX Structure X-XX-XX		Code																
Unit Information Unit Leader Initials		Void:		Detailer: XXXXXXXX Structure Numbers X-XX-XX		Sheet Number XXX																
				Sheet Subst: XXXXXXXX Subset Sheets: 2 of 4																		

marquepm 10:27:26 AM J:_Transportation\WXXW6300.Silverthorne-Interchange_Project 6300RDY_Plan_WB_DN_B_03.dgn



Print Date: 11/2/2011
 File Name: 6300RDY_Plan_WB_ON_B_03.dgn
 Horiz. Scale: 1:100 Vert. Scale: As Noted
 Unit Information Unit Leader Initials



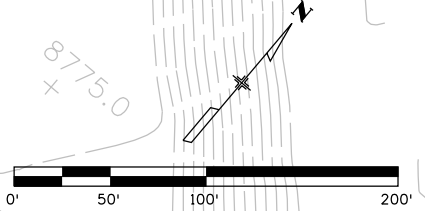
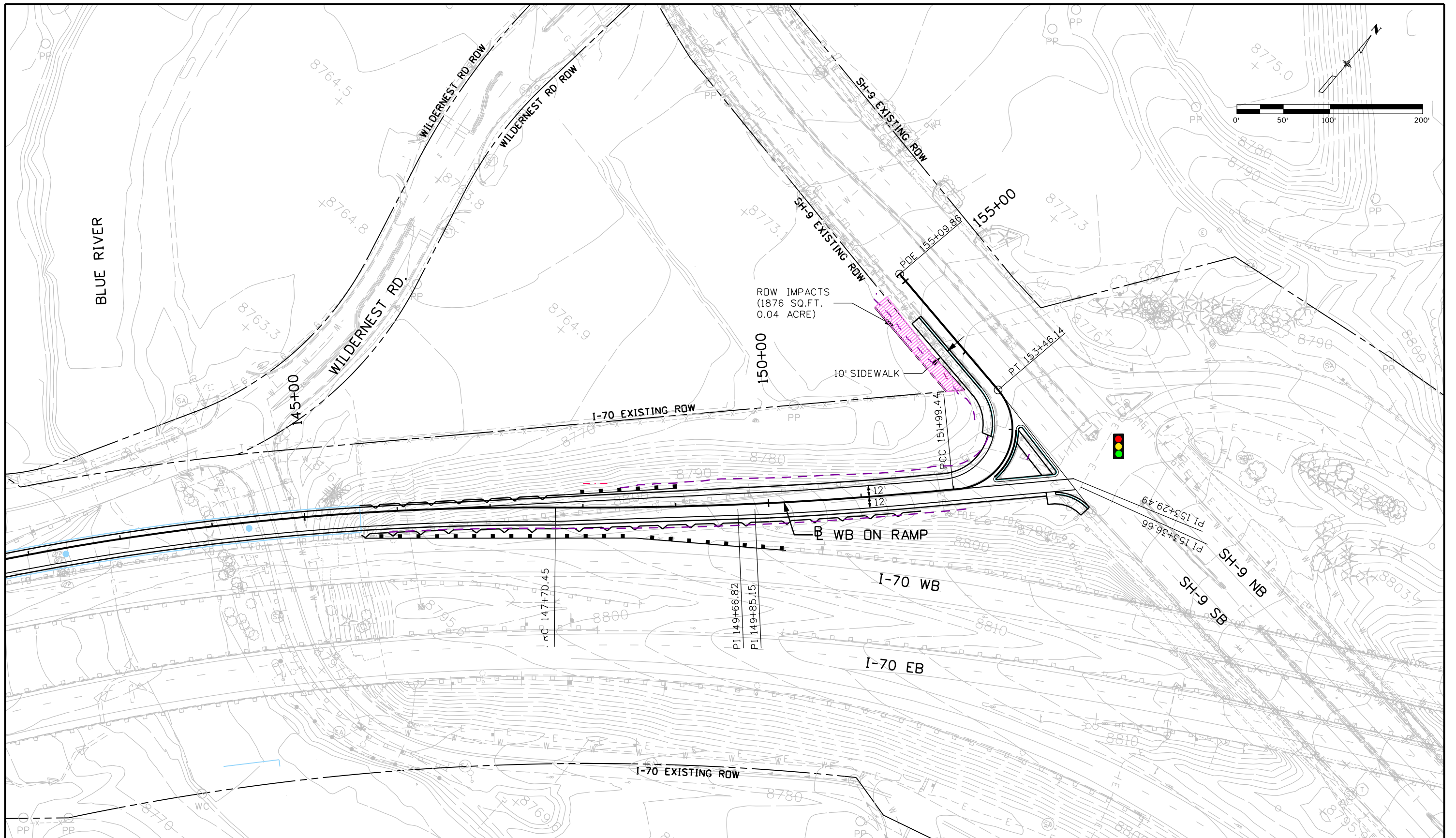
Sheet Revisions		
Date:	Comments	Init.

As Constructed
No Revisions:
Revised:
Void:

WB ON RAMP PLAN SHEET OPTION B			
Designer:	XXXXXXXX	Structure	X-XX-XX
Detailer:	XXXXXXXX	Numbers	X-XX-XX
Sheet Subset:	XXXXXXXX	Subset Sheets:	3 of 4

Project No./Code	
Project Number	
Code	
Sheet Number	XXX

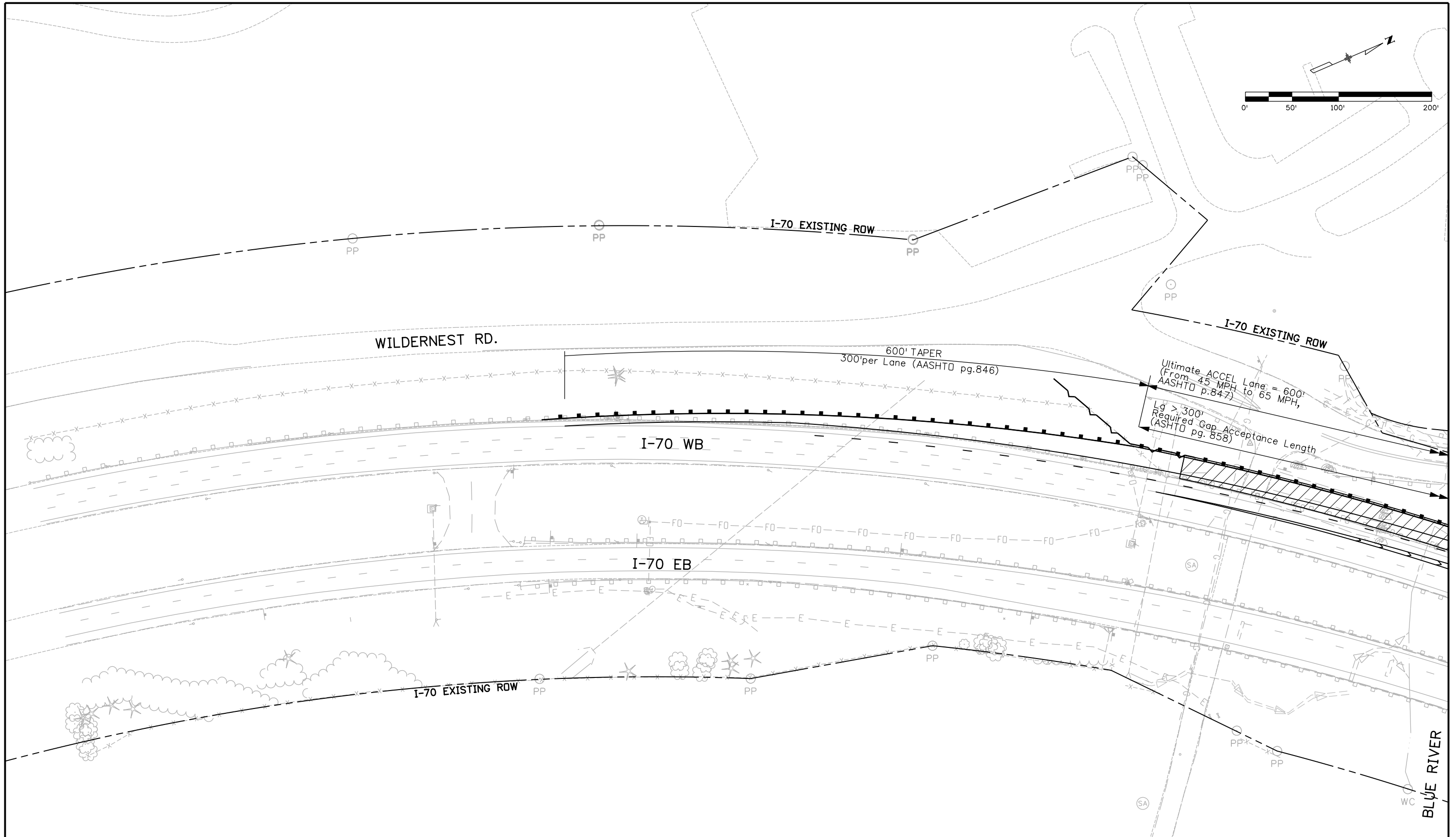
marquepm 10:29:44 AM J:_Transportation\WXXW6300.Silverthorne_Interchange\Project 6300\Design\Drawings\6300RDY_Plan_WB_ON_B_05.dgn



Print Date: 11/2/2011 File Name: 6300RDY_Plan_WB_ON_B_05.dgn Horiz. Scale: 1:100 Vert. Scale: As Noted Unit Information Unit Leader Initials	R-X 0000	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th style="width: 20%;">Date:</th> <th style="width: 50%;">Comments</th> <th style="width: 30%;">Init.</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>	Sheet Revisions			Date:	Comments	Init.										<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 100%;">As Constructed</th> </tr> </thead> <tbody> <tr> <td>No Revisions:</td> </tr> <tr> <td>Revised:</td> </tr> <tr> <td>Void:</td> </tr> </tbody> </table>	As Constructed	No Revisions:	Revised:	Void:	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4">WB ON RAMP PLAN SHEET OPTION B</th> </tr> </thead> <tbody> <tr> <td style="width: 20%;">Designer:</td> <td style="width: 10%;">XXXXXXXX</td> <td style="width: 10%;">Structure Numbers</td> <td style="width: 10%;">X-XX-XX</td> </tr> <tr> <td>Detailer:</td> <td>XXXXXXXX</td> <td></td> <td>X-XX-XX</td> </tr> <tr> <td>Sheet Subset:</td> <td>XXXXXXXX</td> <td>Subset Sheets:</td> <td>4 of 4</td> </tr> </tbody> </table>	WB ON RAMP PLAN SHEET OPTION B				Designer:	XXXXXXXX	Structure Numbers	X-XX-XX	Detailer:	XXXXXXXX		X-XX-XX	Sheet Subset:	XXXXXXXX	Subset Sheets:	4 of 4	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Project No./Code</th> </tr> </thead> <tbody> <tr> <td style="width: 50%;">Project Number</td> <td style="width: 50%;"> </td> </tr> <tr> <td>Code</td> <td> </td> </tr> <tr> <td>Sheet Number</td> <td>XXX</td> </tr> </tbody> </table>	Project No./Code		Project Number		Code		Sheet Number	XXX
Sheet Revisions																																																
Date:	Comments	Init.																																														
As Constructed																																																
No Revisions:																																																
Revised:																																																
Void:																																																
WB ON RAMP PLAN SHEET OPTION B																																																
Designer:	XXXXXXXX	Structure Numbers	X-XX-XX																																													
Detailer:	XXXXXXXX		X-XX-XX																																													
Sheet Subset:	XXXXXXXX	Subset Sheets:	4 of 4																																													
Project No./Code																																																
Project Number																																																
Code																																																
Sheet Number	XXX																																															

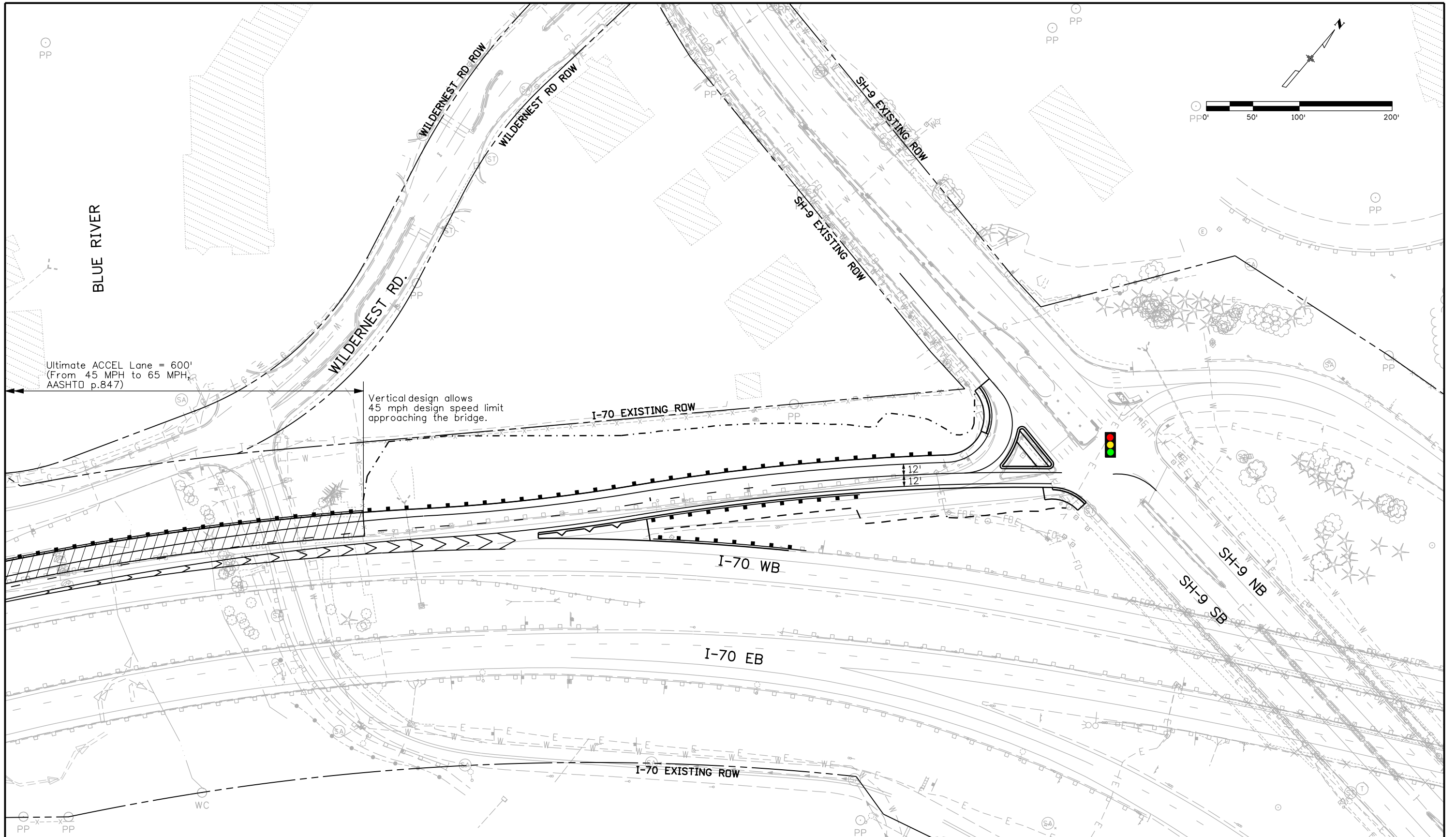


naszkowskier 3:40:46 PM J:_Transportation\WYXW6300.Silverthorne_Interchange\Project 6300RDY\Drawings\6300RDY_Plan_WB_DN_A_2 Lanes 02.dgn



Print Date: 12/6/2011		Sheet Revisions			As Constructed No Revisions: Revised: Void:	WB ON RAMP PLAN SHEET OPTION C - 2 LANES				Project No./Code	
File Name: 6300RDY_Plan_WB_DN_A_2 Lanes 02.dgn		Date:	Comments	Init.						Project Number	
Horiz. Scale: 1:100 Vert. Scale: As Noted						Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Code		
Unit Information Unit Leader Initials						Detailer: XXXXXXXX	Subset Sheets:	1 of 2	Sheet Number XXX		
					Sheet Subset: XXXXXXXX						

naszkowskac 3:10:33 PM J:\Transportation\W\X\6300.Silverthorne_Interchange\Project 6300RDY_Plan_WB_DN_A_2 Lanes 01.dgn



Print Date: 12/6/2011
 File Name: 6300RDY_Plan_WB_DN_A_2 Lanes 01.dgn
 Horiz. Scale: 1:100 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.

As Constructed

No Revisions:

Revised:

Void:

**WB ON RAMP
PLAN SHEET
OPTION C - 2 LANES**

Designer: XXXXXXXX Structure X-XX-XX
 Detailer: XXXXXXXX Numbers X-XX-XX
 Sheet Subset: XXXXXXXX Subset Sheets: 2 of 2

Project No./Code

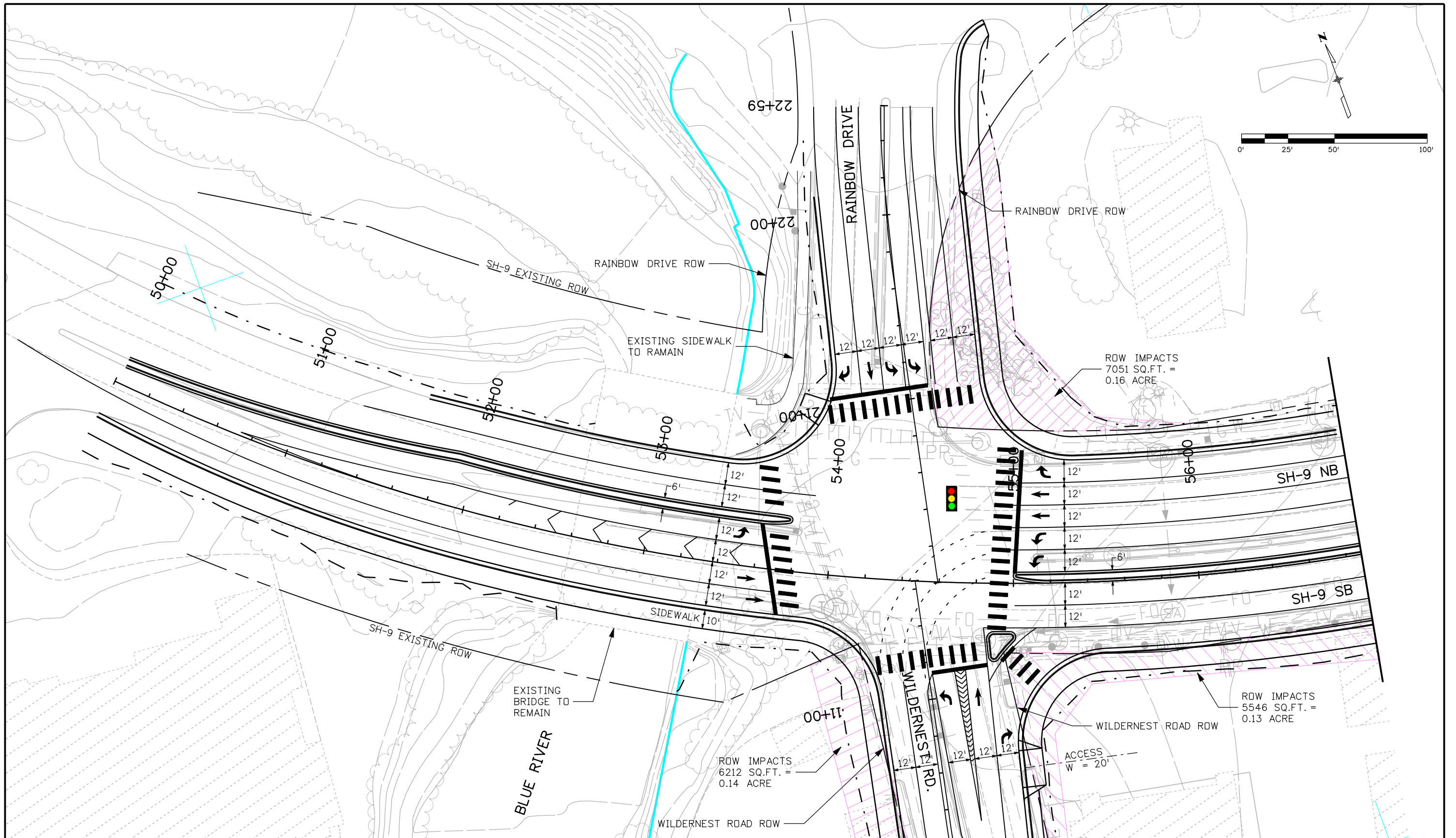
Project Number

Code

Sheet Number **XXX**

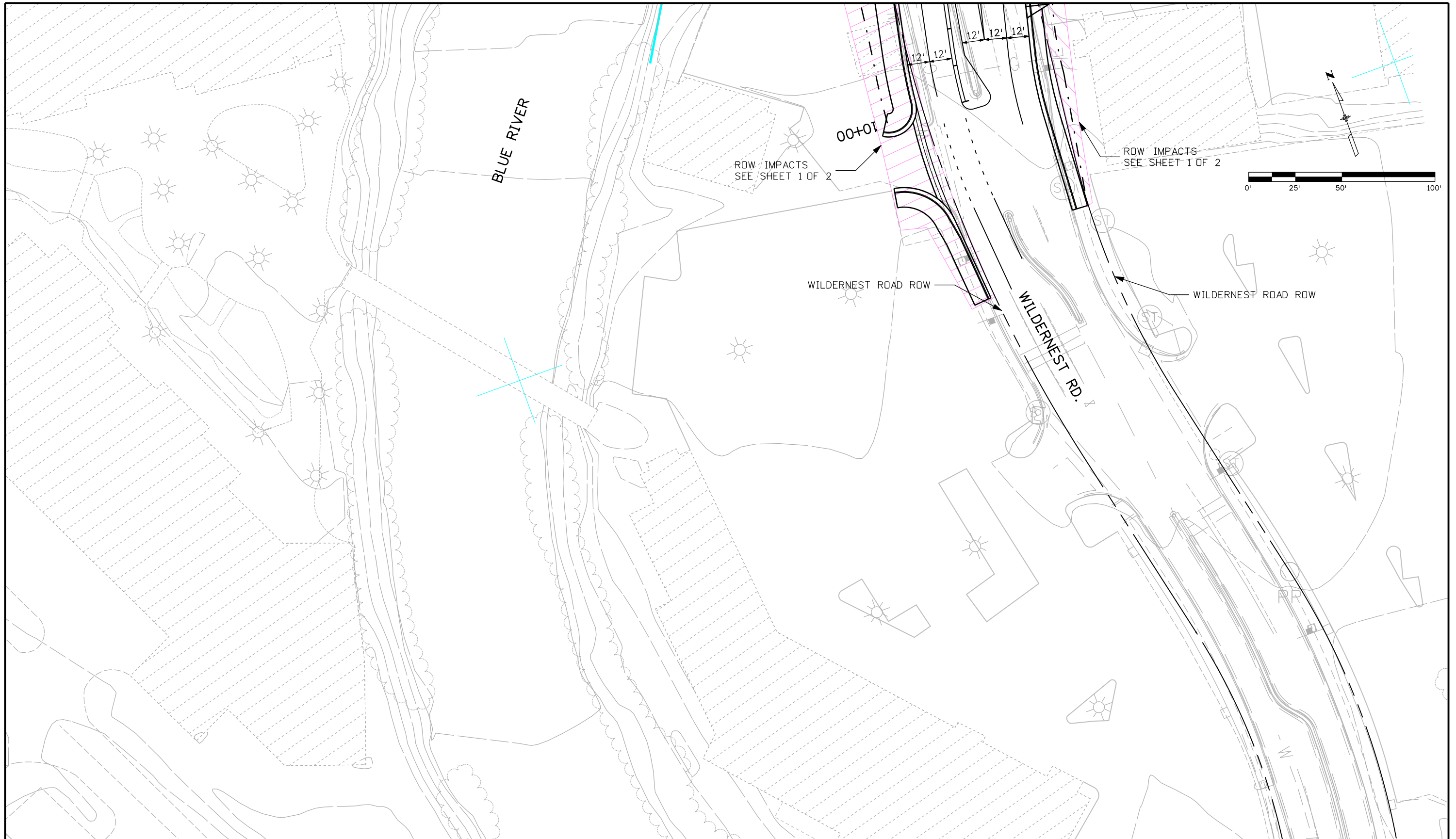


naszkowskier 4:13:00 PM J:_Transportation\W\X\W6300.Silverthorne_Interchange_Project 6300RDY_Detail_SH9_WILDERNEST_INTERSEC_Ultimate_A_01.dgn



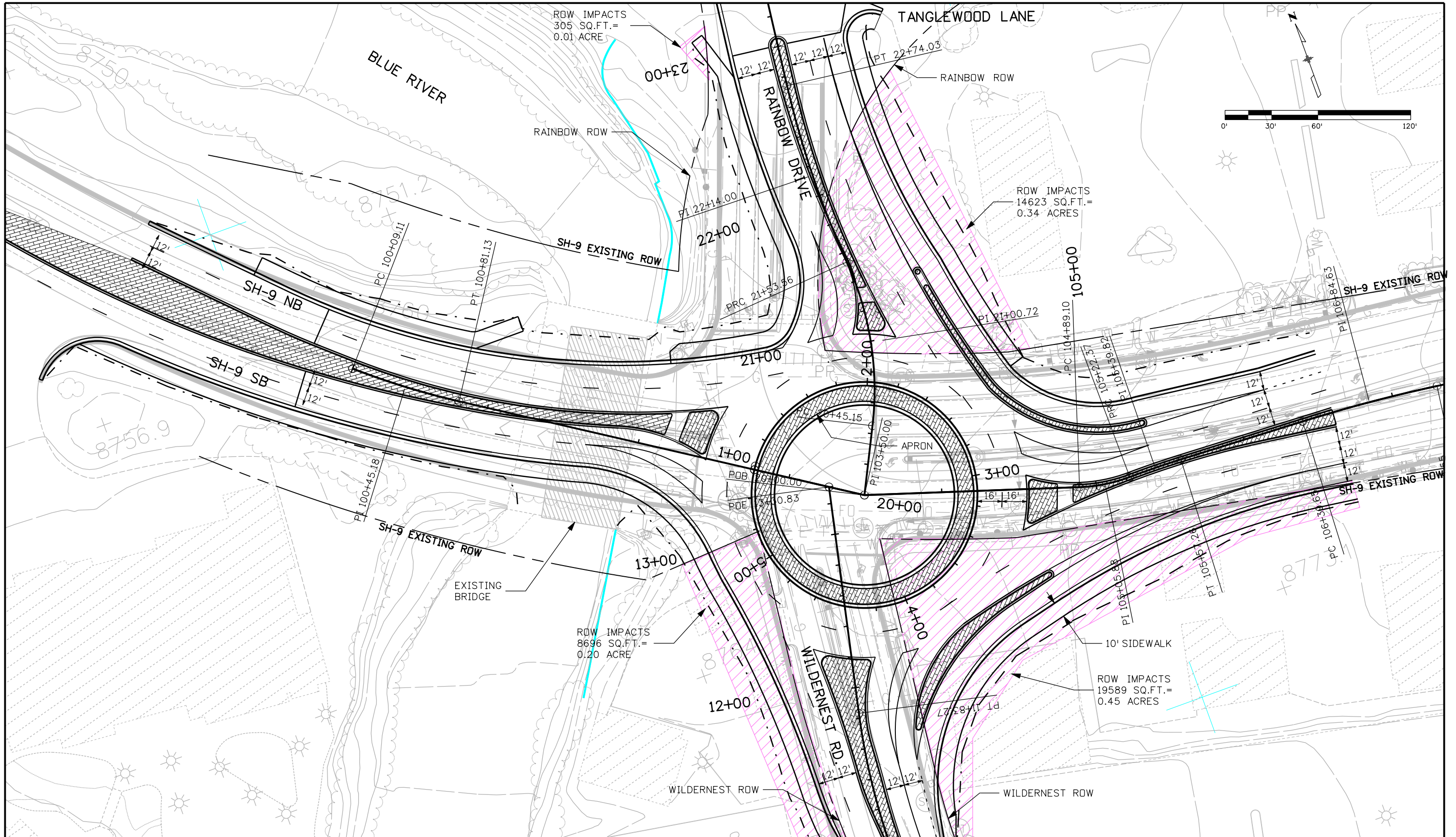
Print Date: 3/26/2012	Sheet Revisions			As Constructed	SH 9/WILDERNEST INTERSECTION OPTION A-CONVENTIONAL ULTIMATE PLAN SHEET			Project No./Code
File Name: 6300RDY_DETAIL_SH9_WILDERNEST_INTERSEC_Ultimate_A_01.dgn	Date:	dgn	Comments	No Revisions:	Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Project Number
Horiz. Scale: 1:50	Vert. Scale: As Noted			Revised:	Detailer: XXXXXXXX		X-XX-XX	Code
Unit Information	Unit Leader Initials			Void:	Sheet Subset: XXXXXXXX	Subset Sheets:	1 of 2	Sheet Number XXX
JACOBS™								

naszkowskier 4:02:27 PM J:_Transportation\WY\6300.Silverthorne_Interchange\Project 6300\Design\Drawings\6300RDY_DETAIL_SH9_WILDERNEST_INTERSEC_ultimate_A_02.dgn



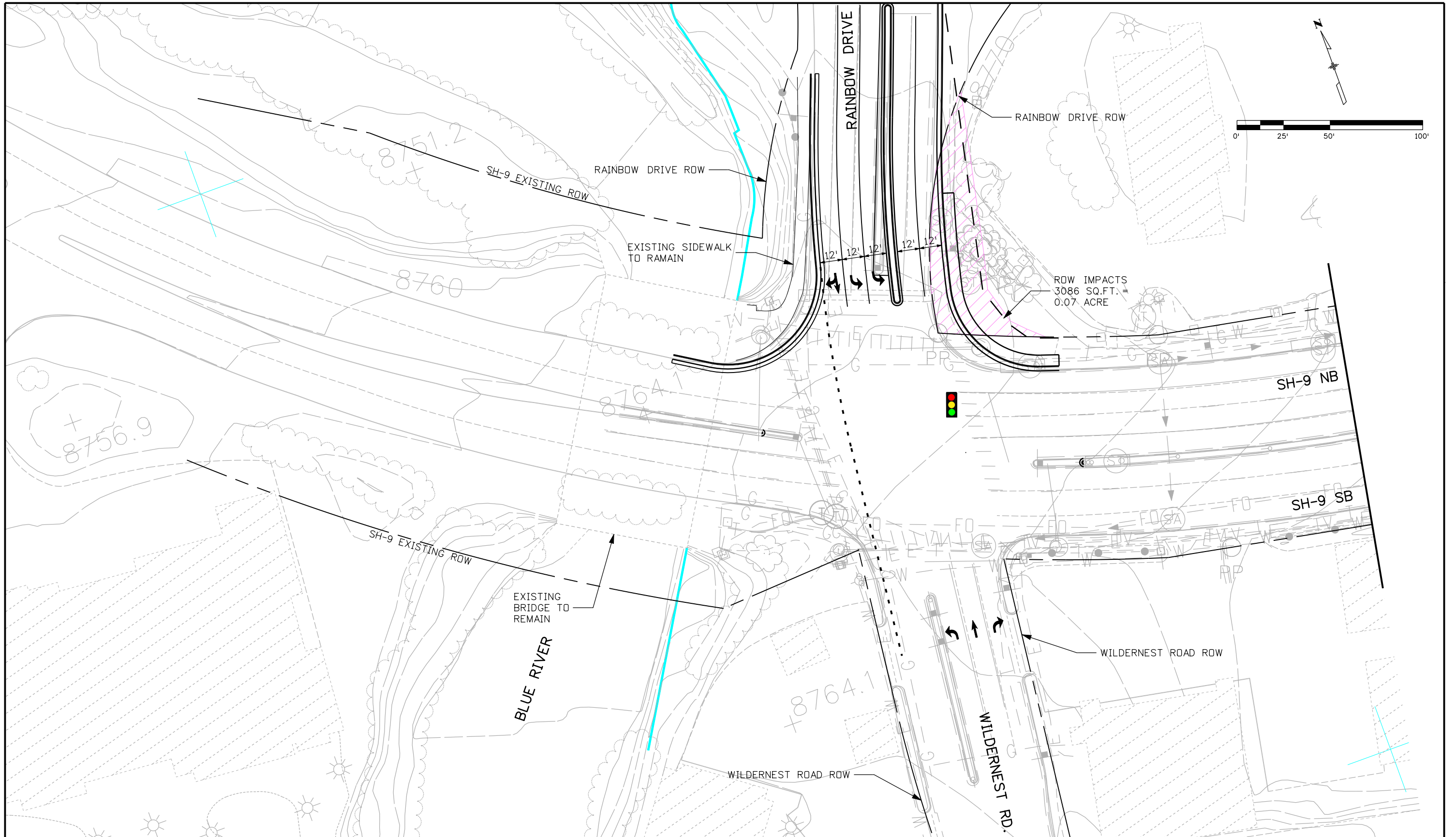
Print Date: 3/26/2012		Sheet Revisions			As Constructed		SH 9/WILDERNEST INTERSECTION OPTION A-CONVENTIONAL ULTIMATE PLAN SHEET		Project No./Code	
File Name: 6300RDY_DETAIL_SH9_WILDERNEST_INTERSEC_ultimate_A_02.dgn		Date:	Comments	Init.	No Revisions:		Designer: XXXXXXXX Detailer: XXXXXXXX Sheet Subset: XXXXXXXX		Project Number	
Horiz. Scale: 1:50					Revised:				Code	
Unit Information					Void:				Sheet Number XXX	
JACOBS		000 R-X					Structure Numbers X-XX-XX X-XX-XX		Subset Sheets: 2 of 2	

naszkowska 3:04:24 PM J:_Transportation\WYXW6300.Silverthorne_Interchange\Project 6300\Design\Drawings\6300RDY_DETAIL_SH9_WILDERNEST_RNDABT_B_01.dgn

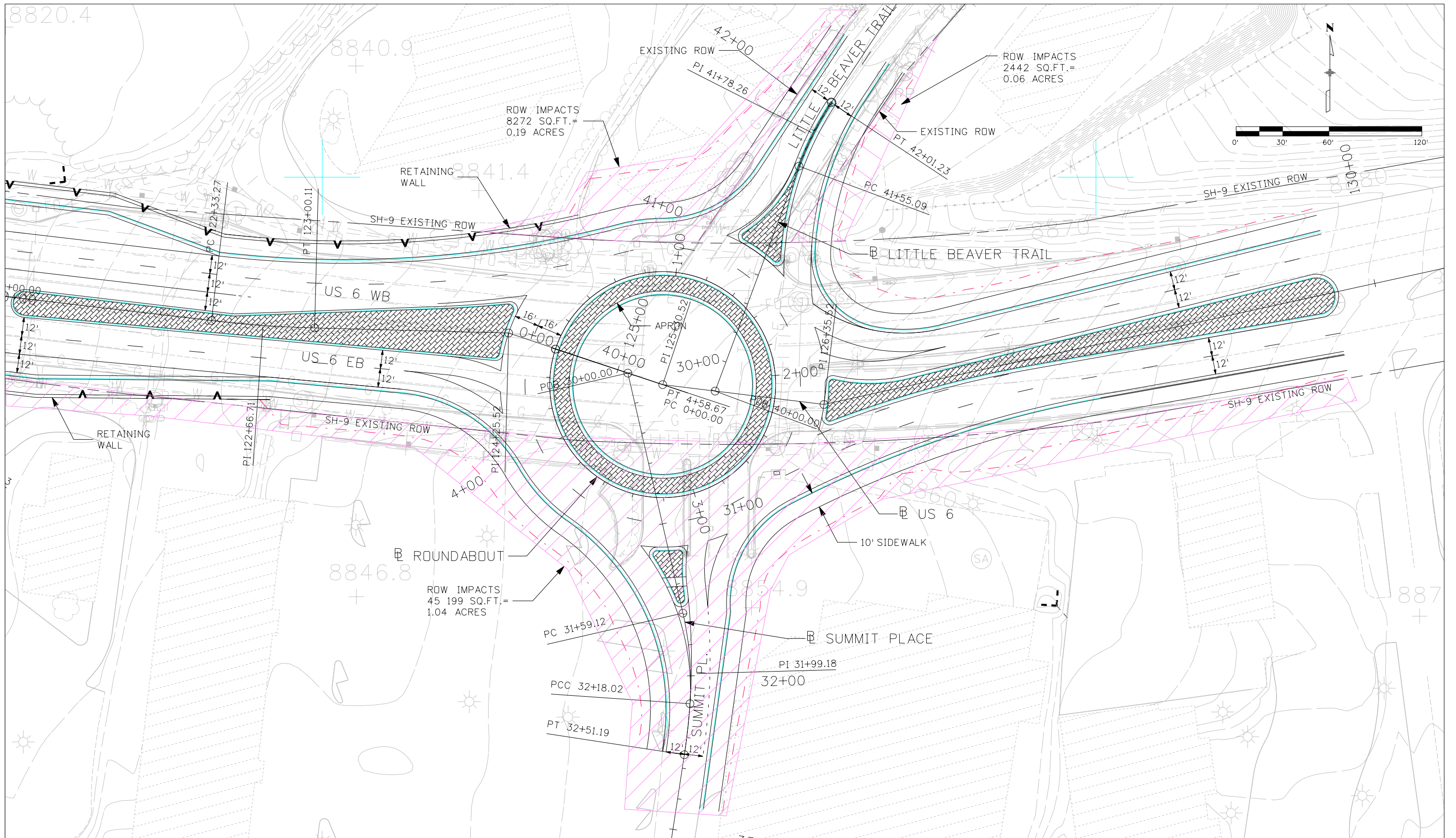


Print Date: 3/26/2012	Sheet Revisions			As Constructed	SH 9/WILDERNEST RD INTERSECT. OPTION B - ROUNDABOUT PLAN SHEET			Project No./Code
File Name: 6300RDY_DETAIL_SH9_WILDERNEST_RNDABT_B_01.dwg	Date:	Comments	Init.	No Revisions:				Project Number
Horiz. Scale: 1:60	Vert. Scale: As Noted			Revised:	Designer: XXXXXXXX	Structure Numbers: X-XX-XX		Code
Unit Information	Unit Leader Initials			Void:	Detailer: XXXXXXXX	Subset Sheets: 1 of 2		Sheet Number XXX
JACOBS								

J:\Transportation\W\W6300.Silverthorne_Interchange\Project 6300\Design\Drawings\6300RDY_DETAIL_SH9_WILDERNEST_INTERSEC_B_01.dgn



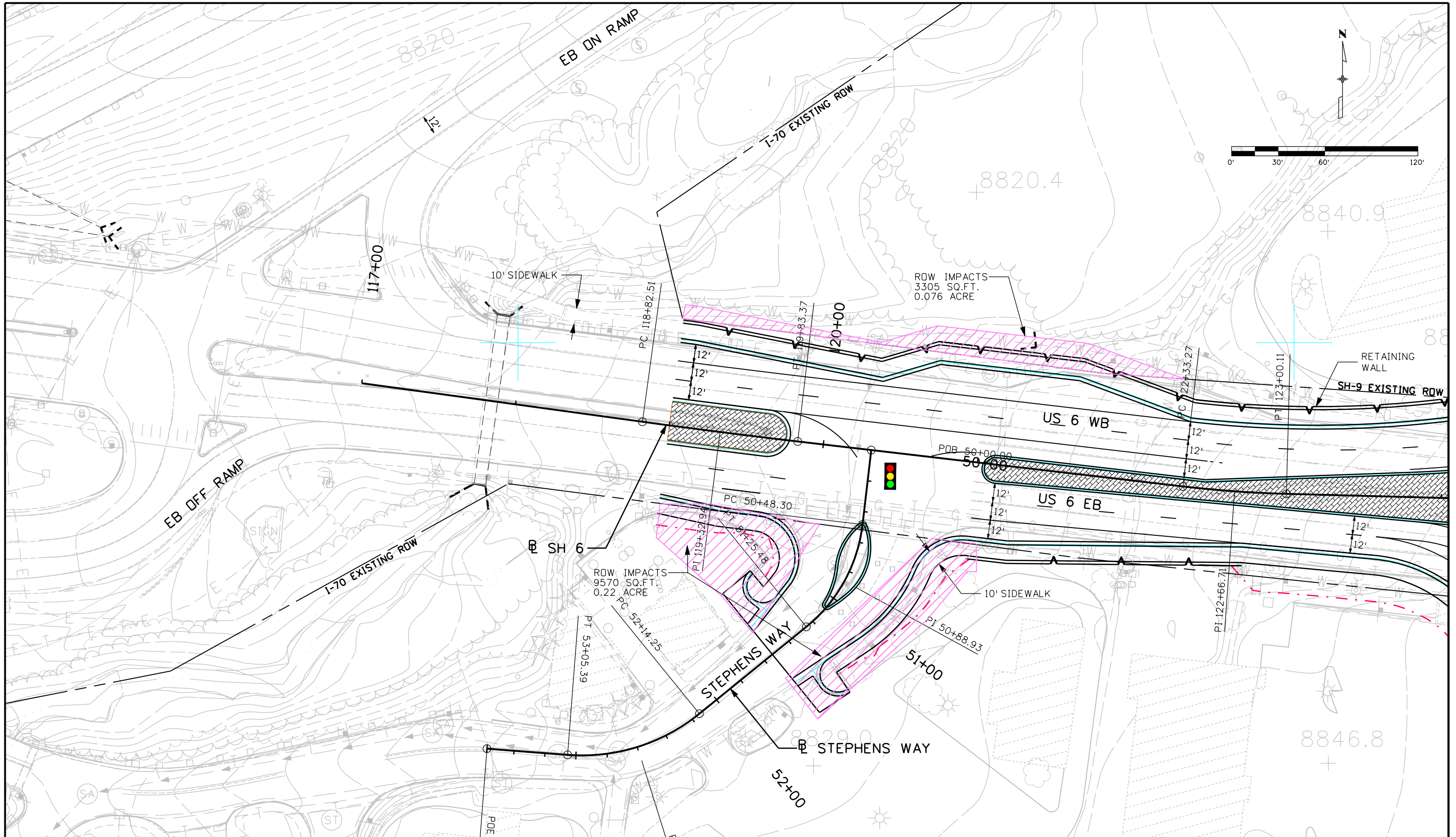
Print Date: 11/18/2011		Sheet Revisions			As Constructed	SH 9/WILDERNEST CONVENTIONAL INTERSECTION INTERIM CONDITION				Project No./Code	
File Name: 6300RDY_DETAIL_SH9_WILDERNEST_INTERSEC_B_01.dgn		Date:	Comments	Init.		No Revisions:	Designer: XXXXXXXX Detailer: XXXXXXXX Sheet Subset: XXXXXXXX		Structure Numbers: X-XX-XX X-XX-XX		Project Number
Horiz. Scale: 1:50 Vert. Scale: As Noted					Revised:	Code					
Unit Information Unit Leader Initials					Void:	Sheet Number XXX					
JACOBS		000					Subset Sheets: 1 of 1				



Print Date: 11/2/2011	Sheet Revisions			As Constructed	US 6/LITTLE BEAVER TRAIL ROUNDABOUT PLAN SHEET			Project No./Code
File Name: 6300RDY_DETAIL_US6_LTL_BEAVR_TR_RNDABT_01.dgn	Date:	Comments	Init.	No Revisions:	Project Number			
Horiz. Scale: 1:60	Vert. Scale: As Noted			Revised:	Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Code
Unit Information	Unit Leader Initials			Void:	Detailer: XXXXXXXX	Subset Sheets:	X-XX-XX	Sheet Number XXX
					Sheet Subset: XXXXXXXX	1 of 2		

marquepm 10:38:44 AM J:_Transportation\WXXW6300.Silverthorne_Interchange_Project 6300\Design\Drawings\6300RDY_DETAIL_US6_LTL_BEAVR_TR_RNDABT_01.dgn

marquepm 10:39:53 AM J:_Transportation\WYXW6300.Silverthorne-Interchange\Project 6300\Design Drawings\6300RDY_DETAIL_US6_LITTLE_BEAVER_TR_RNDABT_02.dgn



Print Date: 11/2/2011		Sheet Revisions			As Constructed		US 6/LITTLE BEAVER TRAIL ROUNDABOUT PLAN SHEET		Project No./Code	
File Name: 6300RDY_DETAIL_US6_LITTLE_BEAVER_TR_RNDABT_02.dgn		Date:	Comments	Init.	No Revisions:		Designer: XXXXXXXX Detailer: XXXXXXXX Sheet Subset: XXXXXXXX		Project Number	
Horiz. Scale: 1:60 Vert. Scale: As Noted					Revised:				Code	
Unit Information Unit Leader Initials					Void:				Sheet Number XXX	
JACOBS							Structure Numbers X-XX-XX X-XX-XX		Subset Sheets: 2 of 2	

APPENDIX B. WATER QUALITY REQUIREMENTS AND IMPROVEMENTS

SH 9 AND US 6 IMPROVEMENT PROJECT AT THE I-70 SILVERTHORNE/DILLON INTERCHANGE

WATER QUALITY COMMITMENTS

The Silverthorne area is not included in the MS4 permit areas for CDOT. However, the Blue River and its tributary, Straight Creek, cross both I-70, SH 9 / US 6 and local roads within the proposed improvement areas. Best Management Practices (BMP) must be in place to protect these sensitive waters. Therefore, each option has been preliminarily designed to treat all runoff from roadways and other impervious areas within the project limits. This project will also require a Clean Water Act Section 402 Stormwater Permit for the Colorado Department of Public Health and Environment (CDPHE), as well as a Storm Water Management Plan (SWMP) in CDOT format and a Colorado Discharge Permit System (CDPS) construction stormwater permit for the Water Quality Control Division (WQCD).







Each alternative interchange design as well as each option for other improvements was analyzed separately for water quality treatment. The overall drainage basins for each project were delineated to ensure proper treatment of all impervious areas tributary to the design point of the project. BMP's were selected, based on site constraints, from the approved list of BMP's by Urban Drainage Flood Control District (UDFCD). Grass swales and Extended Detention Basins (EDB) are proposed where there is adequate area and grade. Underground filtration systems are proposed for areas where there is not room to incorporate above ground BMPs.

In general, for water quality purposes, the interchange will be divided into four basins. The first area, Basin A, includes the north half of SH 9 / US 6, all areas of I-70 north of the interchange, and all ramps north of SH 9 / US 6. Runoff from this basin will be conveyed to an EDB at the northwest side of the interchange. The second area, Basin B, includes the south half of US-6 east of the I-70 bridge, the east bound I-70 off-ramp, and areas of east bound I-70 southwest of the interchange. Runoff from this area will be treated with an EDB at the south corner of the interchange. The third area, Basin C, includes the south half of SH 9 west of the I-70 bridge, the west bound I-70 on-ramp and the grass area to the west of the ramp. This area will be treated with an EDB at the west side of the west bound on ramp, as well as a grass lined swale downstream of the EDB along the toe of the west bound on ramp. The fourth area, Basin D, includes SH 9 west of the interchange. This area will be treated by an underground filtration vault, such as a StormCeptor stormwater pollutant removal system, or similar product. Where grading and roadway alignment allow for it, grass lined swales are recommended to enhance water quality. Where there is not adequate area for swales or ponds underground filtration systems are recommended.

Other options for improvement to the interchange have been analyzed for water quality as well. Basin E includes the areas of the east bound I-70 and the proposed east bound off ramp that are south of Blue River. These areas will be treated with an underground filtration system which will discharge into the Blue River. Basin F is the area west of I-70 that include the west bound on ramp and portions of Wildernest Road that are south of the Blue River. Runoff from this basin will be treated with a grass lined swale between the on ramp and Wildernest Road. The proposed intersection improvement options at the intersection of Wildernest Road/Rainbow Drive and SH-9 will be an extension of Basin D and will be treated with an underground filtration system. The proposed roundabout option at the intersection of Little Beaver Trail and US-6 will be an extension of Basin A and will be treated with the EDB between the west bound off ramp and I-70.

Alternative 1 Improved Diamond Water Quality

Legend

-  PROPOSED SIGNAL
-  PROPOSED ROADWAY GRADE
-  TURN LANE
-  SIDEWALK
- | BASIN ID | |
|-----------|----------------|
| AREA (AC) | IMP. AREA (AC) |
-  N
- 

BASIN D
WATER QUALITY
UNDERGROUND
FILTRATION SYSTEM

RAINBOW DR

TANGLEWOOD LN

BASIN A
WATER QUALITY
EXTENDED DETENTION BASIN

I-70 WESTBOUND
I-70 EASTBOUND

D
1.55 | 1.55

BASIN C
WATER QUALITY
EXTENDED
DETENTION BASIN

C
2.82 | 1.47

B
2.74 | 2.03

BASIN B
WATER QUALITY
EXTENDED DETENTION BASIN

US 6

WILDERNEST RD

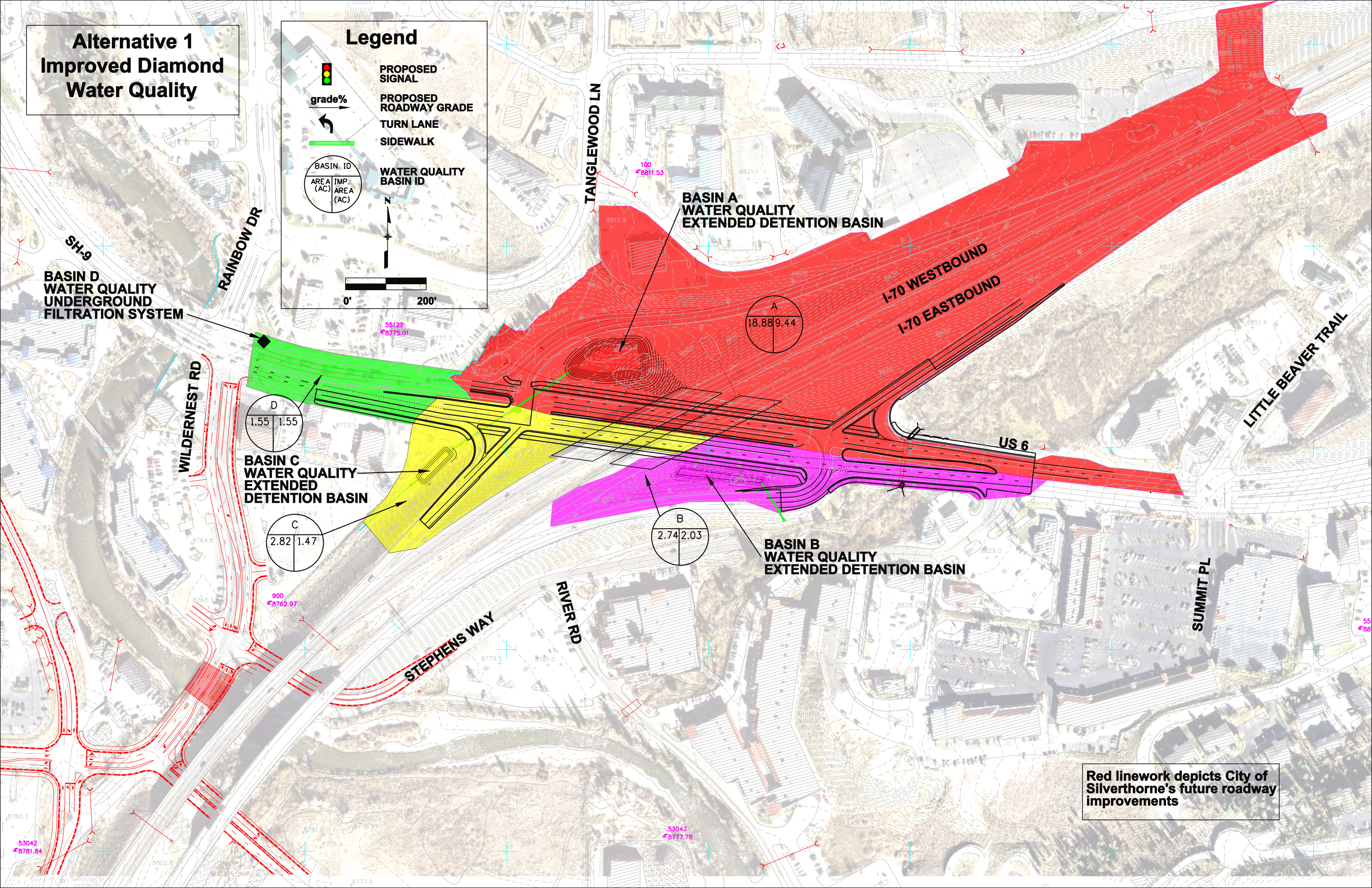
STEPHENS WAY

RIVER RD

SUMMIT PL

LITTLE BEAVER TRAIL

Red linework depicts City of Silverthorne's future roadway improvements



Alternative 2 Single Point Urban Interchange Water Quality

**BASIN A
WATER QUALITY
EXTENDED DETENTION BASIN**

**BASIN D
WATER QUALITY
UNDERGROUND
FILTRATION SYSTEM**

D
1.55 | 1.55

A
18.28 | 6.40

**I-70 WESTBOUND
I-70 EASTBOUND**

**BASIN C
WATER QUALITY
EXTENDED
DETENTION BASIN**

C
3.67 | 1.45

**BASIN B
WATER QUALITY
EXTENDED DETENTION BASIN**

B
3.71 | 2.90

**BASIN C
WATER QUALITY
GRASS LINED SWALE**

STEPHENS WAY

RIVER RD

Legend



PROPOSED SIGNAL

grade%

PROPOSED ROADWAY GRADE



SIDEWALK



TURN LANE

**BASIN ID
AREA (AC) | IMP. AREA (AC)**

**WATER QUALITY
BASIN ID**

N



0' 200'

Red linework depicts City of Silverthorne's future roadway improvements

Alternative 3 Diverging Diamond Water Quality

Legend

- PROPOSED SIGNAL
- PROPOSED ROADWAY GRADE
- TURN LANE
- SIDEWALK
- WATER QUALITY BASIN ID

0' 200'

BASIN D
WATER QUALITY
UNDERGROUND
FILTRATION SYSTEM

RAINBOW DR

TANGLEWOOD LN

BASIN A
WATER QUALITY
EXTENDED DETENTION BASIN

I-70 WESTBOUND
I-70 EASTBOUND

LITTLE BEAVER TRAIL

WILDERNEST RD

BASIN C
WATER QUALITY
EXTENDED
DETENTION BASIN

BASIN B
WATER QUALITY
GRASS LINED SWALE

BASIN B
WATER QUALITY
EXTENDED DETENTION BASIN

US 6

SUMMIT PL

STEPHENS WAY

RIVER RD

Red linework depicts City of Silverthorne's future roadway improvements

D
1.02 | 1.02

C
3.67 | 1.45

B
3.71 | 2.51

A
18.28 | 4.05

**EB Off Ramp Option 1A
- One Way Ramp
Water Quality**

WILDERNEST RD

SH-9

**I-70 WESTBOUND
I-70 EASTBOUND**

US 6

STRAIGHT CREEK

Eliminates Existing Off Ramp

**BASIN B
WATER QUALITY
EXTENDED DETENTION BASIN**

STEPHENS WAY

**B
3.21|1.91**
Retaining Wall

**BRIDGE
BLUE RIVER**

**BASIN E
WATER QUALITY
UNDERGROUND
FILTRATION
SYSTEM**

**E
1.68|1.33**

**New Eastbound
Off Ramp**

6% to 1%

Red linework depicts City of Silverthorne's future roadway improvements

Legend



PROPOSED SIGNAL

grade%



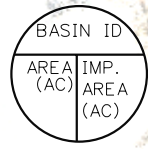
PROPOSED ROADWAY GRADE



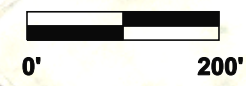
TURN LANE



SIDEWALK



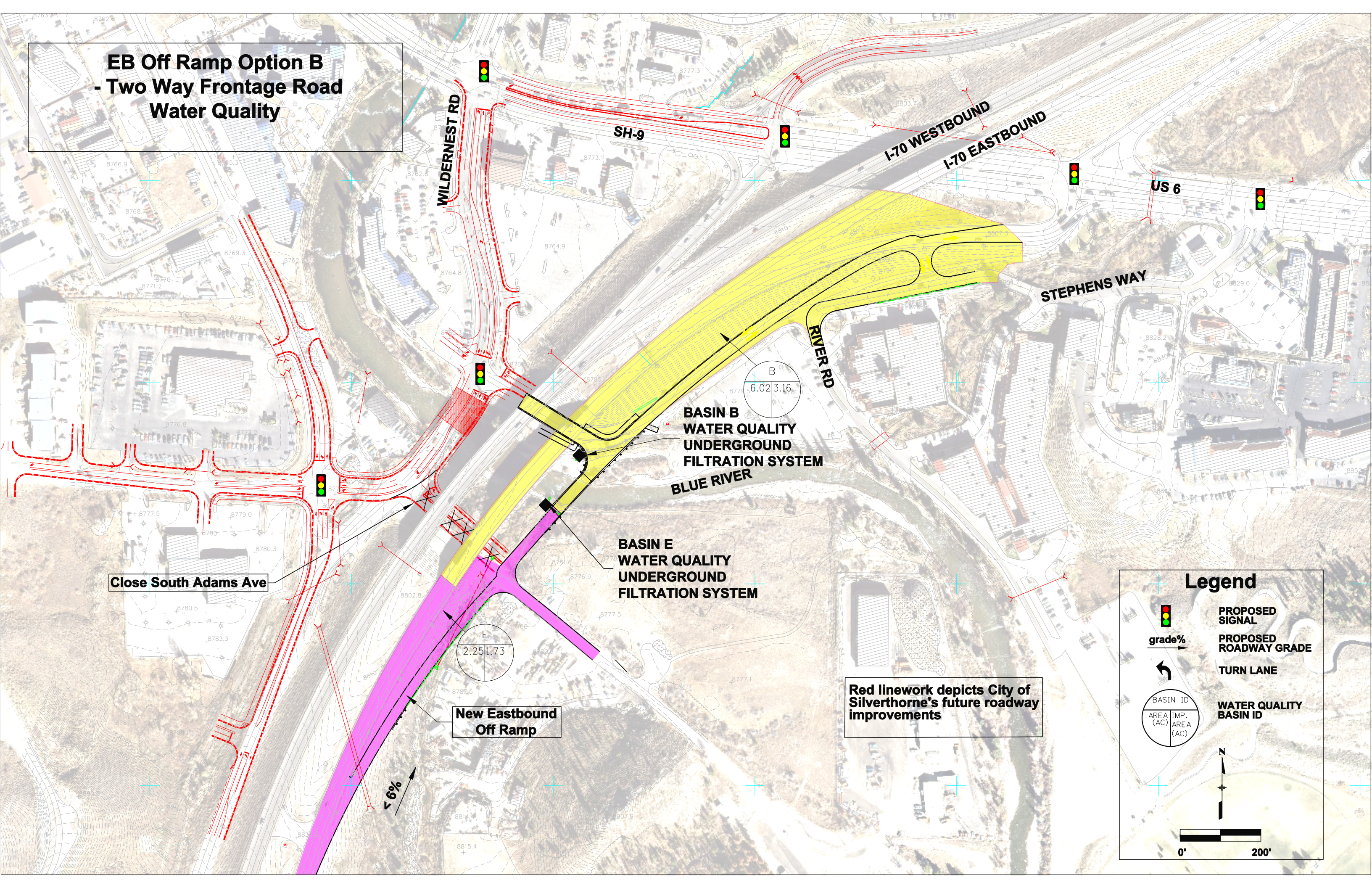
**WATER QUALITY
BASIN ID**



0'

200'

**EB Off Ramp Option B
- Two Way Frontage Road
Water Quality**



**BASIN B
WATER QUALITY
UNDERGROUND
FILTRATION SYSTEM
BLUE RIVER**

**BASIN E
WATER QUALITY
UNDERGROUND
FILTRATION SYSTEM**

Red linework depicts City of Silverthorne's future roadway improvements

Legend

- PROPOSED SIGNAL
- PROPOSED ROADWAY GRADE
- TURN LANE
- WATER QUALITY BASIN ID

0' 200'

Close South Adams Ave

New Eastbound Off Ramp

< 6%

B
6.02 3.16

E
2.25 1.73

WILDERREST RD

SH-9

I-70 WESTBOUND

I-70 EASTBOUND

US 6

STEPHENS WAY

RIVER RD

**WB On Ramp Option A
- Improved Grade
Water Quality**

WILDERNEST RD

**BASIN C
WATER QUALITY
EXTENDED
DETENTION
BASIN**

SH-9

**BASIN C
WATER QUALITY
GRASS LINED
SWALE**

5%

C
3.76 | 1.45

**I-70 WESTBOUND
I-70 EASTBOUND**

US 6

STEPHENS WAY

RIVER RD

BLUE RIVER

Red linework depicts City of Silverthorne's future roadway improvements

Legend



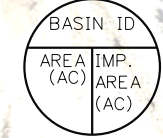
PROPOSED SIGNAL



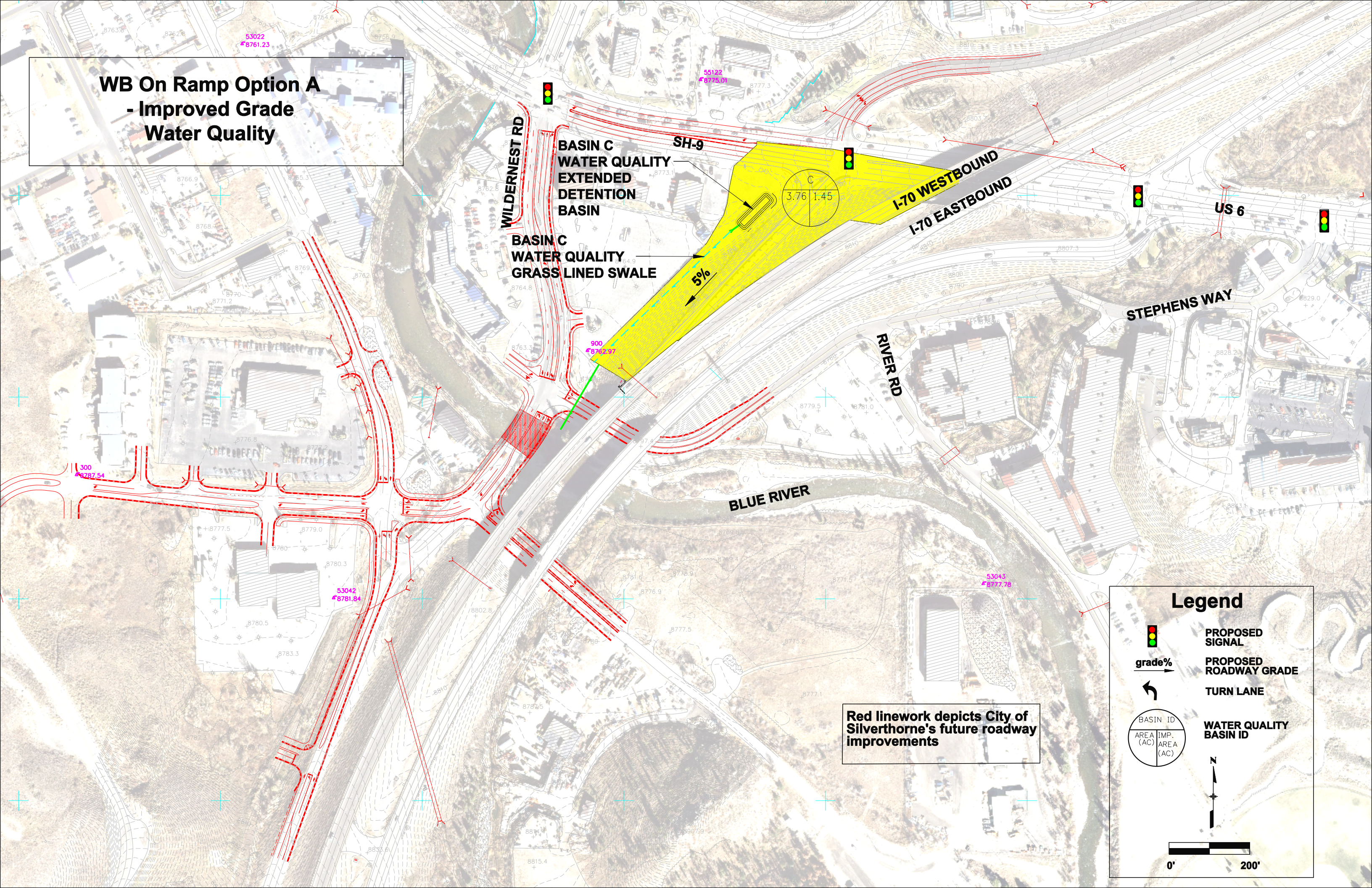
PROPOSED ROADWAY GRADE



TURN LANE



WATER QUALITY BASIN ID



**WB On Ramp Option B
Split Diamond**

Legend



PROPOSED SIGNAL

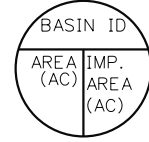
grade%



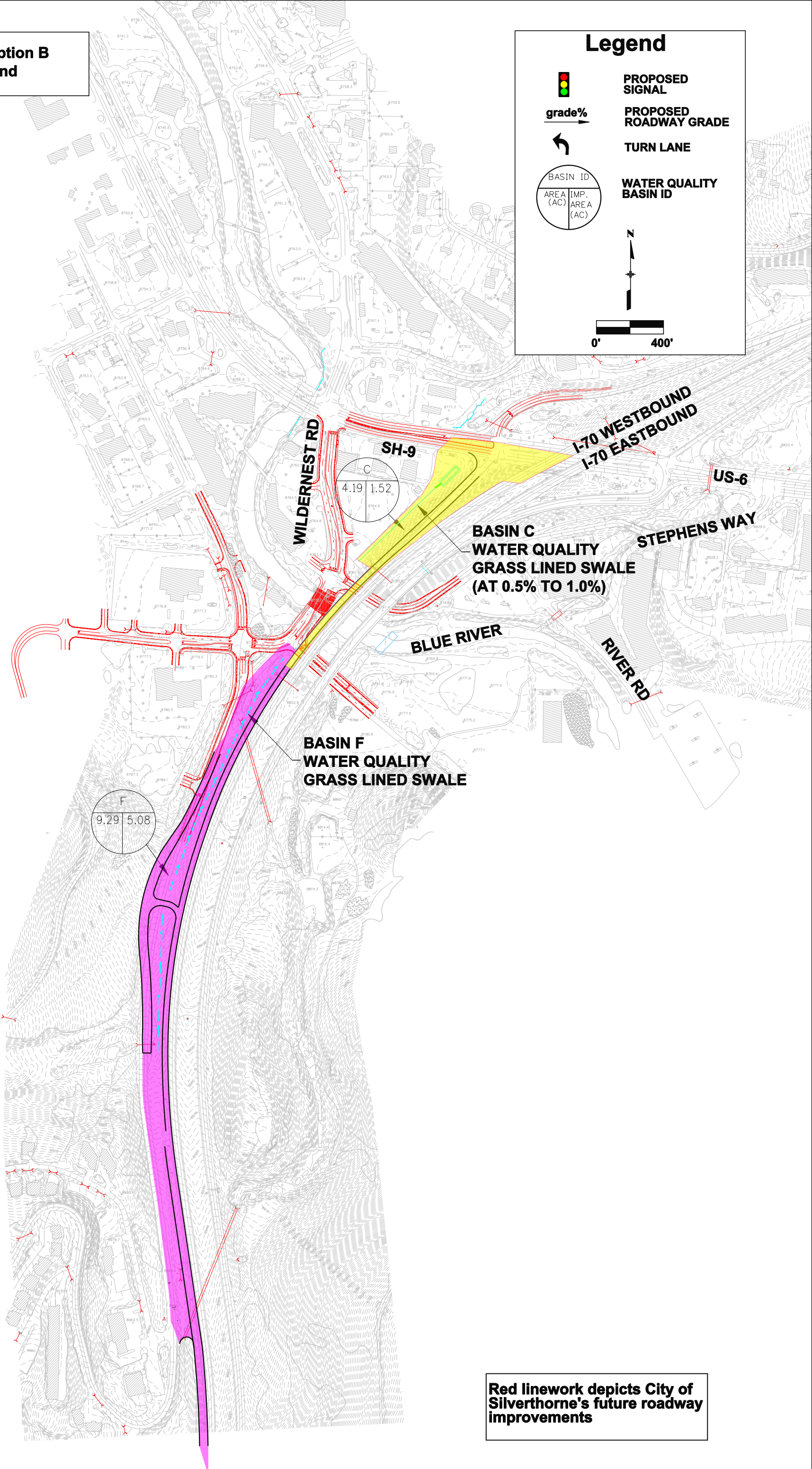
PROPOSED ROADWAY GRADE



TURN LANE



WATER QUALITY BASIN ID



**BASIN C
WATER QUALITY
GRASS LINED SWALE
(AT 0.5% TO 1.0%)**

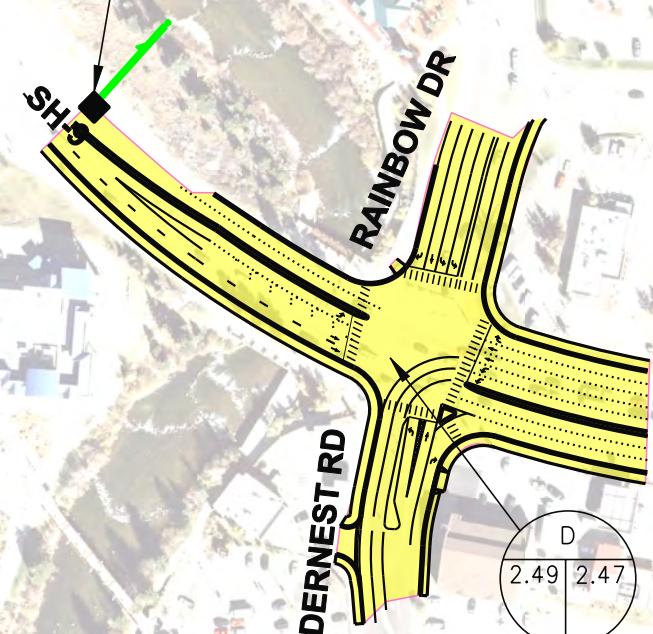


**BASIN F
WATER QUALITY
GRASS LINED SWALE**

Red linework depicts City of Silverthorne's future roadway improvements

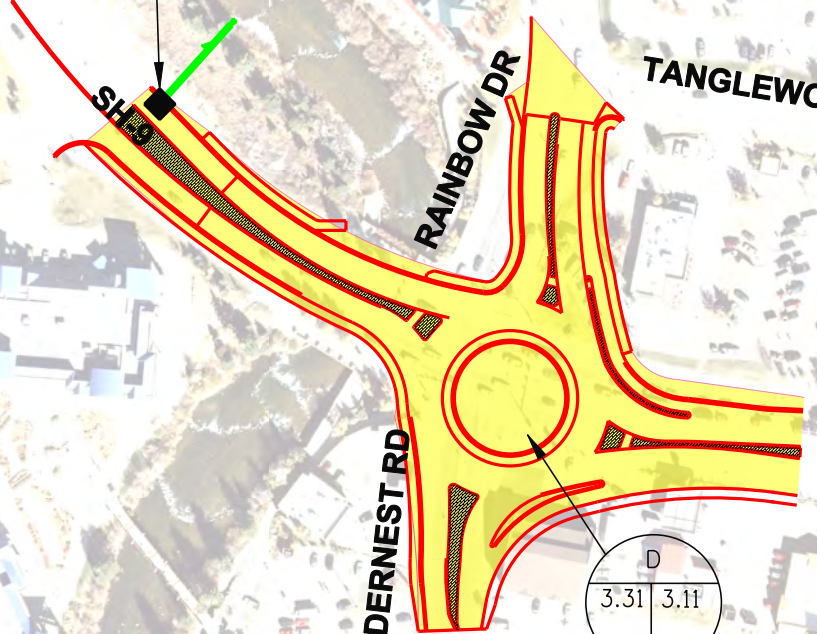
Option 3a
Conventional Ultimate Intersection
at SH-9 and Wildernd Rd.

BASIN D
WATER QUALITY
UNDERGROUND FILTRATION SYSTEM



Option 3b
Roundabout Intersection
at SH-9 and Wildernd Rd.

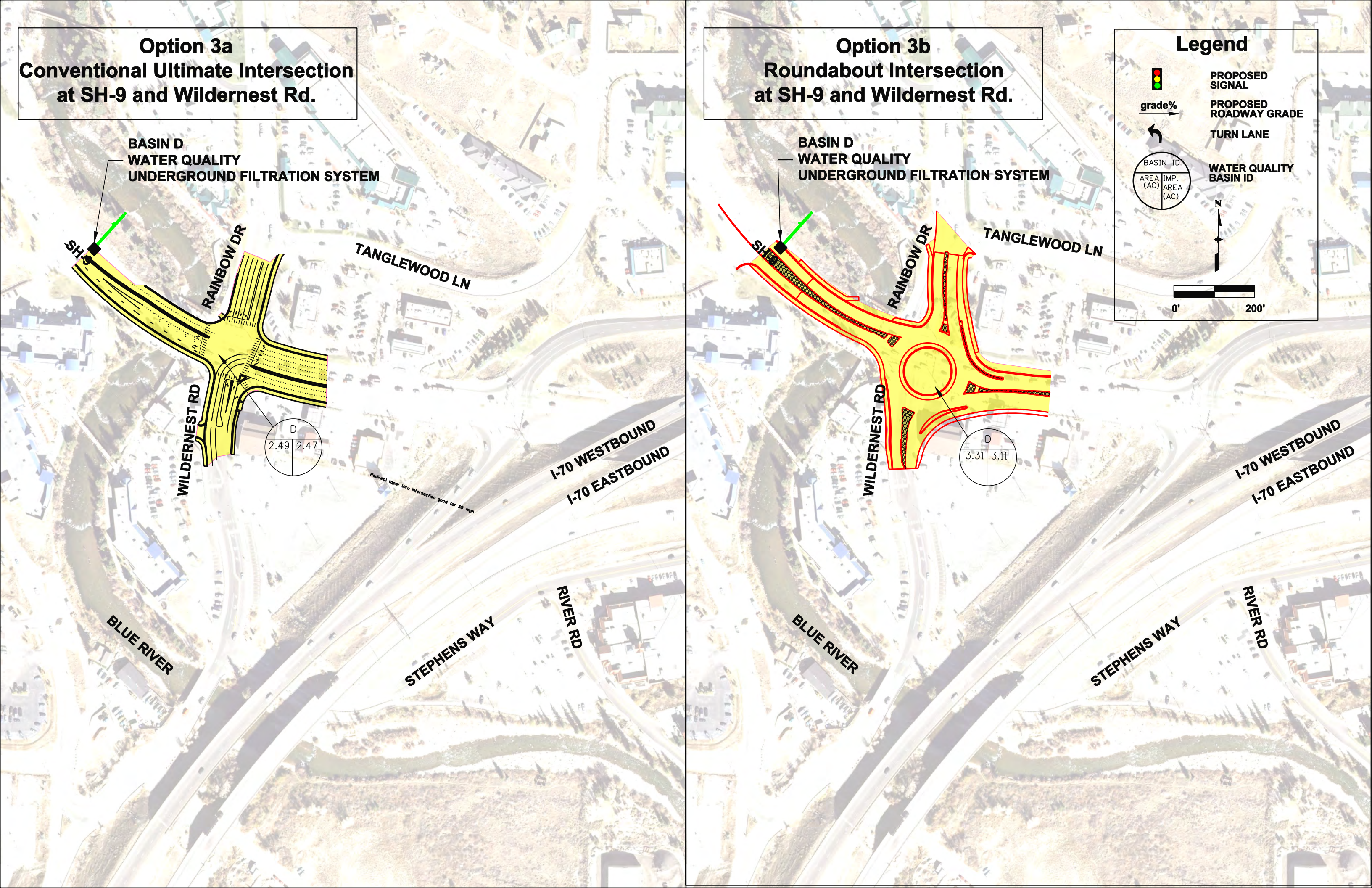
BASIN D
WATER QUALITY
UNDERGROUND FILTRATION SYSTEM



Legend

- PROPOSED SIGNAL
- PROPOSED ROADWAY GRADE
- TURN LANE
- WATER QUALITY BASIN ID

0' 200'



Option 4b Roundabout Intersection at US-6 and Little Beaver Trail

Legend



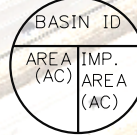
PROPOSED SIGNAL

grade% →

PROPOSED ROADWAY GRADE



TURN LANE



WATER QUALITY BASIN ID



0' 200'

I-70 WESTBOUND
I-70 EASTBOUND

STRAIGHT CREEK

LITTLE BEAVER TRAIL

US-6

BASIN A
WATER QUALITY
UNDERGROUND
FILTRATION SYSTEM

STEPHENS WAY



RIVER ROAD

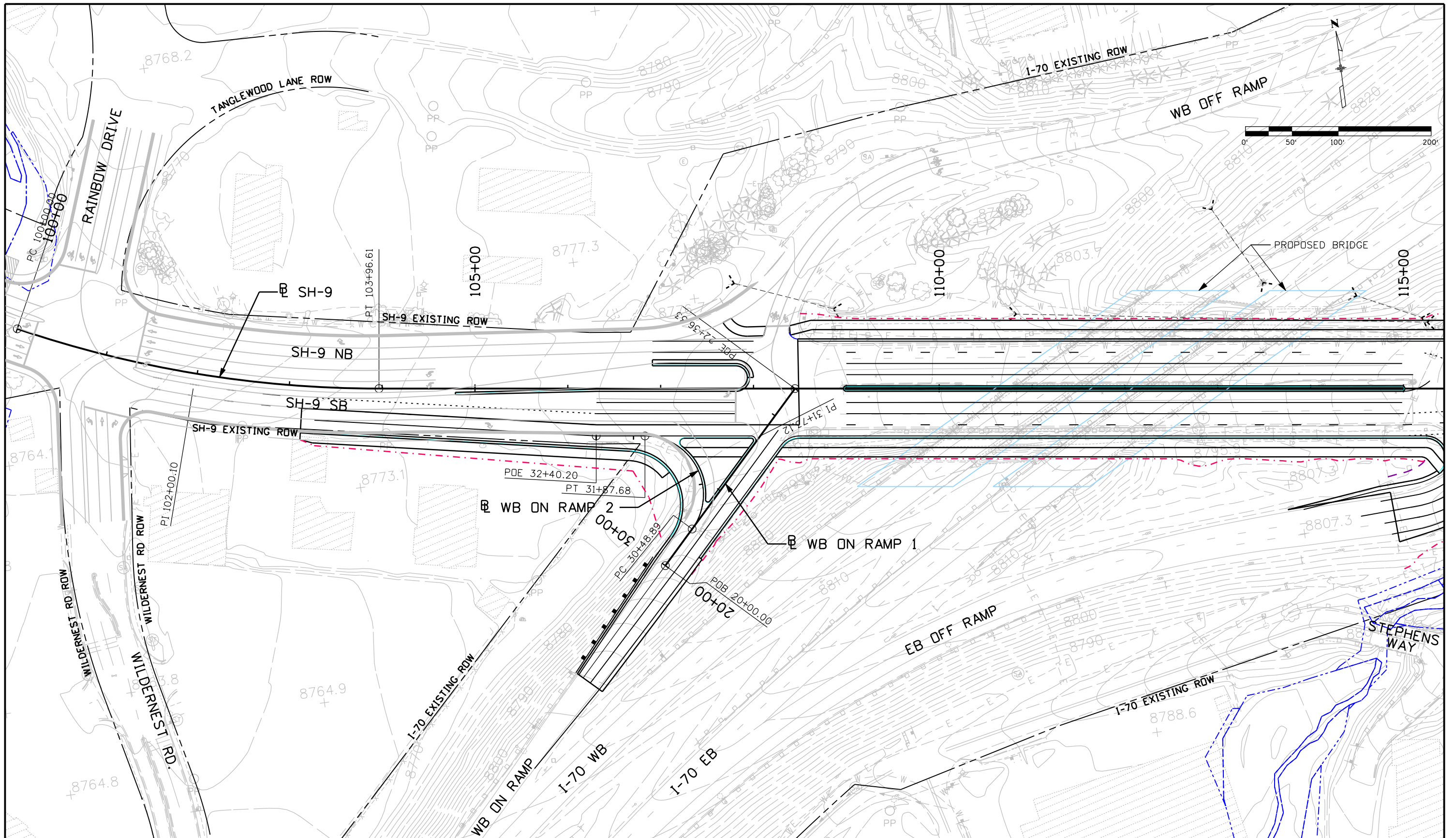
BLUE RIVER

APPENDIX C. COST ESTIMATES AND BREAKDOWNS

Item		Unit Cost	Improved Diamond		Single Point Urban Inter		Diverging Diamond 35 Deg.		Widernest Ultimate		Roundabout Widernest		Roundabout Little Beaver		Eastbound Option A		Eastbound Option B		Westbound Option A		Westbound Option B		Westbound Option C		Widernest Interim			
Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	Quantity	Extended Cost	
201-00001	Clearing and Grubbing	Acre	\$1,900.00	2.45	\$4,659.33	7.00	\$13,300.00	2.64	\$5,016.00	0.47	\$885.70	1.27	\$2,413.00	0.30	\$570.00	1.15	\$2,185.00	3.92	\$7,448.92	1.07	\$2,027.51	3.84	\$7,303.17	2.11	\$4,009.00	0.65	\$1,235.00	
202-00220	Removal of Asphalt Mat	SY	\$6.00	18,790.78	\$112,744.67	31,682.67	\$190,096.00	23,020.00	\$138,120.00	7,558.89	\$45,353.33	8,356.56	\$50,139.33	16,213.44	\$97,280.67	8,677.44	\$52,064.67	4,533.78	\$27,202.67	2,749.33	\$16,496.00	8,825.56	\$52,953.33	2,894.89	\$17,369.33	366.00	\$2,196.00	
202-00240	Removal of Asphalt Mat (Planning)	SY	\$5.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	
202-	Removal of Curb and Gutter	SF	\$2.50		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	
202-	Removal of Guard Rail	LF	\$7.00	403.00	\$2,821.00	2,235.00	\$15,645.00	160.00	\$1,120.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	769.00	\$5,383.00	744.00	\$5,208.00	594.00	\$4,158.00	594.00	\$4,158.00	1,249.00	\$8,743.00	30.00	\$210.00	
202-00400	Removal of Structure	Each	\$15,000.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	1.00	\$15,000.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	
	Removal of Structure	SF	\$70.00	2,863.33	\$200,433.33	2,863.33	\$200,433.33		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	1,921.00	\$134,470.00		\$0.00	
	Removal of Structure	Each	\$3,000.00	2.00	\$6,000.00	2.00	\$6,000.00		\$0.00		\$0.00		\$0.00	1.00	\$3,000.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	
203-00060	Embankment Material (CIP) or Excavation	CY	\$15.00	6,140.56	\$92,108.36	38,726.03	\$580,890.41	8,910.20	\$133,652.93	2,710.23	\$40,653.48	3,495.08	\$52,426.25	23,318.00	\$349,770.00	48,595.00	\$728,925.00	23,074.00	\$346,110.00	5,872.00	\$88,080.00	36,822.00	\$552,330.00	13,572.00	\$203,580.00	84.89	\$1,273.33	
207 - 208	Erosion Control/Topsoil/Seeding	Acre	\$35.00	1.80	\$63,000.00	6.21	\$217,350.00	2.16	\$75,600.00	0.47	\$16,315.59	1.27	\$44,450.00	0.37	\$13,112.68	1.15	\$40,250.00	3.51	\$122,850.00	1.04	\$36,400.00	2.64	\$92,289.44	1.87	\$65,450.00		\$0.00	
208-00002	Water Quality Pond	Each	\$25,000.00	2.00	\$50,000.00	2.00	\$50,000.00	3.00	\$75,000.00	1.00	\$25,000.00	1.00	\$25,000.00	0.50	\$12,500.00	1.50	\$37,500.00	1.50	\$37,500.00	0.00	\$0.00	1.50	\$37,500.00	1.50	\$37,500.00		\$0.00	
208-00020	Concrete Pavment (10")	SF	\$65.00		\$0.00		\$0.00		\$0.00		\$0.00	4,783.44	\$310,923.89	5,744.67	\$373,403.33		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	
304-06000	Aggregate Base Course (Class 6)	Ton	\$20.00	9,196.64	\$183,932.75	17,938.77	\$358,775.32	3,321.76	\$66,435.27	4,246.24	\$84,924.86	3,105.41	\$62,108.24	4,398.30	\$87,966.04	3,068.24	\$61,364.83	4,106.50	\$82,129.99	1,288.70	\$25,773.95	9,521.07	\$190,421.44	889.35	\$17,786.91	58.86	\$1,177.20	
403-34751	Hot Mix Asphalt (Grading SX)(75)(PG 64-28)	Ton	\$80.00	8,113.65	\$649,091.91	15,826.31	\$1,266,104.89	7,333.53	\$586,682.31	3,746.21	\$299,696.71	1,477.37	\$118,189.87	2,364.56	\$189,164.80	2,821.29	\$225,703.38	4,279.83	\$342,386.49	1,137.35	\$90,988.09	8,915.22	\$713,217.51	1,963.43	\$157,074.13	129.95	\$10,395.73	
	Add 10% HMA for Phasing on Ramps	Ton	\$80.00		\$0.00		\$0.00	733.00	\$58,640.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	
504	Fill Wall up to and including 10'	SF	\$60.00	0.00	\$0.00	231.00	\$13,860.00	350.00	\$21,000.00	0.00	\$0.00	0.00	\$0.00	7,026.00	\$421,560.00	13,520.00	\$811,200.00	5,790.00	\$347,400.00	0.00	\$0.00	16,739.00	\$1,004,340.00	360.00	\$21,600.00		\$0.00	
504	Fill Wall Over 10'	SF	\$65.00	286.00	\$18,590.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	5,108.00	\$332,020.00	0.00	\$0.00	0.00	\$0.00	10,219.00	\$664,235.00	2,735.00	\$177,775.00		\$0.00	
504	Cut Wall any Height	SF	\$70.00	0.00	\$0.00	9,249.00	\$647,430.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	662.00	\$46,340.00	19,833.00	\$1,388,310.00	321.00	\$22,470.00		\$0.00	
606-00301	Guardrail Type 3 (6-3 Post Spacing)	LF	\$16.00	150.00	\$2,400.00	2,336.00	\$37,376.00	317.00	\$5,072.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	2,285.00	\$36,560.00	397.00	\$6,352.00	951.00	\$15,216.00	4,812.00	\$76,992.00	1,665.00	\$26,640.00	52.00	\$832.00	
606	Guardrail on Retaining Wall (Gore Rail)	LF	\$85.00	0.00	\$0.00	200.00	\$17,000.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	120.00	\$10,200.00	0.00	\$0.00		\$0.00		\$0.00	
606-02003	Guardrail Type 7 (normal type 7)	LF	\$50.00	0.00	\$0.00	961.00	\$48,050.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	0.00	\$0.00	115.00	\$5,750.00	603.00	\$30,150.00	107.00	\$5,350.00		\$0.00	
606-11030	Bridge Rail Type 10M (Other than Bridge) (On walls)	LF	\$150.00	0	\$0.00	0	\$0.00	0	\$0.00	0.00	\$0.00	0	\$0.00	0	\$0.00	1,382	\$207,300.00	702	\$105,300.00	0	\$0.00	1440	\$216,000.00		\$0.00		\$0.00	
	Pedestrian Handrail	LF		65	\$0.00	65	\$0.00	132	\$0.00	0.00	\$0.00	0	\$0.00	408	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00	0	\$0.00		\$0.00		\$0.00	
609-21010	Curb and Gutter Type 2 (Section I-B & II-B)	LF	\$25.00	6,401	\$160,025.00	7,544	\$188,600.00	7,930	\$198,250.00	3,025.00	\$75,625.00	6,060	\$151,500.00	5,685	\$142,125.00	0	\$0.00	1,250	\$31,250.00	246	\$6,150.00	390	\$9,750.00	246.00	\$6,150.00	1,050.00	\$26,250.00	
608-0000	Concrete Sidewalk	SY	\$50.00	3,128	\$156,388.89	3,821	\$191,033.33	2,298	\$114,911.11	1,439.22	\$71,961.11	1,892	\$94,616.67	3,252	\$162,583.33	0	\$0.00	390	\$19,477.78	131	\$6,561.11	276	\$13,777.78	131.22	\$6,561.11	84.89	\$4,244.44	
613-00200	2 Inch Electrical Conduit	LF	\$20.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	
614	Intersection Signalization	Each	\$225,000.00	2.0	\$450,000.00	1.5	\$337,500.00	2.50	\$562,500.00	1.20	\$270,000.00		\$0.00		\$0.00	0.75	\$168,750.00	0.25	\$56,250.00	0.25	\$56,250.00	0.25	\$56,250.00	0.25	\$56,250.00	0.35	\$78,750.00	
610	Median Cover Material	SY	\$55.00	1115	\$61,331.11	2350	\$129,231.67	5000	\$275,000.00	244	\$13,420.00	2609	\$143,495.00	2519	\$138,538.89	0	\$0.00	0	\$0.00	23	\$1,252.78	23	\$1,252.78	23	\$1,252.78	53	\$2,933.33	
618	Bridge Structure	SF	\$105.00	43,730	\$4,591,650.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	4,964	\$521,220.00		\$0.00		\$0.00		\$0.00		\$0.00	
	Bridge Structure	SF	\$120.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	18,060	\$2,167,200.00		\$0.00		\$0.00	15,428	\$1,851,360.00		\$0.00		\$0.00	
	Bridge Structure	SF	\$150.00		\$0.00	50,696	\$20,278,400.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	16,273.00	\$2,440,950.00		\$0.00	
	Bridge Structure	SF	\$400.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	
620-00002	Field Office (Class 2)	Each	\$20,000.00	1	\$20,000.00	1	\$20,000.00	1	\$20,000.00	1.00	\$20,000.00	1	\$20,000.00	1	\$20,000.00	1	\$20,000.00	1	\$20,000.00	1	\$20,000.00	1	\$20,000.00	1	\$20,000.00	1	\$20,000.00	
620-00012	Field Laboratory (Class 2)	Each	\$15,000.00	1	\$15,000.00	1	\$15,000.00	1	\$15,000.00	1.00	\$15,000.00	1	\$15,000.00	1	\$15,000.00	1	\$15,000.00	1	\$15,000.00	1	\$15,000.00	1	\$15,000.00	1	\$15,000.00	1	\$15,000.00	
613 -	Light Standard, Luminair, Conc Pad, Wiring	Each	\$6,500.00	10	\$65,000.00	10	\$65,000.00	10	\$65,000.00		\$0.00		\$0.00	2	\$13,000.00	5	\$32,500.00	7	\$45,500.00	2	\$13,000.00	6	\$39,000.00	4	\$26,000.00	1.00	\$6,500.00	
	Extend CBC		\$40,000.00		\$0.00	1	\$40,000.00	1	\$40,000.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00		\$0.00	
				\$6,905,176.35		\$24,927,075.95		\$2,456,999.62		\$978,835.78		\$1,090,262.25		\$2,054,574.74		\$4,775,155.88		\$2,251,085.85		\$459,643.44		\$7,036,590.45		\$3,471,981.26		\$170,997.03		
		% Range	% Used	Cost	% Used	Cost	% Used	Cost	% Used	Cost	% Used	Cost	% Used	Cost	% Used	Cost	% Used	Cost	% Used	Cost	% Used	Cost	% Used	Cost	% Used	Cost	% Used	Cost
	Project Construction Bid Items	N/A	N/A	\$6,905,176.35	N/A	\$24,927,075.95	N/A	\$2,456,999.62		\$978,835.78	N/A	\$1,090,262.25	N/A															

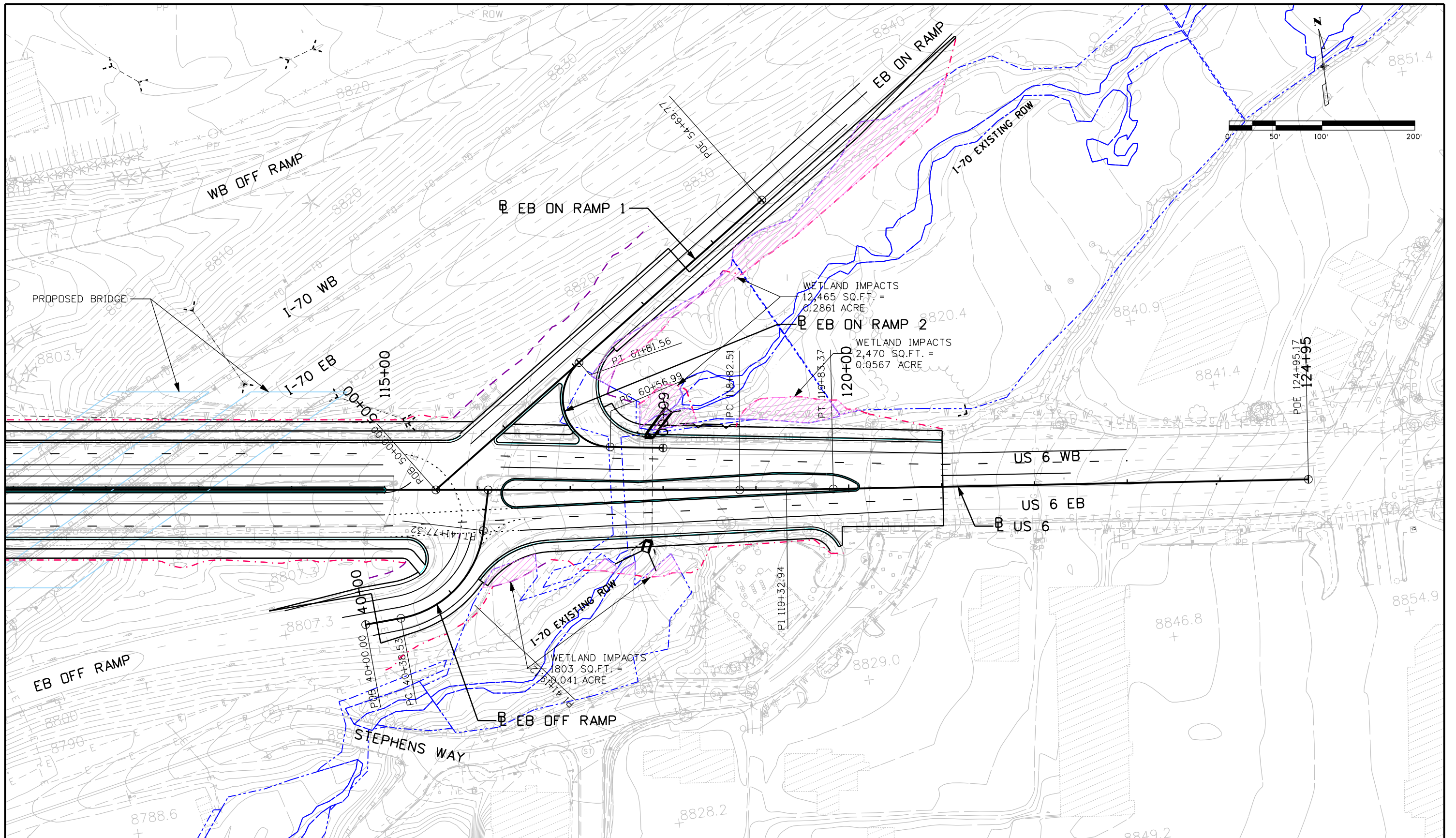
APPENDIX D. WETLANDS EFFECTS EXHIBITS

naszkowskier 2:01:00 PM J:_Transportation\W\X\W6300_Silverthorne_Interchange\Project 6300\Landscope_Environmental\Drawings\6300Impacts_Plan_IMDI_01.dgn



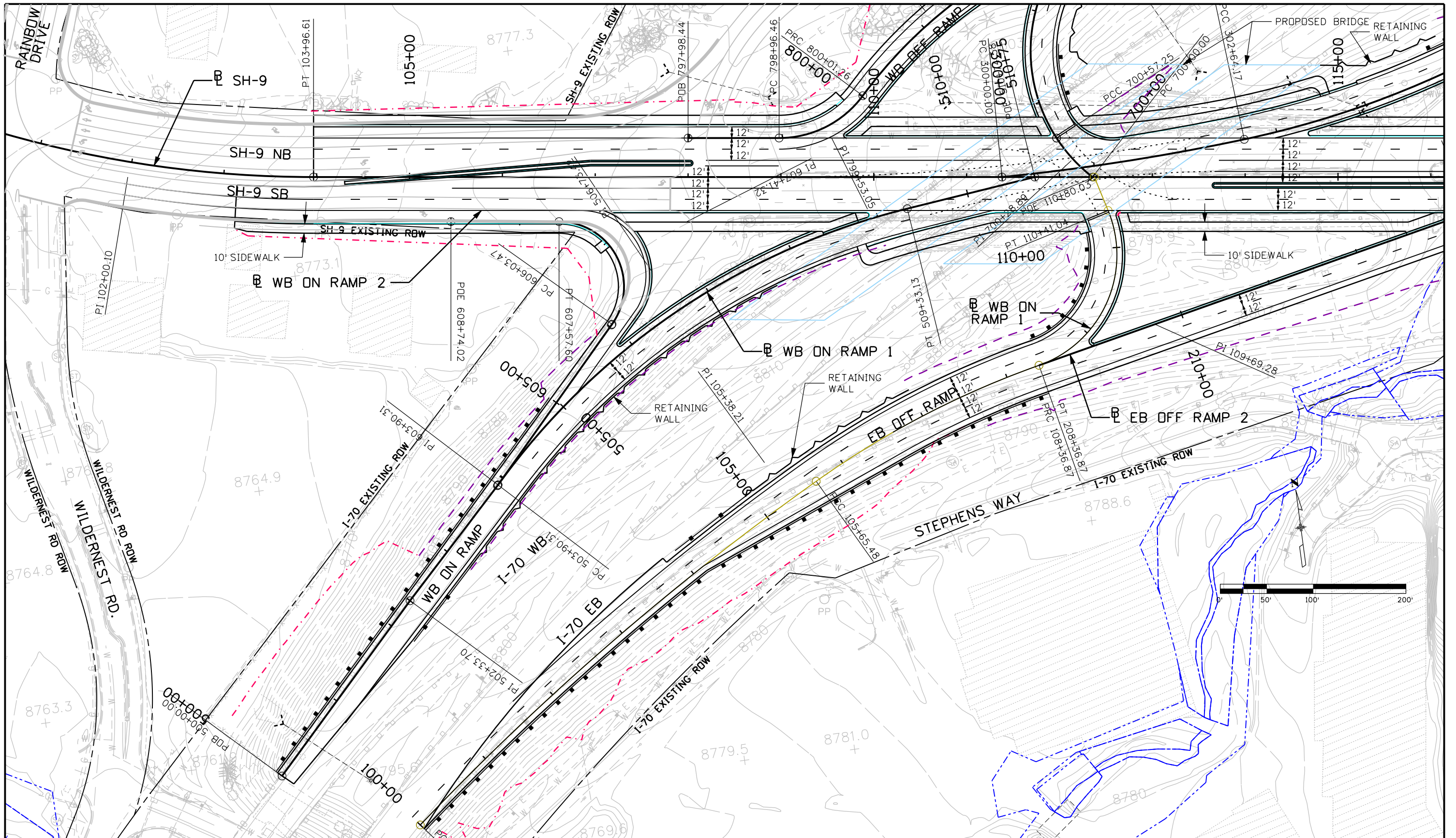
Print Date: 6/20/2012		<table border="1"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th>Date:</th> <th>Comments</th> <th>Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Sheet Revisions			Date:	Comments	Init.							<table border="1"> <thead> <tr> <th colspan="2">As Constructed</th> </tr> </thead> <tbody> <tr> <td>No Revisions:</td> <td> </td> </tr> <tr> <td>Revised:</td> <td> </td> </tr> <tr> <td>Void:</td> <td> </td> </tr> </tbody> </table>		As Constructed		No Revisions:		Revised:		Void:		<table border="1"> <thead> <tr> <th colspan="4">IMPROVED DIAMOND ENVIRONMENTAL IMPACTS</th> </tr> </thead> <tbody> <tr> <td>Designer:</td> <td>XXXXXXXX</td> <td>Structure Numbers</td> <td>X-XX-XX</td> </tr> <tr> <td>Detailer:</td> <td>XXXXXXXX</td> <td>Subset Sheets:</td> <td>X-XX-XX</td> </tr> <tr> <td>Sheet Subset:</td> <td>XXXXXXXX</td> <td> </td> <td>1 of 2</td> </tr> </tbody> </table>			IMPROVED DIAMOND ENVIRONMENTAL IMPACTS				Designer:	XXXXXXXX	Structure Numbers	X-XX-XX	Detailer:	XXXXXXXX	Subset Sheets:	X-XX-XX	Sheet Subset:	XXXXXXXX		1 of 2	Project No./Code	
Sheet Revisions																																															
Date:	Comments	Init.																																													
As Constructed																																															
No Revisions:																																															
Revised:																																															
Void:																																															
IMPROVED DIAMOND ENVIRONMENTAL IMPACTS																																															
Designer:	XXXXXXXX	Structure Numbers	X-XX-XX																																												
Detailer:	XXXXXXXX	Subset Sheets:	X-XX-XX																																												
Sheet Subset:	XXXXXXXX		1 of 2																																												
File Name: 6300Impacts_Plan_IMDI_01.dgn				Project Number																																											
Horiz. Scale: 1:100				Code																																											
Unit Information				Sheet Number																																											
Unit Leader Initials				XXX																																											

naszkowskier 2:02:54 PM J:_Transportation\WYXW6300.Silverthorne_Interchange\Drawings\6300Impacts_Plan_IMDI_02.dgn



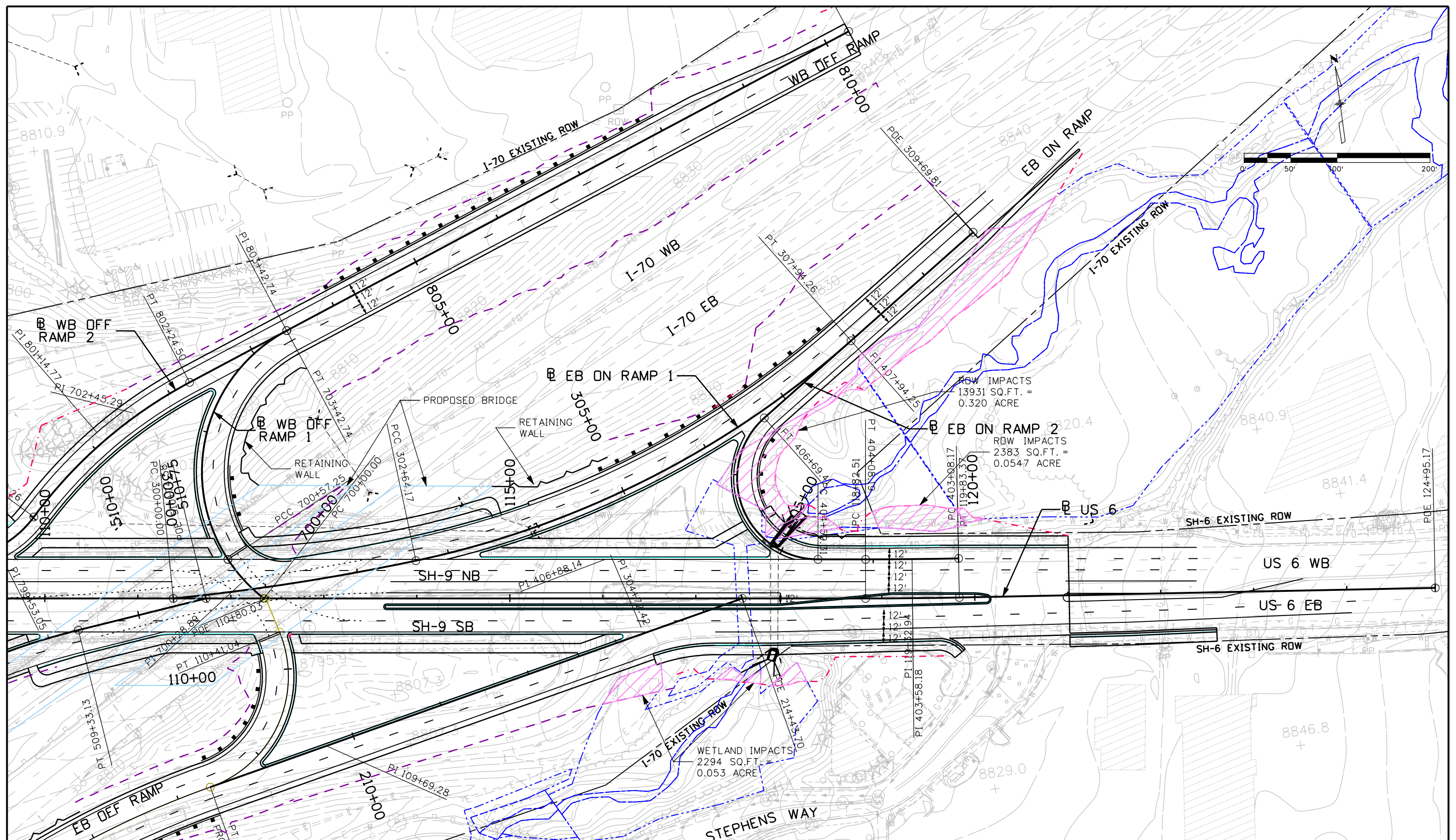
Print Date: 6/20/2012		<table border="1"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th>Date:</th> <th>Comments</th> <th>Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Sheet Revisions			Date:	Comments	Init.							As Constructed		IMPROVED DIAMOND ENVIRONMENTAL IMPACTS		Project No./Code	
Sheet Revisions																						
Date:	Comments	Init.																				
File Name: 6300Impacts_Plan_IMDI_02.dgn		No Revisions:		Project Number																		
Horiz. Scale: 1:100 Vert. Scale: As Noted		Revised:		Designer: XXXXXXXX Structure X-XX-XX		Code																
Unit Information Unit Leader Initials		Void:		Detailer: XXXXXXXX Structure Numbers X-XX-XX		Sheet Number XXX																
				Sheet Subset: XXXXXXXX		Subset Sheets: 2 of 2																

naszkowskier 2:08:10 PM J:_Transportation\WV\W6300.Silverthorne_Interchange\Project 6300\Landscope_Environmental\Drawings\6300Impacts_Plan_SPUI_01.dgn



Print Date: 6/20/2012		Sheet Revisions			As Constructed		SINGLE POINT URBAN INTERCHANGE ENVIRONMENTAL IMPACTS		Project No./Code	
File Name: 6300Impacts_Plan_SPUI_01.dgn		Date:	Comments	Init.	No Revisions:		Designer: XXXXXXXX		Project Number	
Horiz. Scale: 1:100 Vert. Scale: As Noted					Revised:		Structure Numbers: X-XX-XX		Code	
Unit Information Unit Leader Initials					Void:		Detailer: XXXXXXXX		Sheet Number XXX	
JACOBS							Sheet Subset: XXXXXXXX		Subset Sheets: 1 of 2	

naszkowskier 2:09:39 PM J:_Transportation\W\X\6300\Silverthorne_Interchange\Project 6300\Landscope_Environmental\Drawings\6300Impacts_Plan_SPUI_02.dgn



ROW IMPACTS
13931 SQ.FT. =
0.320 ACRE

ROW IMPACTS
2383 SQ.FT. =
0.0547 ACRE

WETLAND IMPACTS
2294 SQ.FT.
0.053 ACRE

Print Date: 6/20/2012
File Name: 6300Impacts_Plan_SPUI_02.dgn
Horiz. Scale: 1:100 Vert. Scale: As Noted
Unit Information Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.

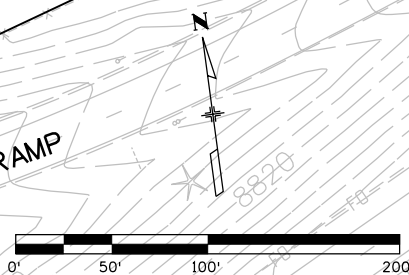
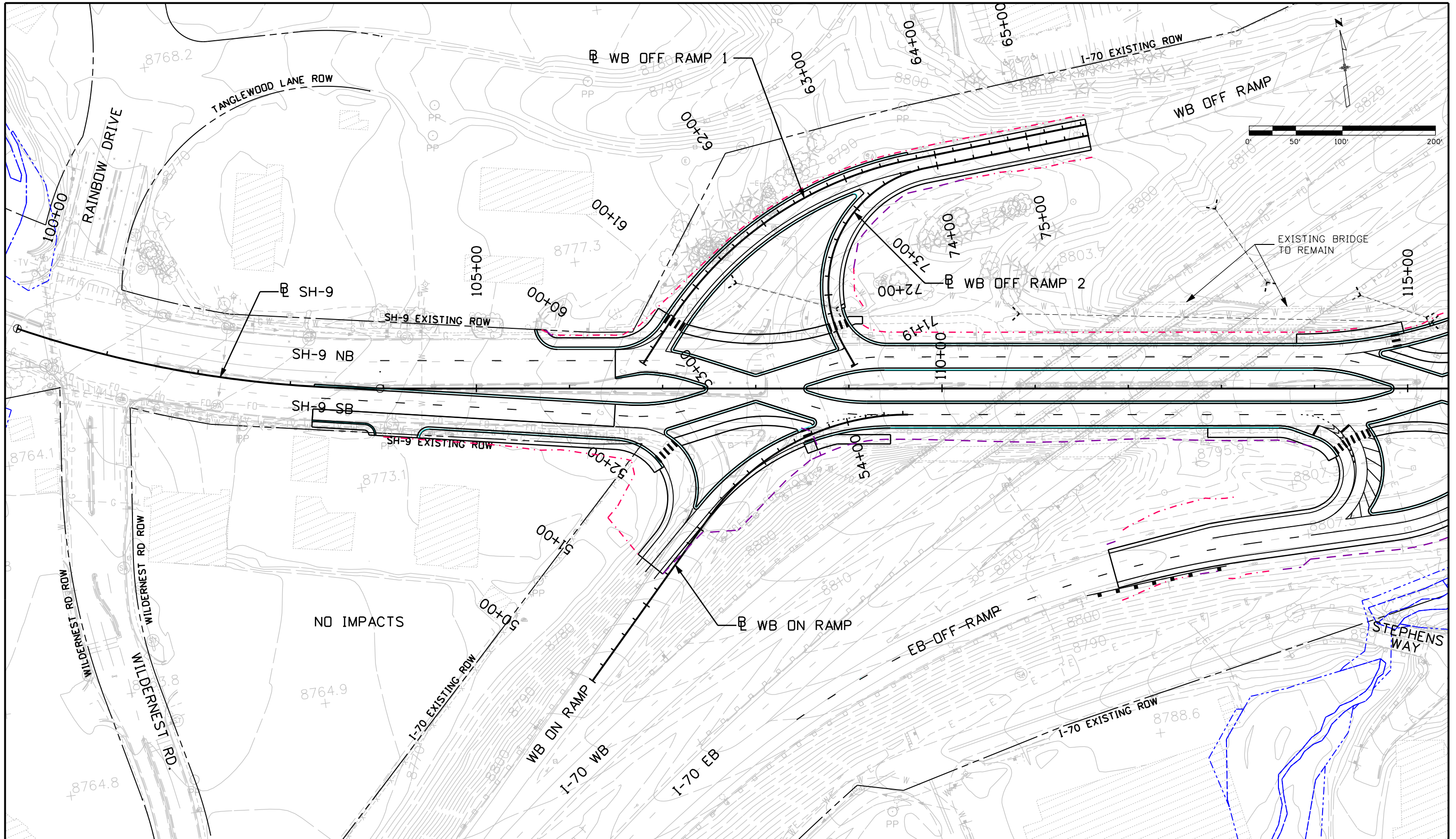


As Constructed
No Revisions:
Revised:
Void:

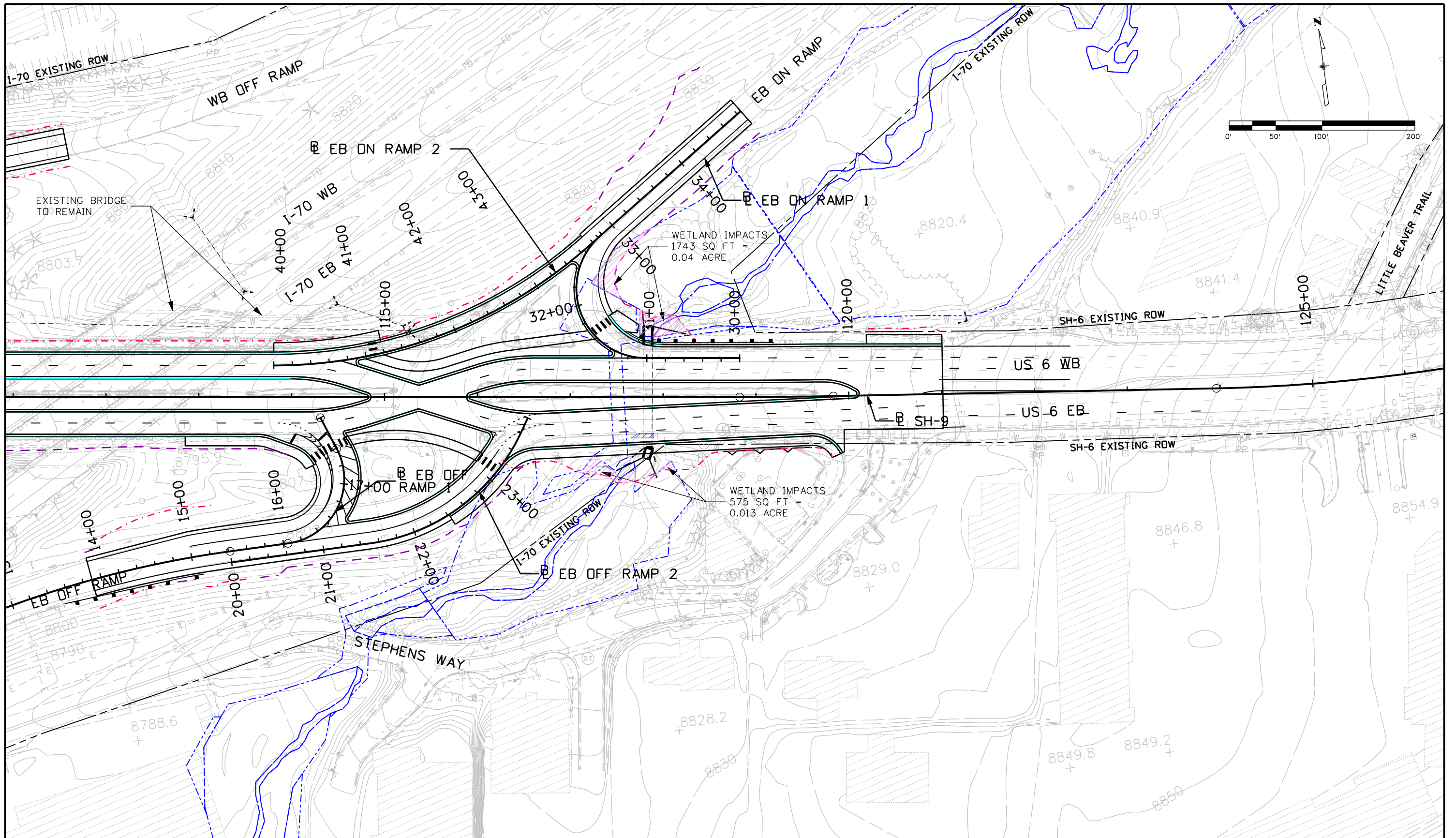
SINGLE POINT URBAN INTERCHANGE ENVIRONMENTAL IMPACTS			
Designer:	XXXXXXXX	Structure Numbers	X-XX-XX
Detailer:	XXXXXXXX	Structure Numbers	X-XX-XX
Sheet Subset:	XXXXXXXX	Subset Sheets:	2 of 2

Project No./Code
Project Number
Code
Sheet Number XXX

naszkowskac 3:01:08 PM J:_Transportation\W\X\W6300_Silverthorne_Interchange\Project 6300\Landscope_Environmental\Drawings\6300Impacts_Plan_DDI_01.dgn



Print Date: 6/20/2012		<table border="1"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th>Date:</th> <th>Comments</th> <th>Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Sheet Revisions			Date:	Comments	Init.							As Constructed		DIVERGING DIAMOND ENVIRONMENTAL IMPACTS		Project No./Code	
Sheet Revisions																						
Date:	Comments	Init.																				
File Name: 6300Impacts_Plan_DDI_01.dgn		No Revisions:		Project Number																		
Horiz. Scale: 1:100 Vert. Scale: As Noted		Revised:		Designer: XXXXXXXX Structure X-XX-XX		Code																
Unit Information Unit Leader Initials		Void:		Detailer: XXXXXXXX Structure Numbers X-XX-XX		Sheet Number XXX																
				Sheet Subset: XXXXXXXX Subset Sheets: 1 of 2																		



Print Date: 6/20/2012

File Name: 6300Impacts_Plan_DDI_02.dgn

Horiz. Scale: 1:100 Vert. Scale: As Noted

Unit Information Unit Leader Initials



Sheet Revisions

Date:	Comments	Init.

As Constructed

No Revisions:

Revised:

Void:

DIVERGING DIAMOND ENVIRONMENTAL IMPACTS

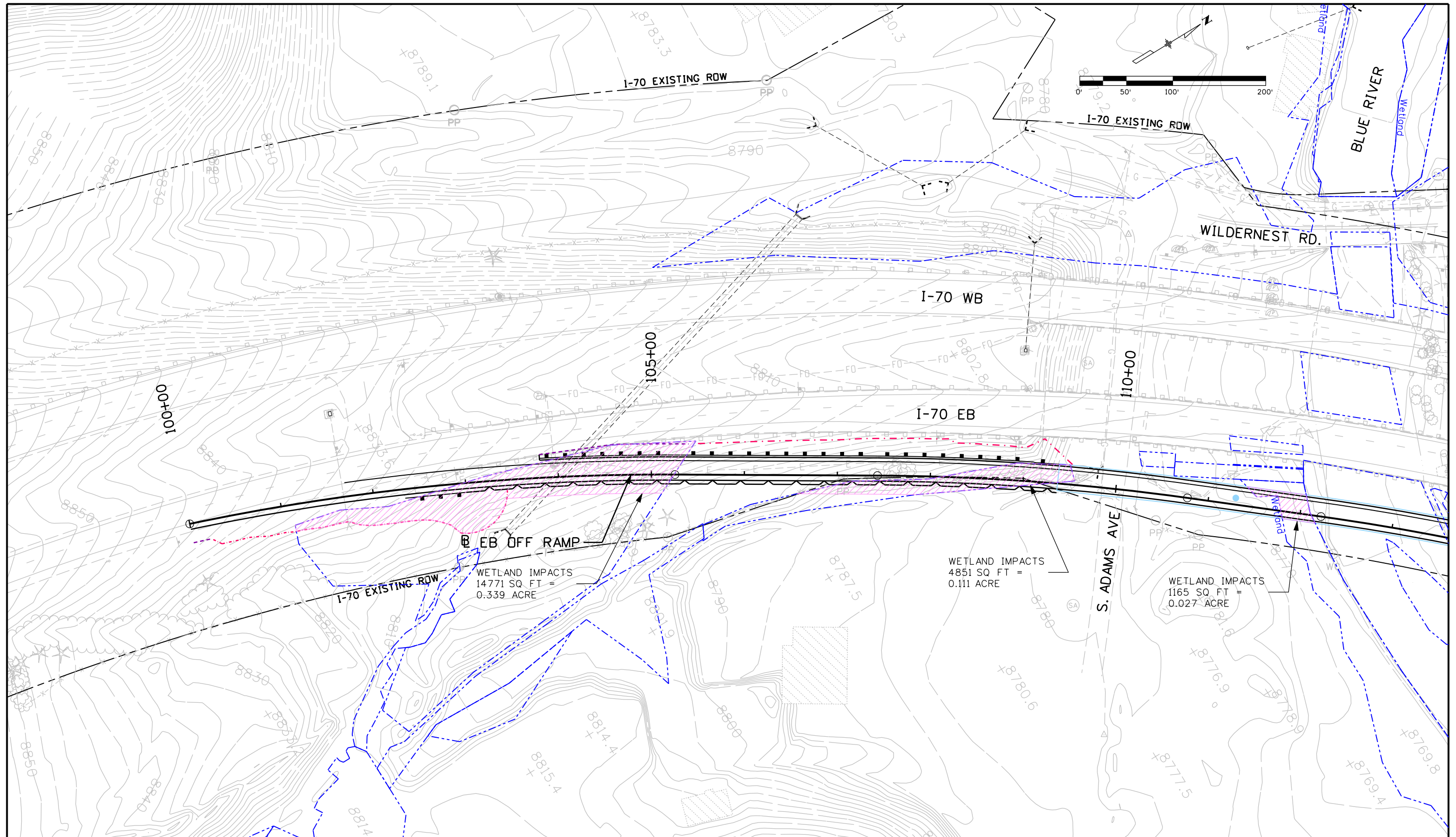
Designer:	XXXXXXXX	Structure Numbers	X-XX-XX
Detailer:	XXXXXXXX	Subset Sheets:	X-XX-XX
Sheet Subset:	XXXXXXXX	Subset Sheets:	2 of 2

Project No./Code

Project Number	
Code	
Sheet Number	XXX

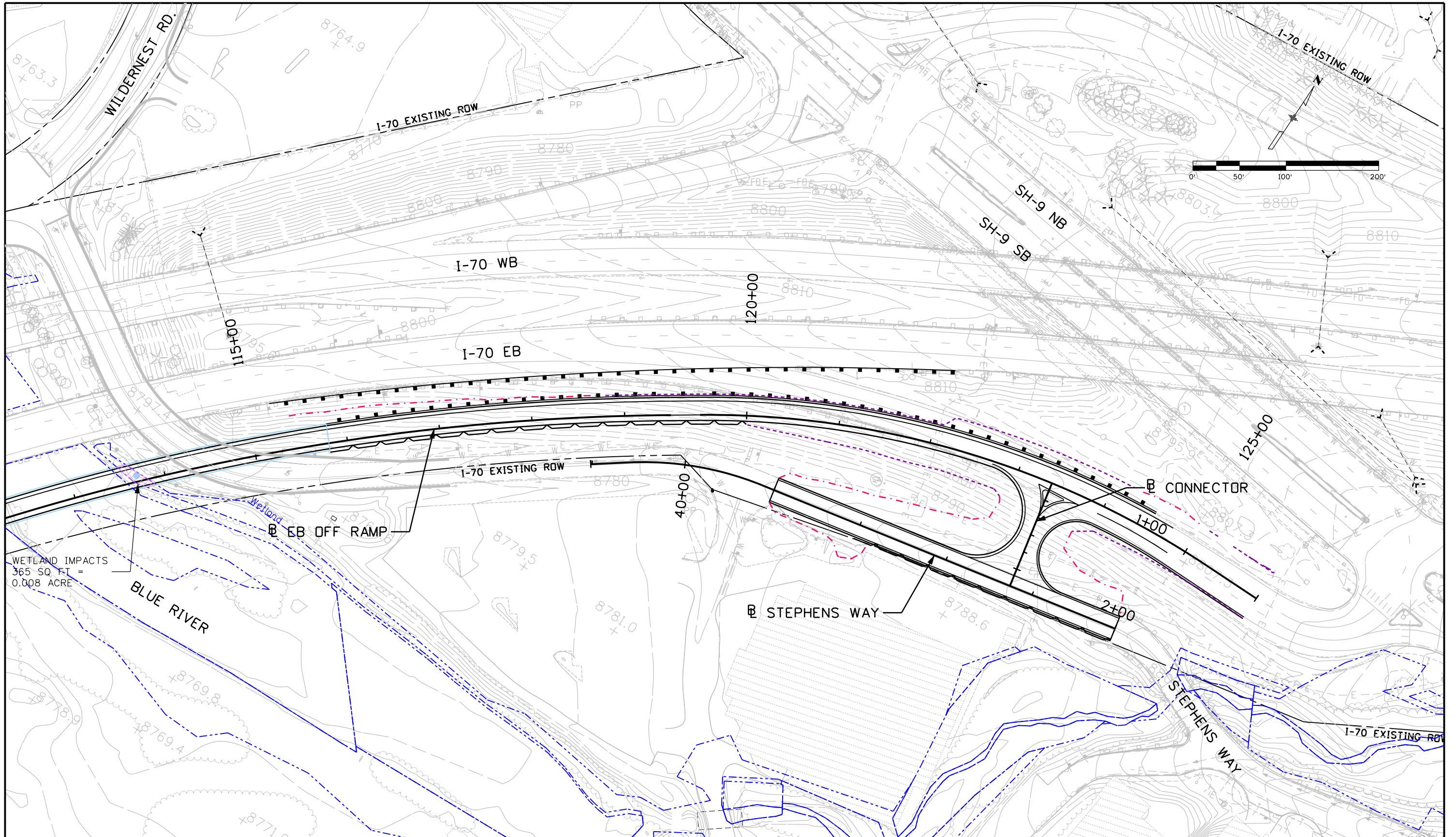
naszkowskier 3:02:00 PM J:_Transportation\WYXW6300.Silverthorne_Interchange\Project 6300\Landscapes_Environmental\Drawings\6300Impacts_Plan_DDI_02.dgn

marquepm 5:37:31 PM J:_Transportation\WV\W6300 Silverthorne_ Interchange _Project 6300_Landscape_Environmental Drawings\6300Impacts_Plan_EB_OFF_A_01.dgn



Print Date: 7/5/2012	Sheet Revisions			As Constructed	EB OFF RAMP			Project No./Code
File Name: 6300Impacts_Plan_EB_OFF_A_01.dgn	Date:	Comments	Init.		OPTION A - ONE WAY FRONTAGE RD			
Horiz. Scale: 1:100				No Revisions:	Designer: XXXXXXXX			Code
Unit Information				Revised:	Detailer: XXXXXXXX			Sheet Number
JACOBS				Void:	Sheet Subset: XXXXXXXX			XXX
					Structure Numbers: X-XX-XX			
					Subset Sheets: 1 of 2			

marquepm 5:39:28 PM J:_Transportation\W\X\6300.Silverthorne_Interchange_\Project 6300\Landscapes_Environmental\Drawings\6300Impacts_Plan_EB_OFF_A_02.dgn



Print Date: 7/5/2012
 File Name: 6300Impacts_Plan_EB_OFF_A_02.dgn
 Horiz. Scale: 1:100 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.

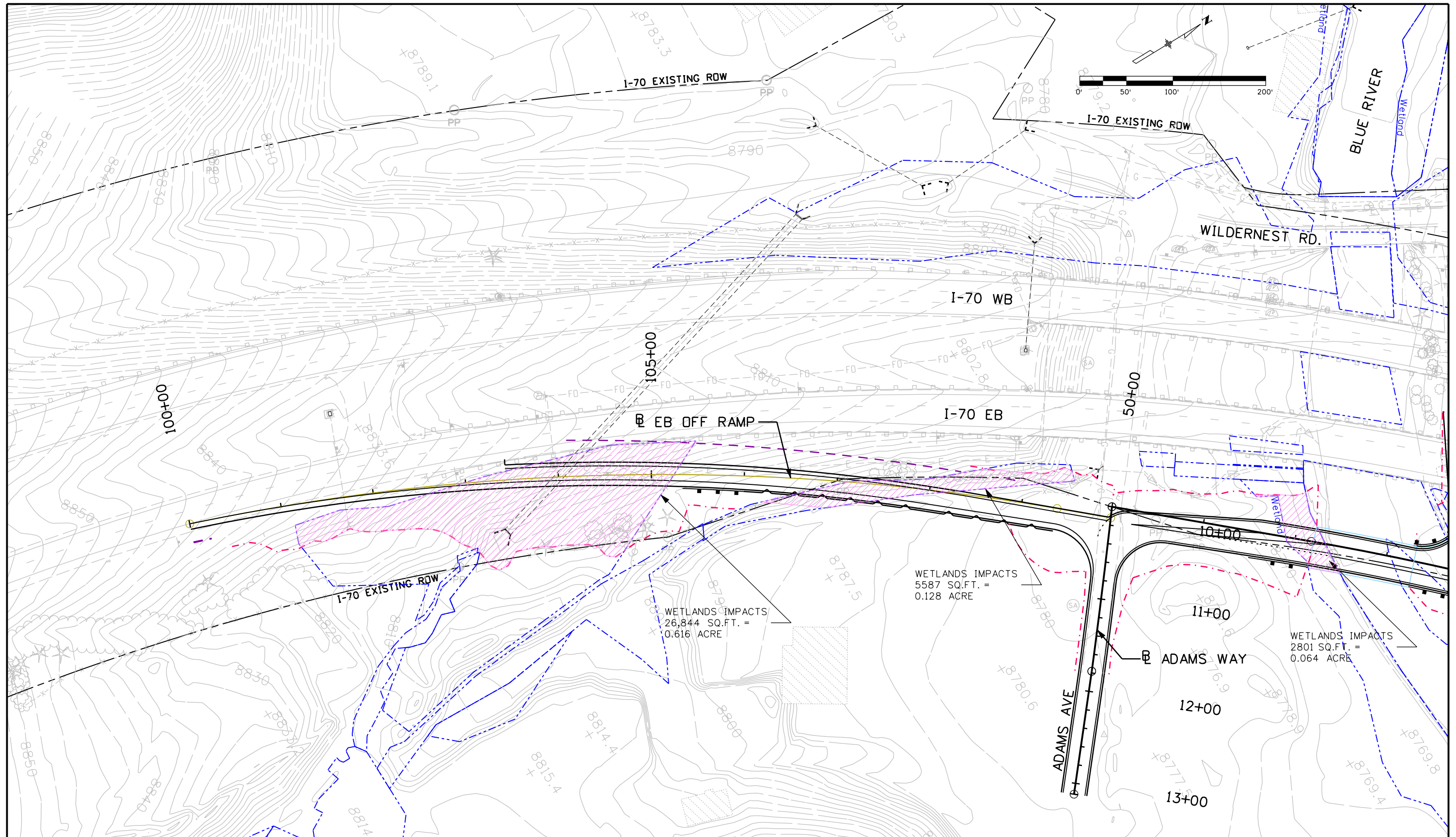
As Constructed
 No Revisions:
 Revised:
 Void:

EB OFF RAMP			
OPTION A - ONE WAY FRONTAGE RD			
ENVIRONMENTAL IMPACTS			
Designer:	XXXXXXXX	Structure	X-XX-XX
Detailer:	XXXXXXXX	Numbers	X-XX-XX
Sheet Subset:	XXXXXXXX	Subset Sheets:	2 of 2

Project No./Code
 Project Number
 Code
 Sheet Number **XXX**

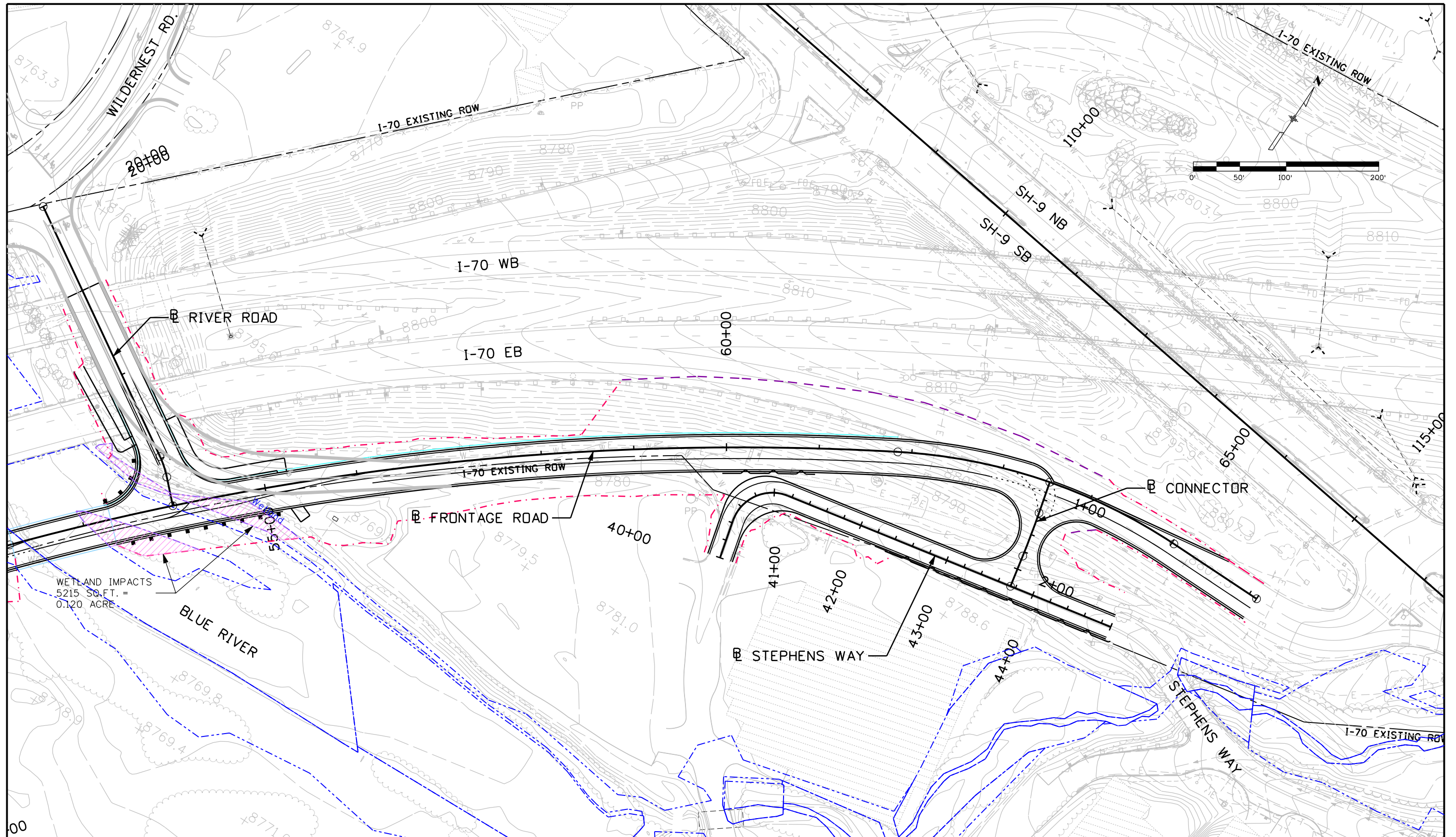


marquepm 5:40:12 PM J:_Transportation\WV\W6300.Silverthorne_Interchange_\Project 6300\Landscapes_Environmental\Drawings\6300Impacts_Plan_EB_OFF_B_01.dgn



Print Date: 7/5/2012		Sheet Revisions			As Constructed		OPTION B - EB OFF RAMP		Project No./Code									
File Name: 6300Impacts_Plan_EB_OFF_B_01.dgn		Date:	Comments	Init.	No Revisions:		ENVIRONMENTAL IMPACTS		Project Number									
Horiz. Scale: 1:100 Vert. Scale: As Noted					Revised:		Designer: XXXXXXXX	Structure Numbers	Code									
Unit Information Unit Leader Initials					Void:		Detailer: XXXXXXXX		Sheet Number XXX									
JACOBS		<table border="1"> <tr> <td style="width: 20px; height: 20px; text-align: center;">R-X</td> <td></td> <td></td> <td></td> </tr> <tr> <td style="width: 20px; height: 20px; text-align: center;">000</td> <td></td> <td></td> <td></td> </tr> </table>			R-X				000				Sheet Subset: XXXXXXXX		Subset Sheets: 1 of 2			
					R-X													
000																		

marquepm 5:40:58 PM J:_Transportation\WVXW6300.Silverthorne_Interchange\Project 6300\Landscapes_Environmental\Drawings\6300Impacts_Plan_EB_OFF_B_02.dgn



WETLAND IMPACTS
5215 SQ.FT. =
0.120 ACRE

Print Date: 7/5/2012
File Name: 6300Impacts_Plan_EB_OFF_B_02.dgn
Horiz. Scale: 1:100 Vert. Scale: As Noted
Unit Information Unit Leader Initials



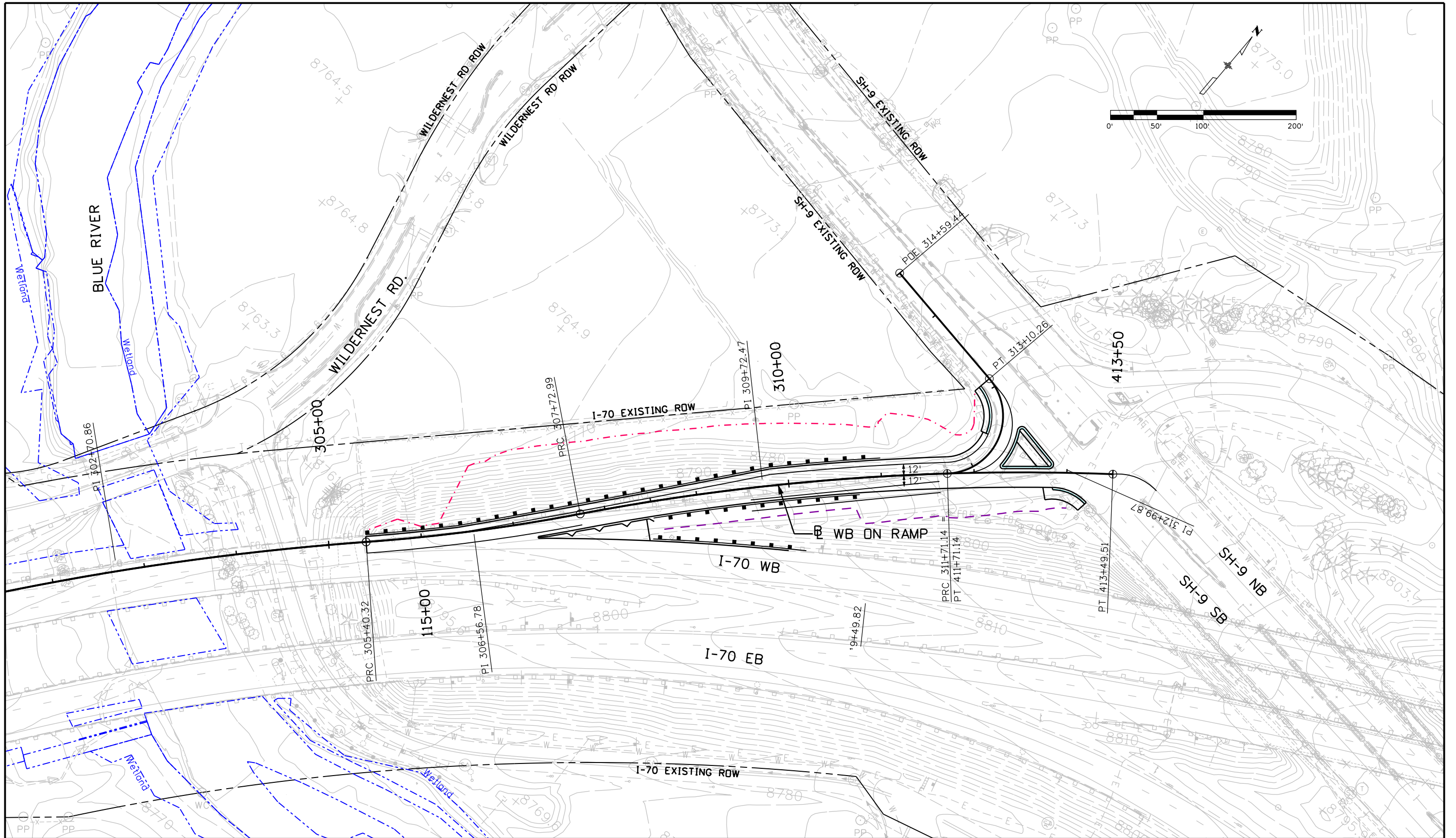
Sheet Revisions		
Date:	Comments	Init.

As Constructed
No Revisions:
Revised:
Void:

EB OFF RAMP OPTION B - TWO WAY FRONTAGE RD ENVIRONMENTAL IMPACTS			
Designer:	XXXXXXXX	Structure Numbers	X-XX-XX
Detailer:	XXXXXXXX	Structure Numbers	X-XX-XX
Sheet Subset:	XXXXXXXX	Subset Sheets:	2 of 2

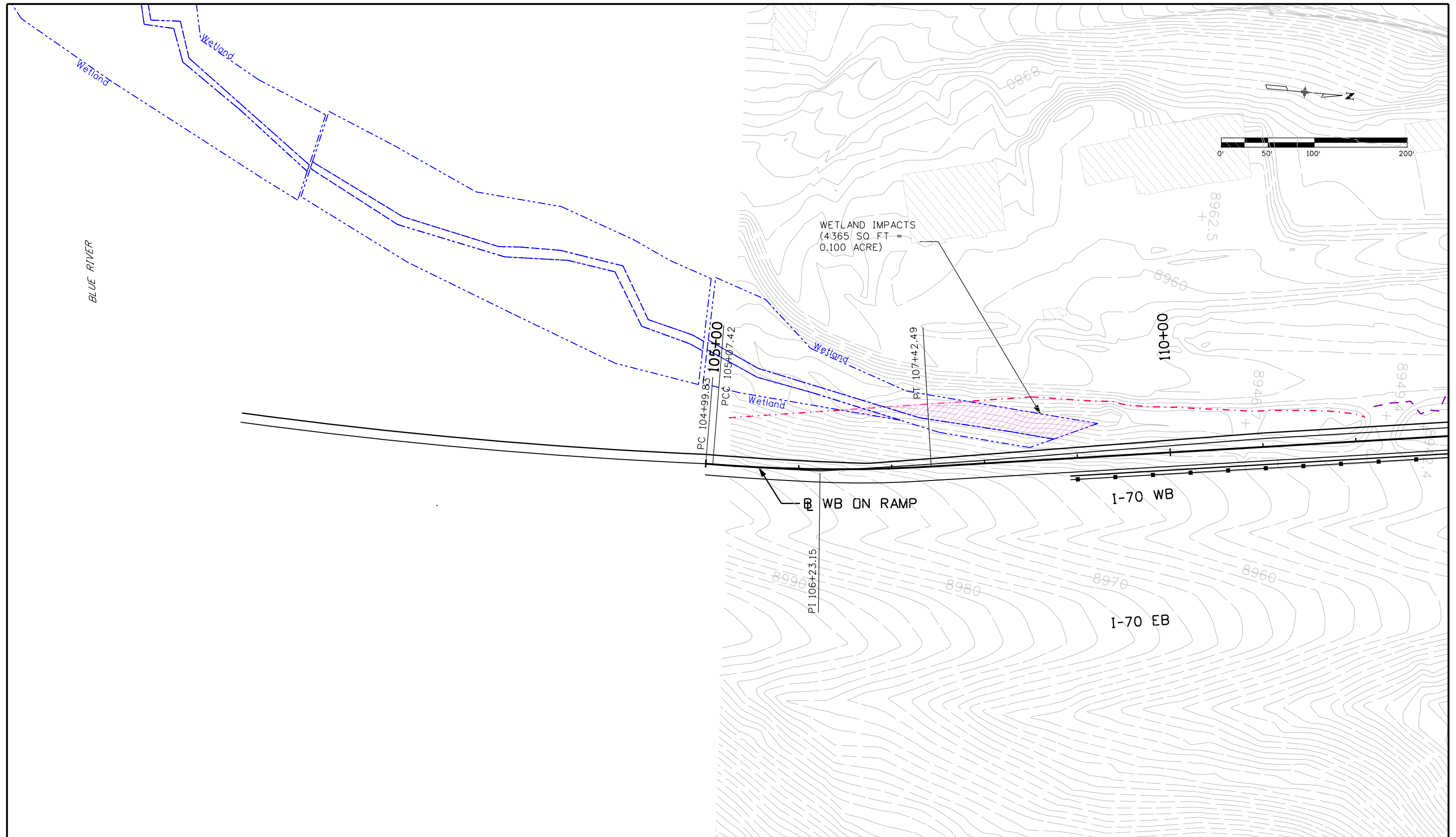
Project No./Code
Project Number
Code
Sheet Number **XXX**

marquepm 5:53:20 PM J:\Transportation\W\X\W6300.Silverthorne_Interchange\Project 6300\Landscapes\Environmental\Drawings\6300Impacts_Plan_WB_DN_A_01.dgn



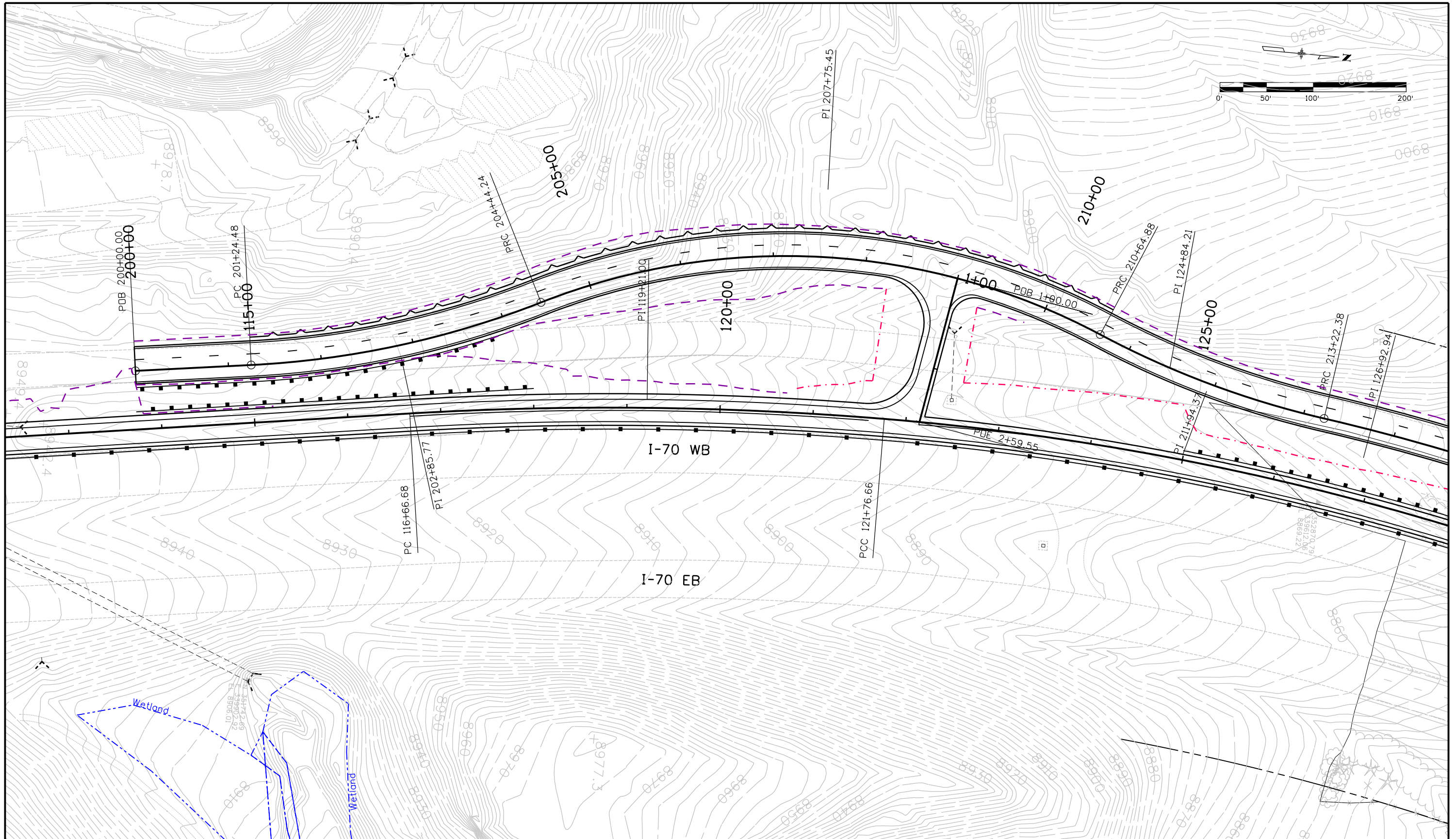
Print Date: 7/5/2012		<table border="1"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th>Date:</th> <th>Comments</th> <th>Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Sheet Revisions			Date:	Comments	Init.							<table border="1"> <thead> <tr> <th colspan="2">As Constructed</th> </tr> </thead> <tbody> <tr> <td>No Revisions:</td> <td> </td> </tr> <tr> <td>Revised:</td> <td> </td> </tr> <tr> <td>Void:</td> <td> </td> </tr> </tbody> </table>		As Constructed		No Revisions:		Revised:		Void:		<table border="1"> <thead> <tr> <th colspan="4">WB ON RAMP ENVIRONMENTAL IMPACTS OPTION A</th> </tr> </thead> <tbody> <tr> <td>Designer:</td> <td>XXXXXXX</td> <td>Structure Numbers</td> <td>X-XX-XX</td> </tr> <tr> <td>Detailer:</td> <td>XXXXXXX</td> <td>Subset Sheets:</td> <td>X-XX-XX</td> </tr> <tr> <td>Sheet Subset:</td> <td>XXXXXXX</td> <td>1 of 1</td> <td> </td> </tr> </tbody> </table>				WB ON RAMP ENVIRONMENTAL IMPACTS OPTION A				Designer:	XXXXXXX	Structure Numbers	X-XX-XX	Detailer:	XXXXXXX	Subset Sheets:	X-XX-XX	Sheet Subset:	XXXXXXX	1 of 1		Project No./Code	
Sheet Revisions																																																
Date:	Comments	Init.																																														
As Constructed																																																
No Revisions:																																																
Revised:																																																
Void:																																																
WB ON RAMP ENVIRONMENTAL IMPACTS OPTION A																																																
Designer:	XXXXXXX	Structure Numbers	X-XX-XX																																													
Detailer:	XXXXXXX	Subset Sheets:	X-XX-XX																																													
Sheet Subset:	XXXXXXX	1 of 1																																														
File Name: 6300Impacts_Plan_WB_DN_A_01.dgn		Horiz. Scale: 1:100		Vert. Scale: As Noted		Unit Information		Unit Leader Initials		Project Number																																						
								Code		Sheet Number XXX																																						

marquepm 5:43:08 PM J:_Transportation\WVXW6300.Silverthorne_Interchange_Project 6300\Landscape_Environmental\Drawings\6300Impacts_Plan_WB_DN_B_01.dgn



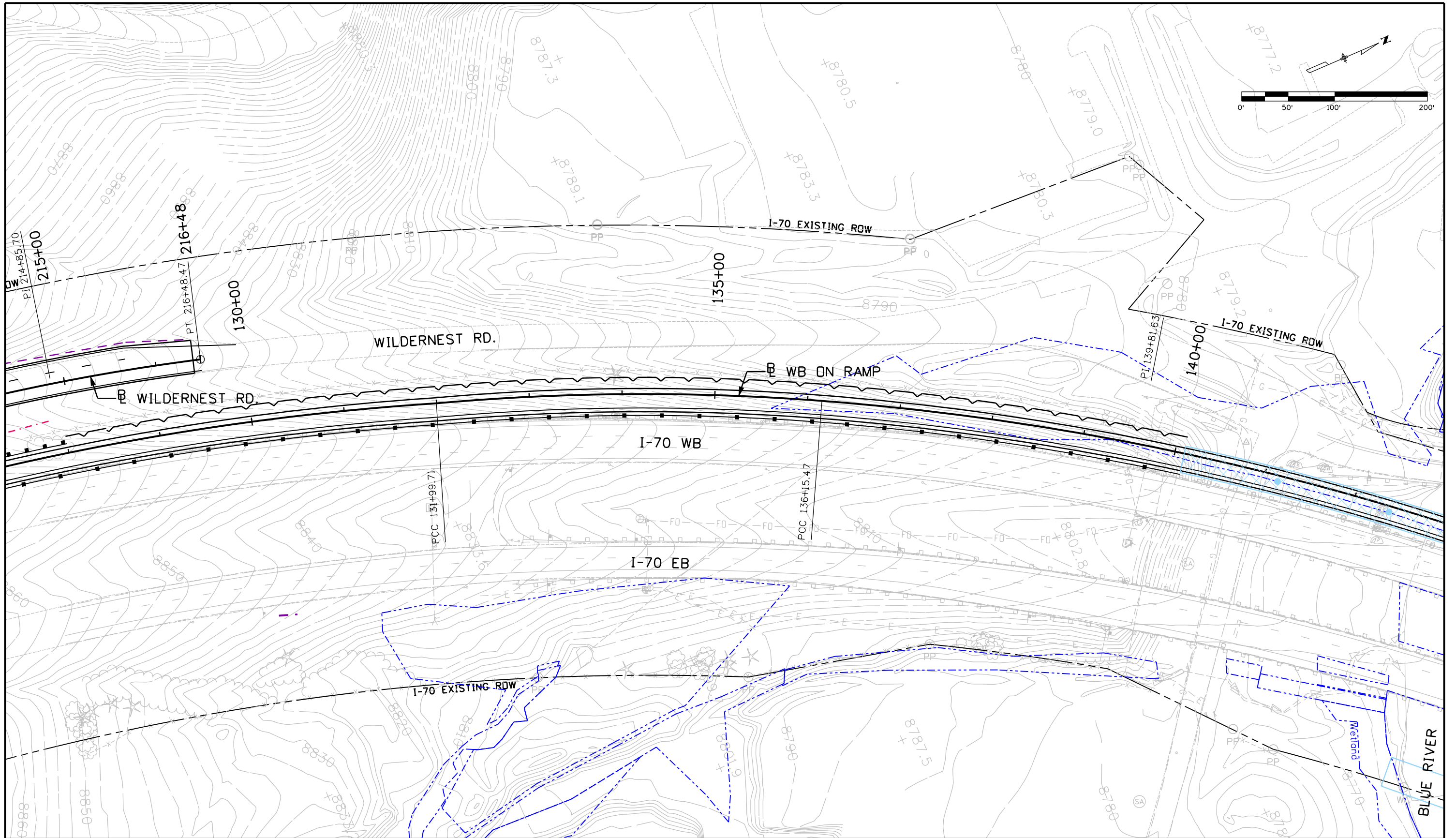
Print Date: 7/5/2012	<div style="border: 1px solid black; border-radius: 50%; width: 20px; height: 20px; margin: 0 auto; display: flex; align-items: center; justify-content: center;"> R-X </div> <div style="display: flex; flex-direction: column; align-items: center; margin-top: 5px;"> <div style="border: 1px solid black; width: 15px; height: 15px; margin-bottom: 2px;"></div> <div style="border: 1px solid black; width: 15px; height: 15px; margin-bottom: 2px;"></div> <div style="border: 1px solid black; width: 15px; height: 15px;"></div> </div>	Sheet Revisions				As Constructed	WB ON RAMP ENVIRONMENTAL IMPACTS OPTION B			Project No./Code	
File Name: 6300Impacts_Plan_WB_DN_B_01.dgn		Date:	Comments	Init.		No Revisions:			Project Number		
Horiz. Scale: 1:100 Vert. Scale: As Noted						Revised:	Designer: XXXXXXXX	Structure Numbers	X-XX-XX		Code
Unit Information Unit Leader Initials						Void:	Detailer: XXXXXXXX	X-XX-XX		Sheet Number	XXX
JACOBS™					Sheet Subset: XXXXXXXX	Subset Sheets: 1 of 4					

marquepm 5:43:38 PM J:\Transportation\W\XW6300.Silverthorne_Interchange\Project 6300\Landscapes\Environmental\Drawings\6300Impacts_Plan_WB_DN_B_02.dgn



Print Date: 7/5/2012		<table border="1"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th>Date:</th> <th>Comments</th> <th>Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Sheet Revisions			Date:	Comments	Init.							<table border="1"> <thead> <tr> <th colspan="2">As Constructed</th> </tr> </thead> <tbody> <tr> <td>No Revisions:</td> <td> </td> </tr> <tr> <td>Revised:</td> <td> </td> </tr> <tr> <td>Void:</td> <td> </td> </tr> </tbody> </table>		As Constructed		No Revisions:		Revised:		Void:		<table border="1"> <thead> <tr> <th colspan="4">WB ON RAMP ENVIRONMENTAL IMPACTS OPTION B</th> </tr> </thead> <tbody> <tr> <td>Designer:</td> <td>XXXXXXXX</td> <td>Structure Numbers</td> <td>X-XX-XX</td> </tr> <tr> <td>Detailer:</td> <td>XXXXXXXX</td> <td>Structure Numbers</td> <td>X-XX-XX</td> </tr> <tr> <td>Sheet Subset:</td> <td>XXXXXXXX</td> <td>Subset Sheets:</td> <td>2 of 4</td> </tr> </tbody> </table>				WB ON RAMP ENVIRONMENTAL IMPACTS OPTION B				Designer:	XXXXXXXX	Structure Numbers	X-XX-XX	Detailer:	XXXXXXXX	Structure Numbers	X-XX-XX	Sheet Subset:	XXXXXXXX	Subset Sheets:	2 of 4	Project No./Code	
Sheet Revisions																																																
Date:	Comments	Init.																																														
As Constructed																																																
No Revisions:																																																
Revised:																																																
Void:																																																
WB ON RAMP ENVIRONMENTAL IMPACTS OPTION B																																																
Designer:	XXXXXXXX	Structure Numbers	X-XX-XX																																													
Detailer:	XXXXXXXX	Structure Numbers	X-XX-XX																																													
Sheet Subset:	XXXXXXXX	Subset Sheets:	2 of 4																																													
File Name: 6300Impacts_Plan_WB_DN_B_02.dgn		R-X		Project Number		Code																																										
Horiz. Scale: 1:100 Vert. Scale: As Noted		0000																																														
Unit Information Unit Leader Initials						Sheet Number XXX																																										

marquepm 5:44:31 PM J:_Transportation\WVXW6300 Silverthorne_Interchange_\Project 6300\Landscapes_Environmental\Drawings\6300Impacts_Plan_WB_DN_B_03.dgn



Print Date: 7/5/2012
 File Name: 6300Impacts_Plan_WB_DN_B_03.dgn
 Horiz. Scale: 1:100 Vert. Scale: As Noted
 Unit Information Unit Leader Initials



Sheet Revisions		
Date:	Comments	Init.

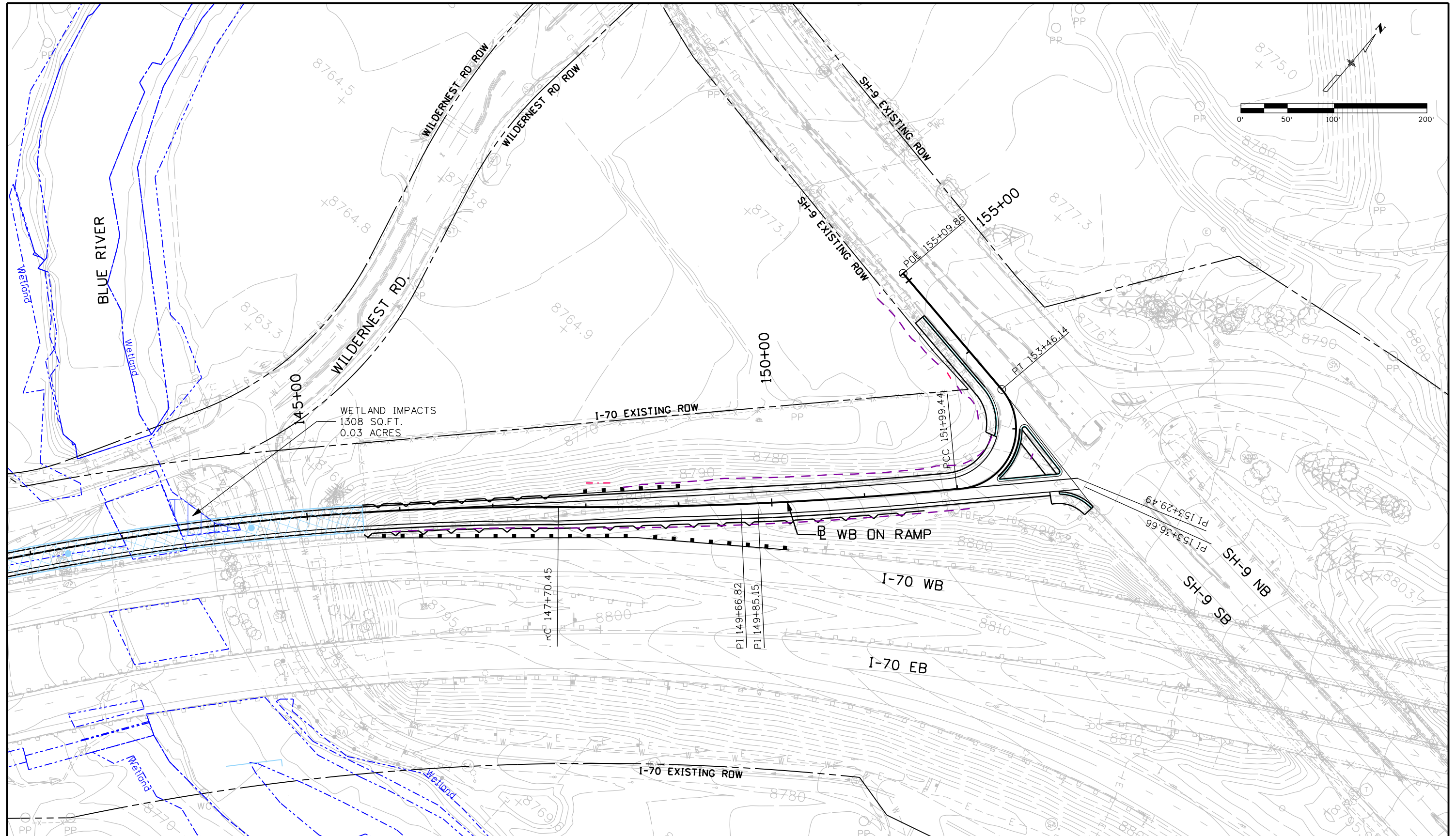
0000
 R-X

As Constructed
No Revisions:
Revised:
Void:

WB ON RAMP ENVIRONMENTAL IMPACTS OPTION B			
Designer:	XXXXXXXX	Structure	X-XX-XX
Detailer:	XXXXXXXX	Numbers	X-XX-XX
Sheet Subset:	XXXXXXXX	Subset Sheets:	3 of 4

Project No./Code
Project Number
Code
Sheet Number XXX

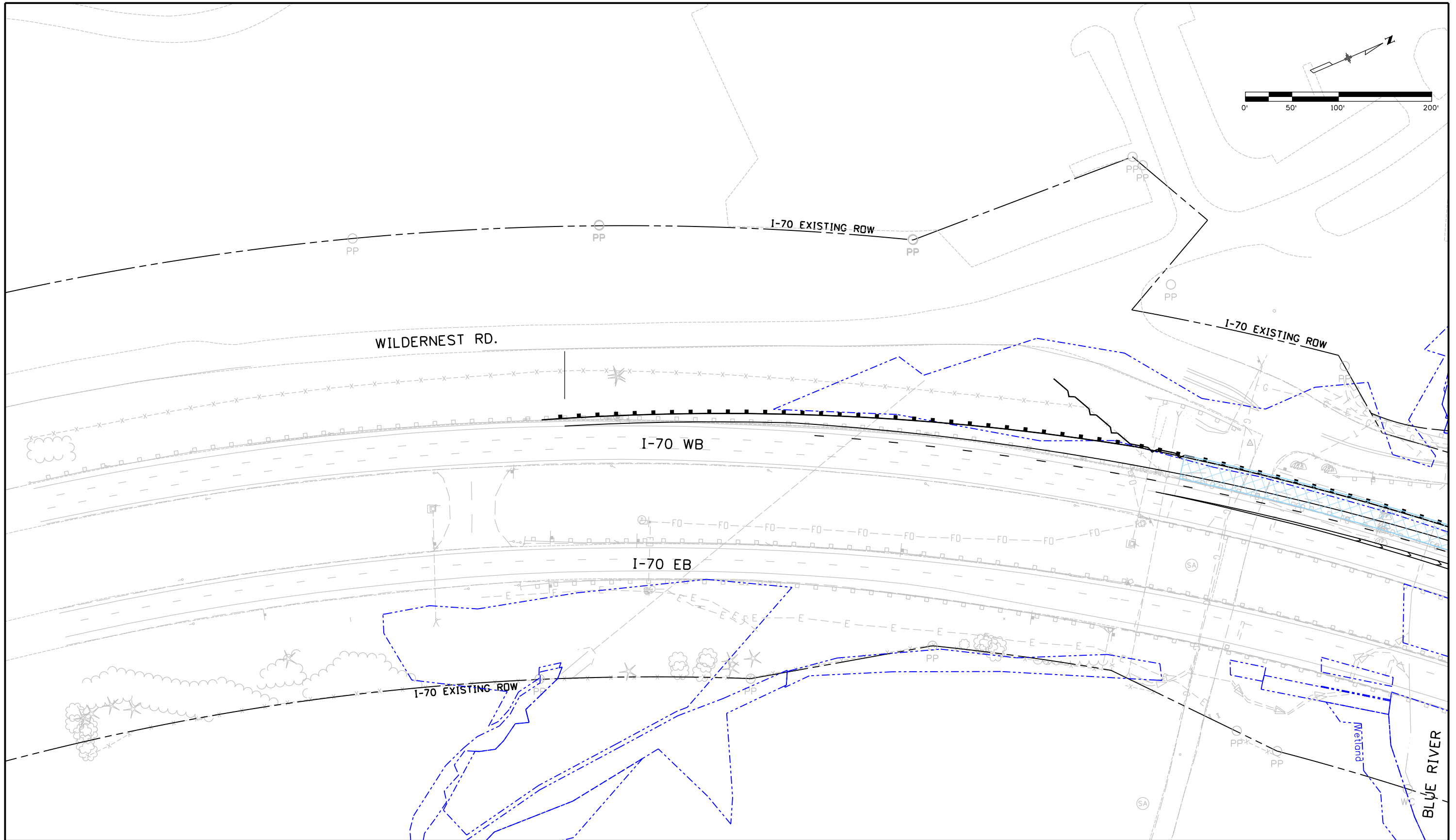
marquepm 5:45:07 PM J:\Transportation\WXW6300.Silverthorne_Interchange\Project 6300\Landscapes\Environmental\Drawings\6300Impacts_Plan_WB_DN_B_05.dgn



WETLAND IMPACTS
1308 SQ.FT.
0.03 ACRES

Print Date: 7/5/2012		<table border="1"> <thead> <tr> <th colspan="3">Sheet Revisions</th> </tr> <tr> <th>Date:</th> <th>Comments</th> <th>Init.</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>			Sheet Revisions			Date:	Comments	Init.							<table border="1"> <thead> <tr> <th colspan="2">As Constructed</th> </tr> </thead> <tbody> <tr> <td>No Revisions:</td> <td> </td> </tr> <tr> <td>Revised:</td> <td> </td> </tr> <tr> <td>Void:</td> <td> </td> </tr> </tbody> </table>		As Constructed		No Revisions:		Revised:		Void:		<table border="1"> <thead> <tr> <th colspan="4">WB ON RAMP ENVIRONMENTAL IMPACTS OPTION B</th> </tr> </thead> <tbody> <tr> <td>Designer:</td> <td>XXXXXXXX</td> <td>Structure Numbers</td> <td>X-XX-XX</td> </tr> <tr> <td>Detailer:</td> <td>XXXXXXXX</td> <td>Subset Sheets:</td> <td>4 of 4</td> </tr> <tr> <td>Sheet Subset:</td> <td>XXXXXXXX</td> <td colspan="2"> </td> </tr> </tbody> </table>				WB ON RAMP ENVIRONMENTAL IMPACTS OPTION B				Designer:	XXXXXXXX	Structure Numbers	X-XX-XX	Detailer:	XXXXXXXX	Subset Sheets:	4 of 4	Sheet Subset:	XXXXXXXX			<table border="1"> <thead> <tr> <th colspan="2">Project No./Code</th> </tr> </thead> <tbody> <tr> <td>Project Number</td> <td> </td> </tr> <tr> <td>Code</td> <td> </td> </tr> <tr> <td>Sheet Number</td> <td>XXX</td> </tr> </tbody> </table>		Project No./Code		Project Number		Code		Sheet Number	XXX
Sheet Revisions																																																								
Date:	Comments	Init.																																																						
As Constructed																																																								
No Revisions:																																																								
Revised:																																																								
Void:																																																								
WB ON RAMP ENVIRONMENTAL IMPACTS OPTION B																																																								
Designer:	XXXXXXXX	Structure Numbers	X-XX-XX																																																					
Detailer:	XXXXXXXX	Subset Sheets:	4 of 4																																																					
Sheet Subset:	XXXXXXXX																																																							
Project No./Code																																																								
Project Number																																																								
Code																																																								
Sheet Number	XXX																																																							
File Name: 6300Impacts_Plan_WB_DN_B_05.dgn	Horiz. Scale: 1:100	Vert. Scale: As Noted	<table border="1"> <tr> <td> </td> <td> </td> </tr> </table>																																																					
Unit Information	Unit Leader Initials		<table border="1"> <tr> <td> </td> <td> </td> </tr> </table>																																																					

marquepm 5:46:42 PM J:_Transportation\WV\W6300.Silverthorne_Interchange\Project 6300\LandScope_Environmental\Drawings\6300Impacts_Plan_WB_DN_C_02.dgn



Print Date: 7/5/2012
 File Name: 6300Impacts_Plan_WB_DN_C_02.dgn
 Horiz. Scale: 1:100 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

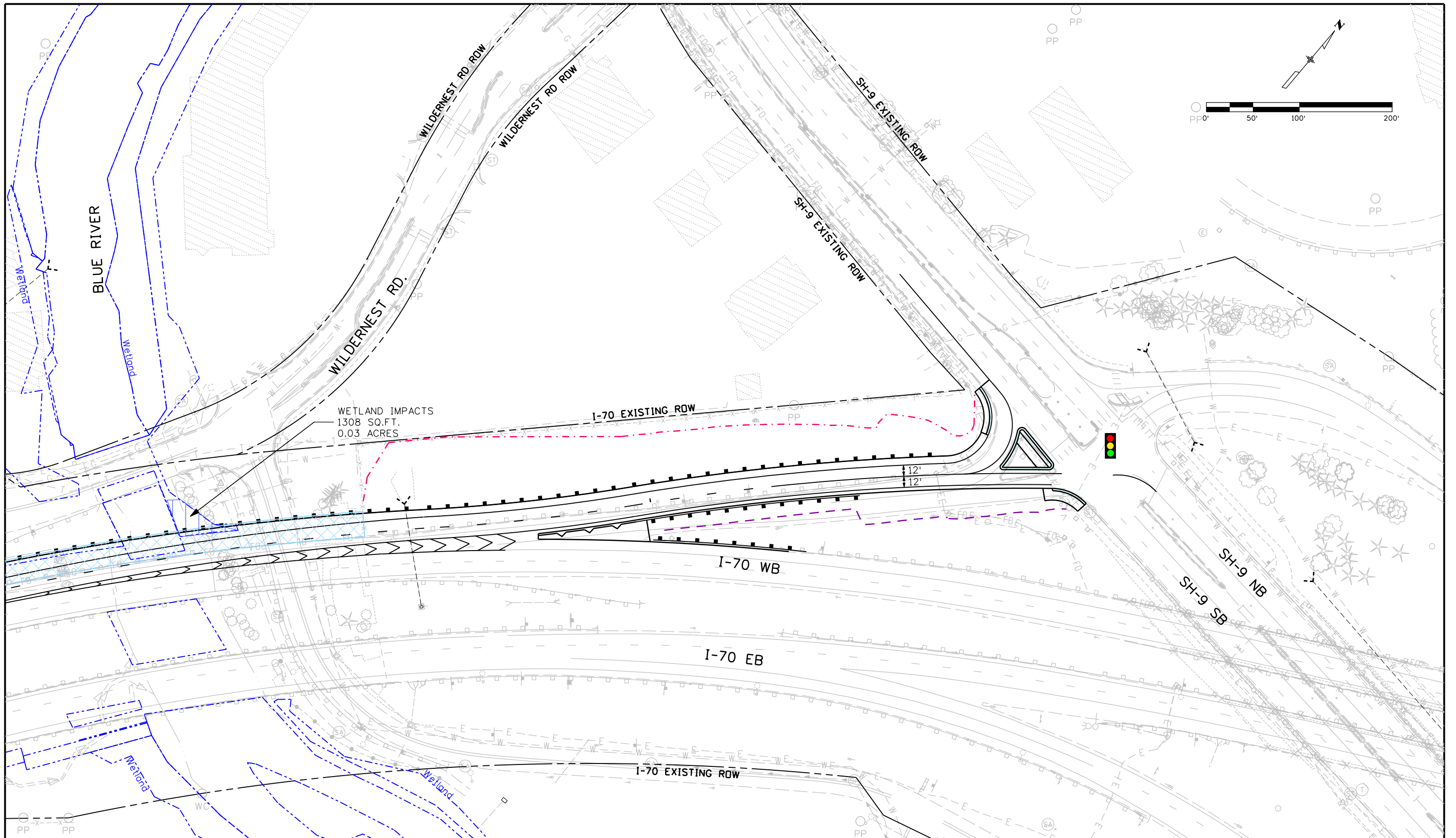


	Date:	Comments	Init.

No Revisions:
Revised:
Void:

WB ON RAMP ENVIRONMENTAL IMPACTS OPTION C - 2 LANES			
Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Project Number Code Sheet Number
Detailer: XXXXXXXX		X-XX-XX	
Sheet Subset: XXXXXXXX	Subset Sheets:	1 of 2	

marquepm 5:45:58 PM J:\Transportation\W\X\W6300.Silverthorne_Interchange\Project 6300\Landscapes\Environmental Drawings\6300Impacts_Plan_WB_DN_C_01.dgn



Print Date: 7/5/2012
 File Name: 6300Impacts_Plan_WB_DN_C_01.dgn
 Horiz. Scale: 1:100 Vert. Scale: As Noted
 Unit Information Unit Leader Initials



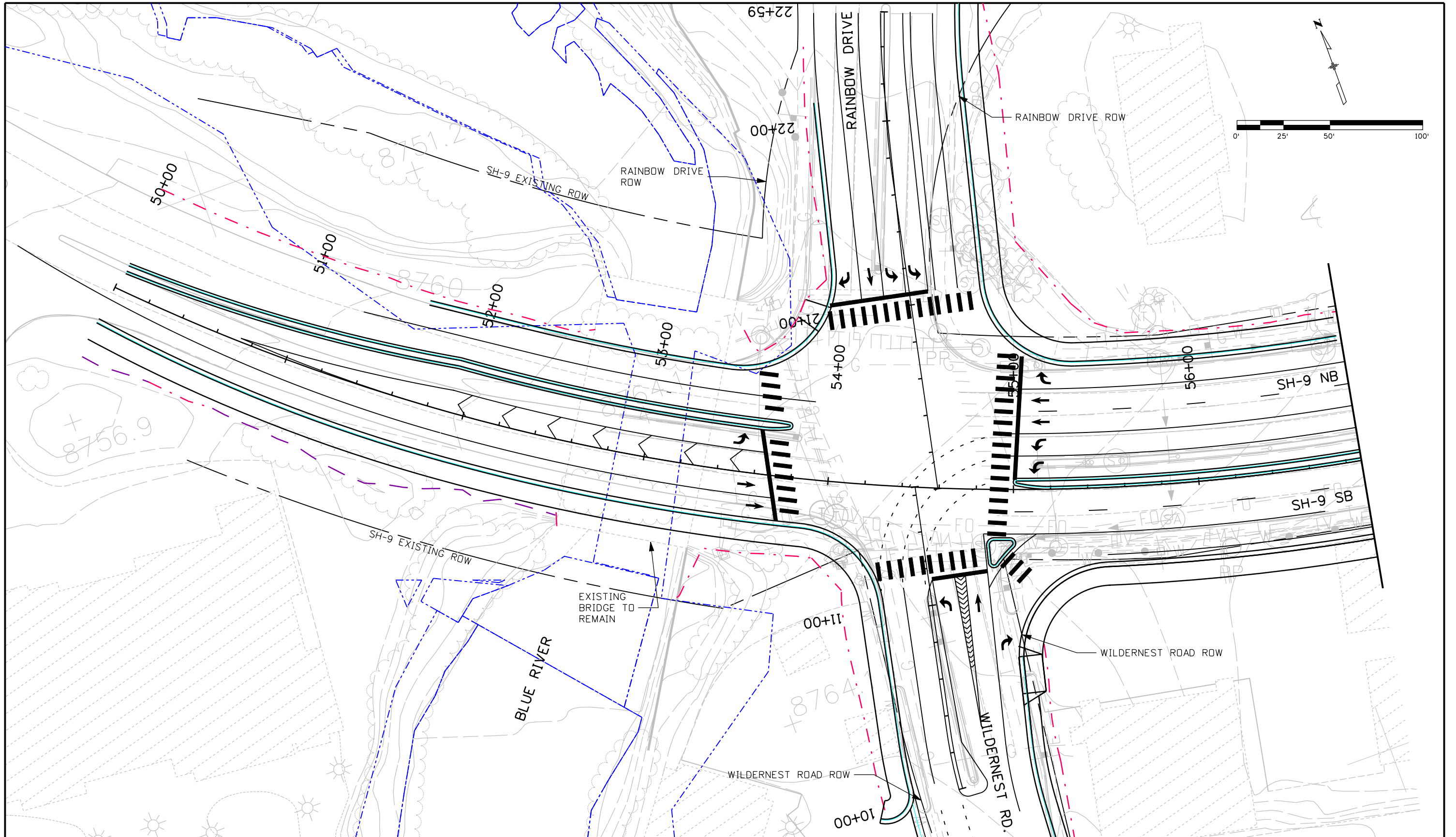
	Date:	Comments	Init.

No Revisions:	
Revised:	
Void:	

WB ON RAMP ENVIRONMENTAL IMPACTS OPTION C - 2 LANES			
Designer:	XXXXXXXX	Structure Numbers	X-XX-XX
Detailer:	XXXXXXXX	Structure Numbers	X-XX-XX
Sheet Subset:	XXXXXXXX	Subset Sheets:	2 of 2

Project Number
Code
Sheet Number

naszkowskae 3:24:28 PM J:_Transportation\WYXW6300.Silverthorne_Interchange\Project 6300\Landscape_Environmental\Drawings\6300Impacts_SH9_WILDERNEST_Ultimate_01.dgn



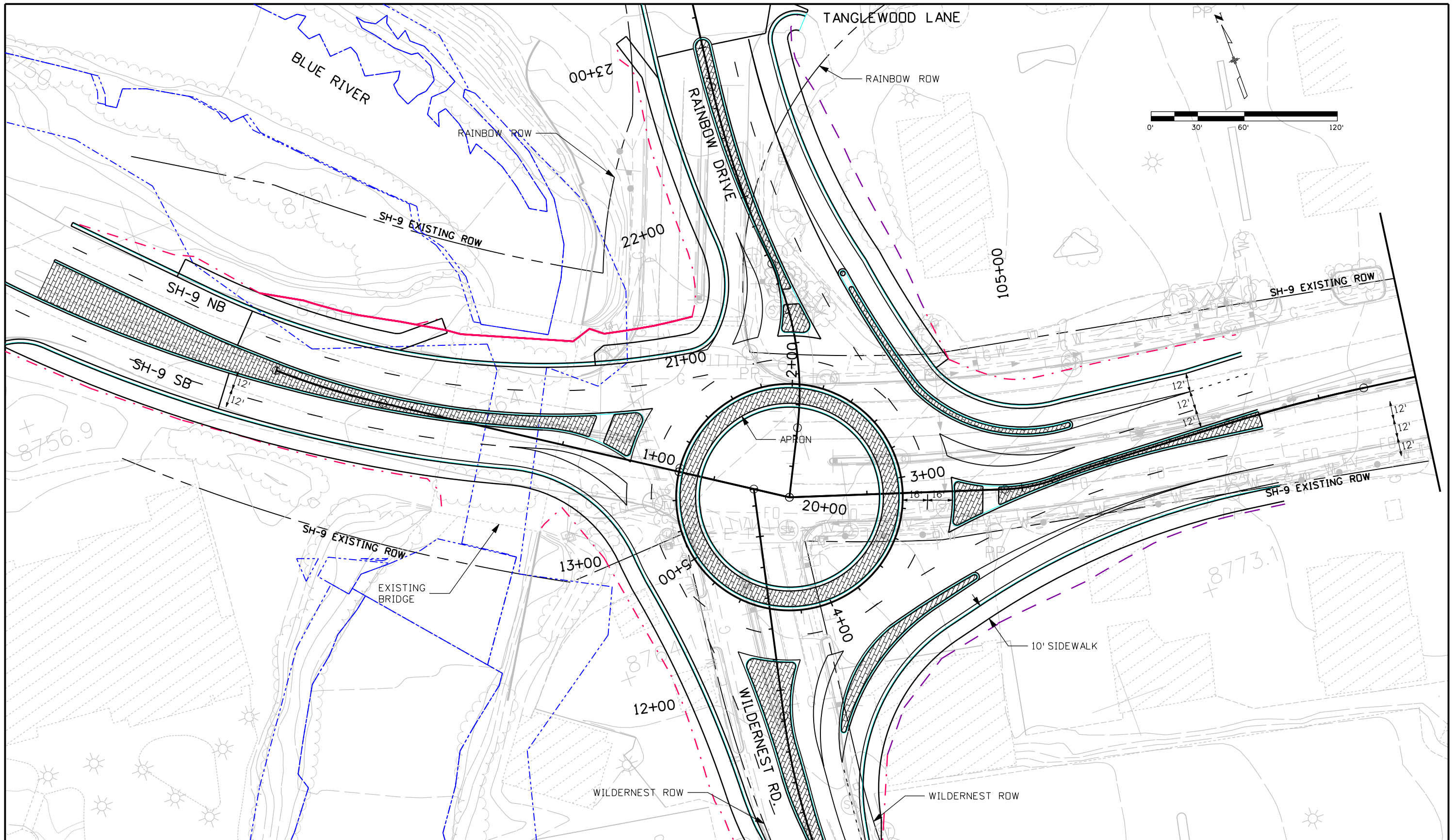
Print Date: 6/20/2012	
File Name: 6300Impacts_SH9_WILDERNEST_Ultimate_01.dgn	
Horiz. Scale: 1:50 Vert. Scale: As Noted	
Unit Information Unit Leader Initials	
JACOBS	

Sheet Revisions		
Date:	Comments	Init.

As Constructed
No Revisions:
Revised:
Void:

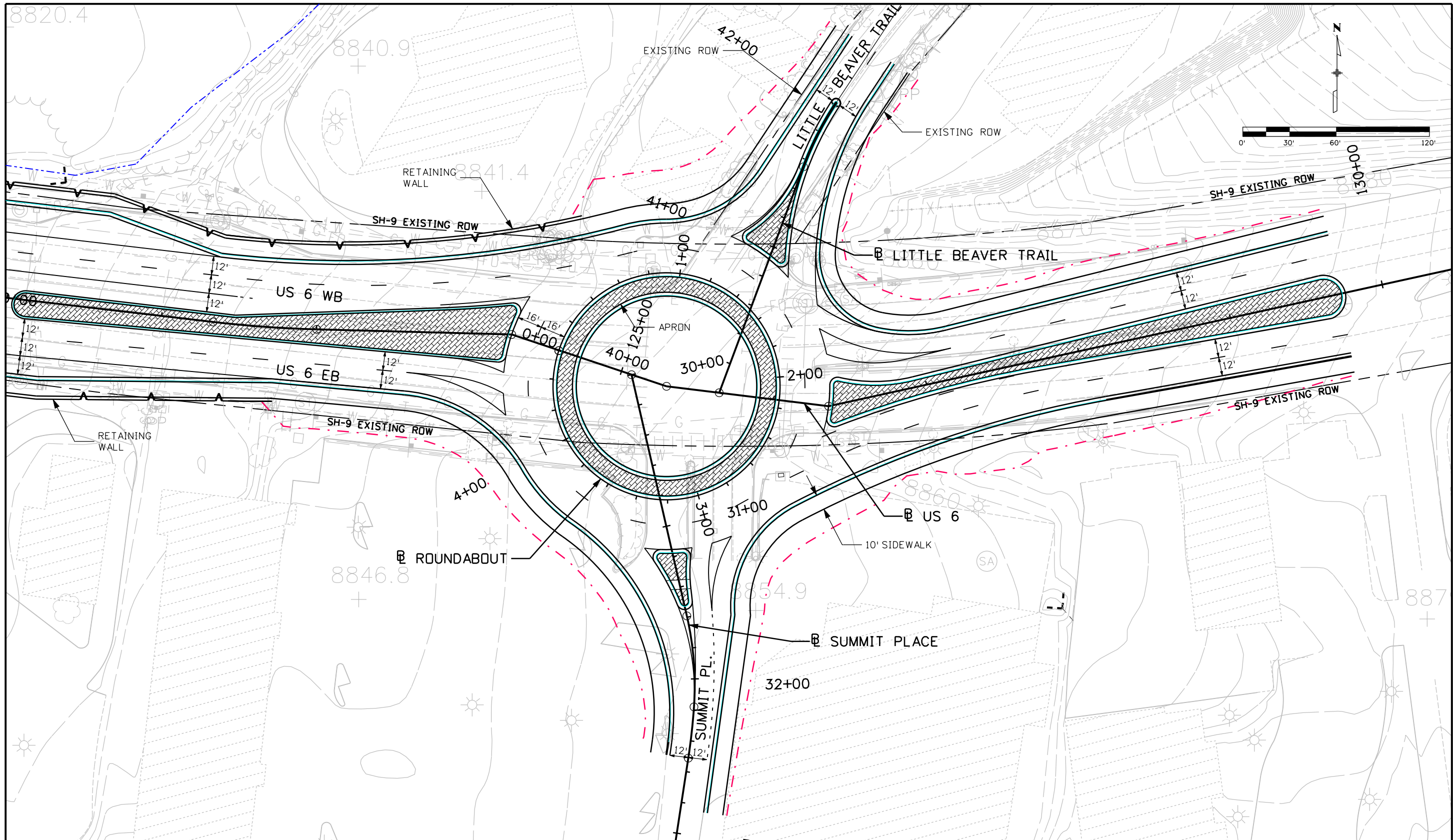
SH 9/WILDERNEST INTERSECTION OPTION A - CONVENTIONAL ENVIRONMENTAL IMPACTS			
Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Project No./Code Project Number Code Sheet Number XXX
Detailer: XXXXXXXX		X-XX-XX	
Sheet Subset: XXXXXXXX	Subset Sheets:	1 of 1	

naszkowskoe 3:21:11 PM J:_Transportation\WXX6300_Silverthorne_Interchange\Project 6300_Landscape_Environmental\Drawings\6300Impacts_DETAIL_SH9_WILDERNEST_RNDABT_B_01.dgn



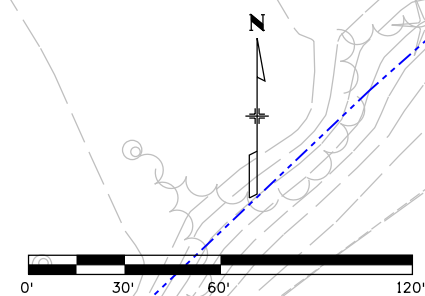
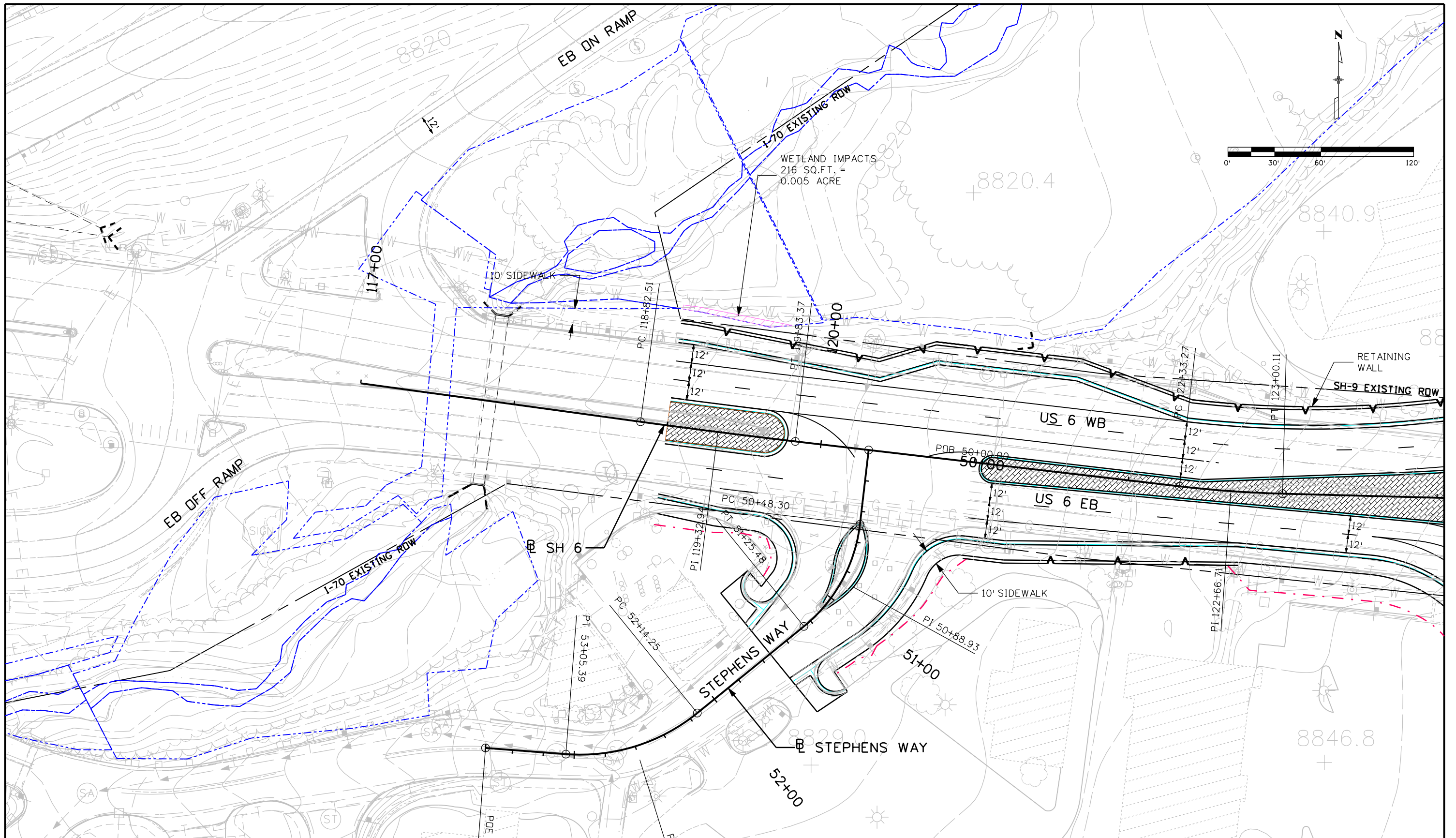
Print Date: 6/20/2012	Sheet Revisions			As Constructed	SH 9/WILDERNEST RD INTERSECT. OPTION B - ROUNDABOUT ENVIRONMENTAL IMPACTS			Project No./Code	
File Name: 6300Impacts_DETAIL_SH9_WILDERNEST_RNDABT_B_01.dgn	Date	Comments	Init.					Project Number	
Horiz. Scale: 1:60				No Revisions:	Designer: XXXXXXXX	Structure Numbers	X-XX-XX	Code	
Unit Information				Revised:	Detailer: XXXXXXXX	Subset Sheets:	X-XX-XX	Sheet Number	
JACOBS				Void:	Sheet Subset: XXXXXXXX	1 of 1		XXX	

naskowskoer 3:22:19 PM J:_Transportation\WXX6300.Silverthorne_Interchange_\Project 6300\Landscape_Environmental\Drawings\6300Impacts_Detail_US6_LTLE_BEAVER_TR_RNDABT_01.dgn



Print Date: 6/20/2012		Sheet Revisions			As Constructed		US 6/LITTLE BEAVER TRAIL ROUNDABOUT ENVIRONMENTAL IMPACTS		Project No./Code	
File Name: 6300Impacts_DETAIL_US6_LTLE_BEAVER_TR_RNDABT_01.dgn		TR_RNDABT_01.dgn	Date	Comments	Init.	No Revisions:		Project Number		
Horiz. Scale: 1:61.713		Vert. Scale: As Noted				Revised:		Designer: XXXXXXXX	Structure: X-XX-XX	Code
Unit Information		Unit Leader Initials				Void:		Detailer: XXXXXXXX	Numbers: X-XX-XX	Sheet Number XXX
JACOBS						Sheet Subset: XXXXXXXX		Subset Sheets: 1 of 2		

naszkowskier 3:23:25 PM J:_Transportation\WYXW6300.Silverthorne_Interchange\Project 6300\Landscape_Environmental\Drawings\6300Impacts_DETAIL_US6_LTLE_BEAVER_TR_RNDABT_02.dgn



Print Date: 6/20/2012		Sheet Revisions			As Constructed		US 6/LITTLE BEAVER TRAIL ROUNDABOUT ENVIRONMENTAL IMPACTS		Project No./Code	
File Name: 6300Impacts_DETAIL_US6_LTLE_BEAVER_TR_RNDABT_02.dgn		Date:	Comments	Init.	No Revisions:		Designer: XXXXXXXX		Project Number	
Horiz. Scale: 1:60					Revised:		Structure Numbers		Code	
Unit Information					Void:		Detailer: XXXXXXXX		Sheet Number	
Unit Leader Initials							Sheet Subset: XXXXXXXX		XXX	
JACOBS							Subset Sheets: 2 of 2			

APPENDIX E. CONSTRUCTION PHASING SUMMARY

DRAFT - Technical Memorandum – I-70-Silverthorne/Dillion Interchange Construction Phasing



1.0 Introduction

This memorandum details the examination and development of conceptual phasing plans for several alternatives for improvements to the I-70 and U.S. 6/CO 9 interchange. The project team of AECOM and Hartwig & Associates examined multiple construction phasing options for each alternative and determined the construction phasing approach detailed in the memorandum to be most practical. This conclusion was reached after examining multiple construction aspects including constructability, construction costs, detours and other traffic impacts, physical challenges, and impacts to local business, residents, and travelers. An attempt to match existing lane configurations when possible was made, however due to physical constraints within the project area this was not always attainable. Outlined in this memorandum is the preferred construction phasing approach as well as a description of the challenges encountered during development.

2.0 Construction Phasing Approach

I-70/Silverthorne Interchange Reconstruction (Improved Diamond) – The proposed changes to I-70 for the Improved Diamond alternative include a replacement of the existing 4-span steel girder bridges with similar structures that would increase the roadway width while maintaining the vertical profile and clearance to U.S. 6/CO 9. Improvements to U.S. 6/CO 9 include an additional left-turn lane in each direction. There is no anticipated impact to the Blue River Bridge as a result of construction activities of the I-70 bridge work.

Improved Diamond I-70 Phase 1 (Figure 1) - The existing bridges over I-70 are not wide enough to support two lanes of traffic in each direction simultaneously. Therefore, Phase 1 shows the closing of westbound (WB) I-70 diverting traffic through the off/on ramps for construction of the WB I-70 bridge. Temporary pavement will be added during this phase for eastbound (EB) traffic to crossover in Phase 2. There is no anticipated impact to the Blue River Bridge as a result of construction activities of the I-70 bridge work. There will be detour pavement constructed on the EB on-ramp to be used during the US-6 construction activities. Coordination with the construction activities for SH-9/US-6 will occur due to new pier locations.

Traffic impacts will be high because of the closure of WB I-70 and work under the I-70 bridge on U.S. 6/CO 9. Lane configuration is maintained for traffic along U.S. 6/CO 9 except for storage for the left turn lanes for entrance to both directions of I-70.

Improved Diamond I-70 Phase 2 (Figure 2) – EB I-70 traffic will be shifted to WB lanes prior to the new WB I-70 bridge. The proposed I-70 bridge should be wide enough to accommodate the necessary lane configuration for both directions of travel. EB I-70 will be closed for construction of the bridge.

Improved Diamond Phase 1 (Figure 3) – There will be work necessary on U.S. 6/CO 9 for the new pier locations and to add an additional left-turn lane, so this construction will begin during this phase. There will be no construction activity performed on the WB on/off-ramps for this phase to accommodate the increase in traffic due to the WB I-70 closure. Work will begin on the EB ramps to allow for use in the later phases.

Improved Diamond Phase 2 (Figure 4) – EB I-70 traffic will be shifted to WB lanes prior to the new WB I-70 bridge. The proposed WB I-70 bridge should be wide enough to accommodate the necessary lane configuration for both directions of travel. EB I-70 will be closed for construction of the bridge. Southbound (SB) U.S. 6/CO 9 traffic will be shifted to NB lanes so the west side of U.S. 6/CO 9 can be constructed under the bridge. Nighttime closures of certain lanes and portions of the intersections may be necessary.

Traffic impacts will be high due to shifting of the SB lanes of travel on U.S. 6/CO 9 to the north side of the roadway.

Improved Diamond Phase 3 (Figure 5) – NB U.S. 6/CO 9 traffic will be shifted to the south side of the roadway under the bridges so that the north side can be constructed. There will be nighttime closures for portions of U.S. 6/CO 9 east of the bridges.

I-70/Silverthorne Interchange Reconstruction (Single Point Urban Interchange) – The proposed changes to I-70 for the Improved Diamond alternative include a replacement of the existing 4-span steel girder bridges with a cable-stay bridge for both directions that would increase the roadway width while maintaining the vertical profile and clearance to U.S. 6/CO 9. Improvements to U.S. 6/CO 9 include an additional left-turn lane in each direction. There is no anticipated impact to the Blue River Bridge as a result of construction activities of the I-70 bridge work.

Single Point Urban Interchange I-70 Phase 1 (Figure 6) - Phase 1 shows the closing of westbound (WB) I-70 diverting traffic through the off/on ramps for construction of the WB I-70 bridge. Temporary pavement will be added during this phase for eastbound (EB) traffic to crossover in Phase 2. There is no anticipated impact to the Blue River Bridge as a result of construction activities of the I-70 bridge work. There will be work necessary on U.S. 6/CO 9 for the falsework and pylon construction for the cable-stay bridge and traffic will be reduced to one-lane each direction. There will be no construction activity performed on the ramps for this phase to accommodate the increase in traffic due to the WB I-70 closure.

Single Point Urban Interchange I-70 Phase 2 (Figure 7) – EB I-70 traffic will be shifted to WB lanes prior to the new WB I-70 bridge. The proposed I-70 cable-stay bridge should be wide enough to accommodate the necessary lane configuration for both directions of travel. EB I-70 will be closed for construction of the bridge. Southbound (SB) U.S. 6/CO 9 traffic will be one-lane each direction due to the falsework and pylon construction of the bridge.

Single Point Urban Interchange U.S. 6/CO 9 Phase 1 (Figure 8) – SB U.S. 6/CO 9 traffic will be shifted to NB side of roadway and the SB side of the roadway will be constructed as well as detour pavement in place of the sidewalk. This phase will maintain two through-lanes in each

direction and a shared left-turn lane. Portions of the ramps will be constructed but due to grade difference (6'-8' lower than existing) detour pavement will be required.

Single Point Urban Interchange U.S. 6/CO 9 Phase 2 (Figure 9) – NB U.S. 6/CO 9 traffic will be shifted to SB side of roadway and the NB side of the roadway will be constructed. Portions of the ramps will be constructed with possible nighttime closures.

Single Point Urban Interchange U.S. 6/CO 9 Phase 3 (Figure 10) – There will be nighttime closures of the sidewalk and curb and gutter along the southern portion of the roadway to complete the construction.

I-70/Silverthorne Interchange Reconstruction (Diverging Diamond) – The diverging diamond option does not require replacement of the existing I-70 bridges. The existing width of U.S. 6/CO 9 allows for the alignment of the diverging diamond to operate within the existing I-70 bridge piers. Two options are proposed for the diverging diamond. Option 1 consists of three phases with CO 9 SB traffic detoured around the I-70 bridge so more lanes can be closed. Option 2 consists of five phases with fewer lane closures under the I-70 bridge, preventing either direction for U.S. 6/CO 9 traffic from detouring.

Option 1

Diverging Diamond Phase 1 (Figure 11) – NB U.S. 6/CO 9 traffic will be shifted to the SB side of the roadway so construction of the diverging diamond can occur. SB traffic will be detoured along Wilderndest Road and Stephens Way during construction of the NB side of the roadway. Portions of all of the I-70 on/off-ramps will be constructed during this time. Traffic on these ramps will be impacted due to a shift and detour for existing lanes.

Diverging Diamond Phase 2 (Figure 12) - SB U.S. 6/CO 9 traffic will continue using the Phase 1 detour along Wilderndest Road and Stephens Way to bypass the construction under the bridge on the SB U.S. 6/CO 9 lanes. NB traffic will shift onto newly constructed pavement under the bridge. Continuation of all I-70 on/off-ramp construction will occur. There is an elevation difference between the proposed ramp alignments and existing alignments that will necessitate restrictions for SB U.S. 6/CO 9 to I-70 ramp movements.

Diverging Diamond Phase 3 (Figure 13) – Nighttime closures to complete diverging movement will occur during this phase.

Option 2

Diverging Diamond Phase 1 (Figure 14) – NB and SB U.S. 6/CO 9 traffic will be shifted to the south so that construction of the NB outside lane of the diverging diamond can occur. Temporary detour pavement will be constructed along the north in place of future sidewalk and curb and gutter to be used in later phases. Portions of all of the I-70 on/off-ramps will be constructed during this time. Traffic on these ramps will be impacted due to a shift and detour for existing lanes.

Diverging Diamond Phase 2 (Figure 15) – NB and SB U.S. 6/CO 9 traffic will be shifted to the north so that construction of the SB outside lane of the diverging diamond can occur. Temporary

detour pavement will be constructed along the south in place of the future sidewalk and curb and gutter to be used in later phases. Continuation of all I-70 on/off-ramp construction will occur. There is an elevation difference between the proposed ramp alignments and existing alignments that will necessitate restrictions for SB U.S. 6/CO 9 to I-70 ramp movements.

Diverging Diamond Phase 3 (Figure 16) – NB U.S. 6/CO 9 traffic will run on the NB side of the roadway with traffic split to either side while the middle lane is constructed. The left turn lane will be shared with the inside thru lane. The same will occur for SB U.S. 6/CO 9 traffic on the SB side of the roadway. Final ramp construction will occur on the EB on ramp.

Diverging Diamond Phase 4 (Figure 17) – NB U.S. 6/CO 9 traffic will be shifted onto the newly constructed NB lanes and SB traffic will be shifted onto the newly constructed SB lanes while the middle portion of U.S. 6/CO 9 is constructed. Both the NB and SB left turn lanes will be shared with the inside thru lane.

Diverging Diamond Phase 5 (Figure 18) – Nighttime closures to complete diverging movement will occur during this phase. Remaining portions of curb and gutter and sidewalk will be constructed. A temporary detour may be required while final configuration (signing, striping, and signal installation) is constructed.

I-70 Eastbound Off-Ramp Reconstruction (Option A) – Option A will relocate the exit ramp west of Blue River and Adams Avenue. A bridge over Adams Avenue, Blue River, and Stephens Way will be constructed. The construction for EB off ramp will require lowering of the existing ramp approximately 10 feet in certain locations and rising of Stephens Way to accommodate a proposed connection. Temporary retaining walls will be required throughout the phasing.

Phase 1 (Figure 19) – The ramp will be constructed between the new gore point and the existing off ramp. Temporary detour pavement will be placed along the existing ramp. Construction on Stephens Way will result in temporary closure. There will also be temporary closures to Adams Ave and Stephens Way for off-ramp bridge construction.

Phase 2 (Figure 20) – Traffic from off ramp will be shifted to the detour pavement. Remaining portion of new off ramp and connector to Stephens Way will be built. A retaining wall will be needed next to off ramp due to 10' lowering of the off ramp.

Phase 3 (Figure 21) – Traffic exiting EB off ramp will be moved to new ramp location. The existing ramp will be closed and final construction activities on the ramp will conclude.

I-70 Eastbound Off-Ramp Reconstruction (Option B) – Option B will relocate the exit ramp west of Blue River and Adams Avenue. The ramp will tie into Adams Avenue, which will be raised approximately 4'. The ramp west of Adams will accommodate exiting one-way traffic only, while east of Adams it will be two-way traffic. Adams will dead end at the intersection with the ramp and not continue under I-70 as it currently does. Instead, traffic will follow the proposed 2-way ramp to where it intersects with Adams Avenue.

Phase 1 (Figure 22) – Ramp construction will begin west and east of Adams Avenue. Adams will be sub-phased to allow business access to the south. Retaining walls will be required to allow Adams profile to rise 4'. A structure will be built over the Blue River. A portion of Stephens Way will be closed to raise the profile to allow a future connection from the ramp to tie in. Temporary detour pavement will be constructed along the existing ramp. One lane of the existing EB off ramp will be closed.

Phase 2 (Figure 23) – Construction will occur on River Road and portions of Stephens Way which will both result in detours.

Exiting I-70 traffic will be routed on the new ramp so that the remaining portion of the ramp to U.S. 6/CO 9 can be constructed.

I-70 Westbound On-Ramp Reconstruction (Option A) – Option A includes revising the profile grade and shifting the ramp to the west. The parameters of the proposed ramp encroach over the existing slope.

Phase 1 (Figure 24) – The existing island will be removed so it can be used as an entrance to the on-ramp. Temporary shoring will be required between the proposed and existing due to the elevation difference. The ramp will be reduced to one lane, and construction of the ramp will occur.

Phase 2 (Figure 25) – Traffic will be routed to the new on-ramp lane. The construction for the remaining portion of the ramp and retaining wall will be completed.

I-70 Westbound On-Ramp Reconstruction (Option B) – Option B includes extending the ramp to the south, connecting to Wildernest Road, and constructing a bridge over Stephens Way, Blue River, and Adams Avenue. Wildernest Road will be rerouted to raise the grade so a connection can be made to the on-ramp to I-70.

Phase 1 (Figures 26 & 27) – The new ramp will be constructed between the new gore point up to the existing on-ramp. The bridge over Stephens Way, Blue River, and Adams Avenue will be constructed. The new portion of Wildernest Road will be constructed. Nighttime closures will occur to construct tie-ins.

Phase 2 (Figure 28) – Nighttime closures of Wildernest will occur to tie into the newly-rerouted road. The connection from Wildernest to the I-70 on-ramp will be constructed.

Phase 3 (Figures 29 & 30) – Traffic entering the on-ramp will be detoured onto Wildernest Road and through the newly constructed ramp so work can commence at the existing on-ramp. The existing on-ramp will be closed.

SH-9/Wildernest Intersection Reconstruction – The existing CO 9/Wildernest Intersection will be modified to square the traffic movement through the intersection and add an additional NB U.S. 6/CO 9 left-turn lane.

SH-9/Wilderness Intersection Reconstruction Phase 1 (Figure 31) – Construct temporary detour pavement in the northeast corner of the intersection and along the southern edge where the sidewalk will be built (in a later phase). U.S. 6/CO 9 will be shifted to the north and Wilderness Road/Rainbow Drive traffic will be shifted to the east. Construct the southern portion of U.S. 6/CO 9 (excluding sidewalk and curb and gutter) and the western portion of Wilderness/Rainbow.

SH-9/Wilderness Intersection Reconstruction Phase 2 (Figure 32) – U.S. 6/CO 9 traffic will be shifted to the southern portion of the roadway so construction of the northern portion can occur. Wilderness/Rainbow traffic will be shifted to the west so construction on the east side can occur. Nighttime closures may be necessary for intersection tie-ins.

SH-9/Wilderness Intersection Reconstruction Phase 3 (Figure 33) – NB U.S. 6/CO 9 traffic will be shifted to the north and SB U.S. 6/CO 9 will be shifted south so the middle lanes can be constructed. Nighttime closures may be necessary to complete the work.

SH-9/Wilderness Intersection Reconstruction Phase 4 (Figure 34) – Remove the temporary pavement along the south and construct the sidewalk and curb and gutter.

SH-9/Wilderness Roundabout Construction – The second option for this intersection is a proposed two-lane roundabout. The roundabout will be challenging to phase. The proposed grades match closely to existing grades through the intersection, but due to right-of-way impacts and constraints over Blue River it will be challenging.

SH-9/Wilderness Roundabout Construction Phase 1 (Figure 35) – Both directions of U.S. 6/CO 9 will be closed north of the Wilderness Road/Rainbow Drive intersection to allow for culvert construction over Blue River. Two detours are available to circumvent this closure. Temporary pavement will be built on the southeast quadrant in place of proposed sidewalk, to allow for Wilderness traffic to enter SB U.S. 6/CO 9 and the I-70 on ramp in the next phase. Temporary pavement will also be constructed to allow NB U.S. 6/CO 9 traffic to turn onto Rainbow in the future phase. Traffic movement through the intersection will remain except over Blue River. There will be construction at the southeast and northeast quadrants outside of the existing intersection.

SH-9/Wilderness Roundabout Construction Phase 2 (Figure 36) – Both U.S. 6/CO 9 traffic lanes will be open over the newly constructed Blue River culvert. The middle lanes will be closed east of the intersection. Traffic will be diverted away from the median construction work onto the detour pavement for NB traffic turning onto Rainbow Drive.

SH-9/Wilderness Roundabout Construction Phase 3 (Figure 37) – Phase 3 will consist mainly of nighttime and partial lane closures to construct the remaining roundabout.

SH-9/Little Beaver Conventional – The conventional option for this intersection is not different than the existing conditions, so there is no required construction phasing anticipated for this option.

SH-9/Little Beaver Roundabout – Due to the major difference in grade of approximately 9’ between the proposed roundabout and the existing condition, the intersection will need to be closed throughout the duration of construction and traffic from all directions shall be detoured.






2. Construction Phasing Plan Assumptions

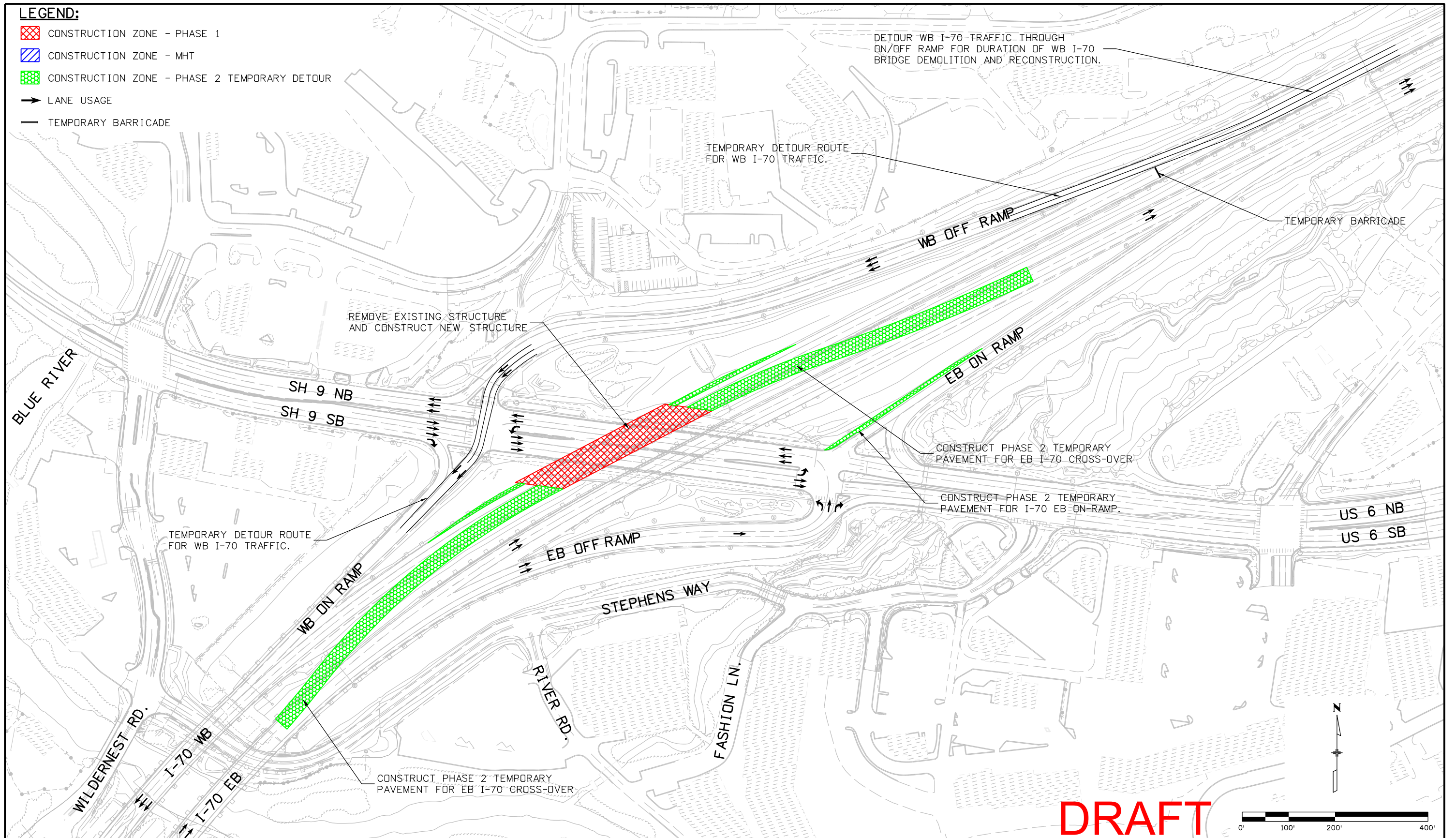
- The typical detour section used throughout this analysis consists of 11’ travel lanes, 2’ shoulders, and where possible a 5’ buffer between any barrier and the edge of the construction zone. Due to a physical lack of space throughout this project it was necessary to deviate from this typical section and reduce the distance between the construction zone and the concrete barrier in some areas.
- Each option was analyzed independently and no attempt was made to determine alternatives to an option.
- To determine if any extended lane closures were permissible along this stretch of I-70 and U.S. 6/CO 9, CDOT’s Lane Closure Schedules were consulted for Region 1. For the majority of the project area CDOT’s policy dictates that lane closures may occur during non peak periods only, generally between the hours of 8:00 P.M. and 5:30 A.M. Therefore, construction phasing for the various options is limited by lane closures.

FIGURES

DRAFT

LEGEND:

-  CONSTRUCTION ZONE - PHASE 1
-  CONSTRUCTION ZONE - MHT
-  CONSTRUCTION ZONE - PHASE 2 TEMPORARY DETOUR
-  LANE USAGE
-  TEMPORARY BARRICADE



DRAFT

Print Date: 11/21/2011
 File Name: I-70_Silver_ImpDiam_I-70ph1_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	



As Constructed
No Revisions:
Revised:
Void: XXX






IMPROVED DIAMOND CONSTRUCTION PHASING			
I-70 PHASE 1			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	1 OF 5

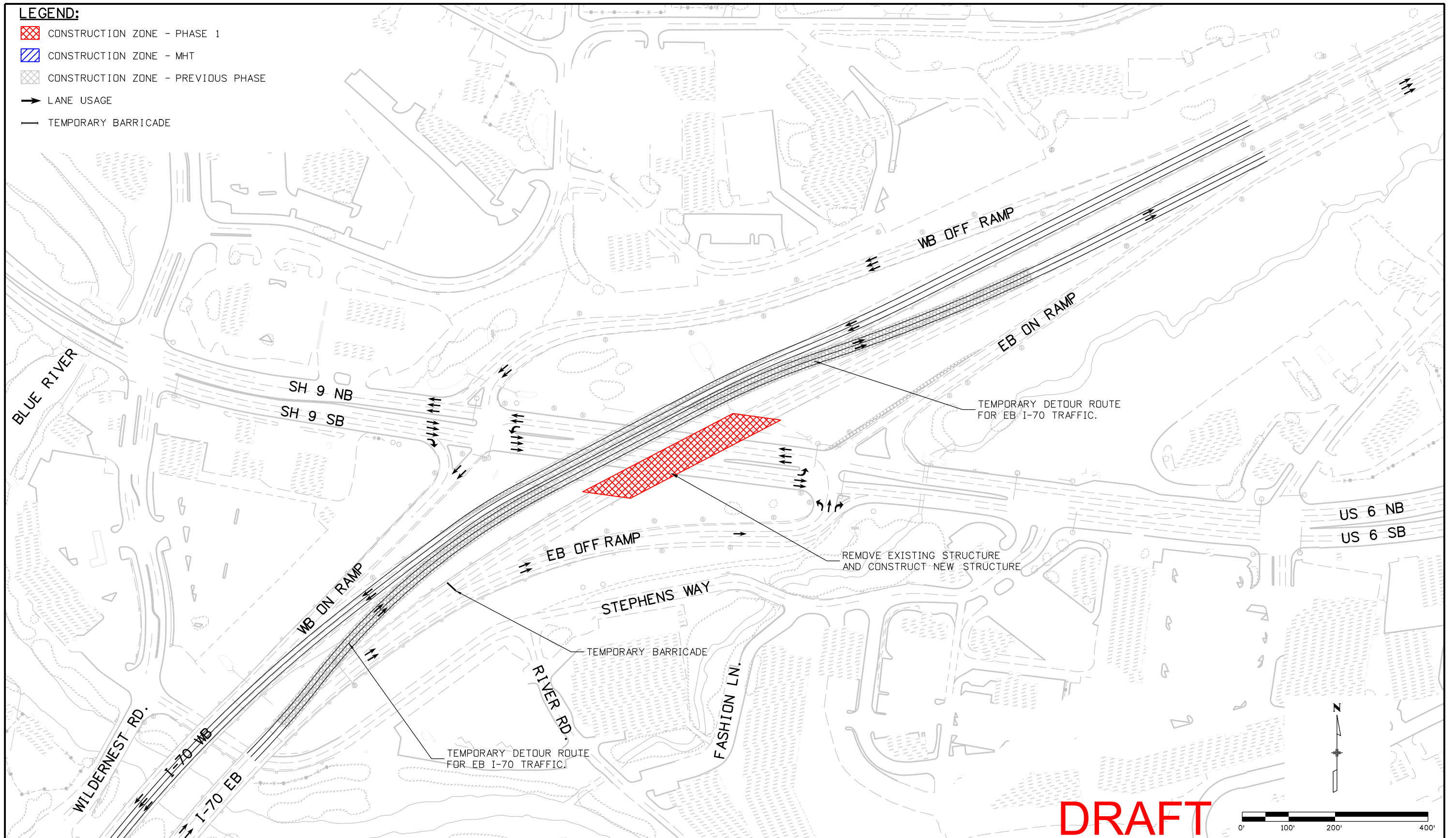
Project No./Code
IM 0703-341
16755
Sheet Number

FIGURE 1

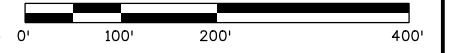
jpark 5:48:12 PM P:\AECOM\170 Silverthorne\16755 Traffic\ITS\Drawings\I-70_Silver_ImpDiam_I-70ph1_plan01.dgn

LEGEND:

-  CONSTRUCTION ZONE - PHASE 1
-  CONSTRUCTION ZONE - MHT
-  CONSTRUCTION ZONE - PREVIOUS PHASE
-  LANE USAGE
-  TEMPORARY BARRICADE



DRAFT



Print Date: 11/22/2011
 File Name: I-70_Silver_ImpDiam_I-70ph2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	



As Constructed
No Revisions:
Revised:
Void: XXX




IMPROVED DIAMOND CONSTRUCTION PHASING I-70 PHASE 2			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	2 of 5

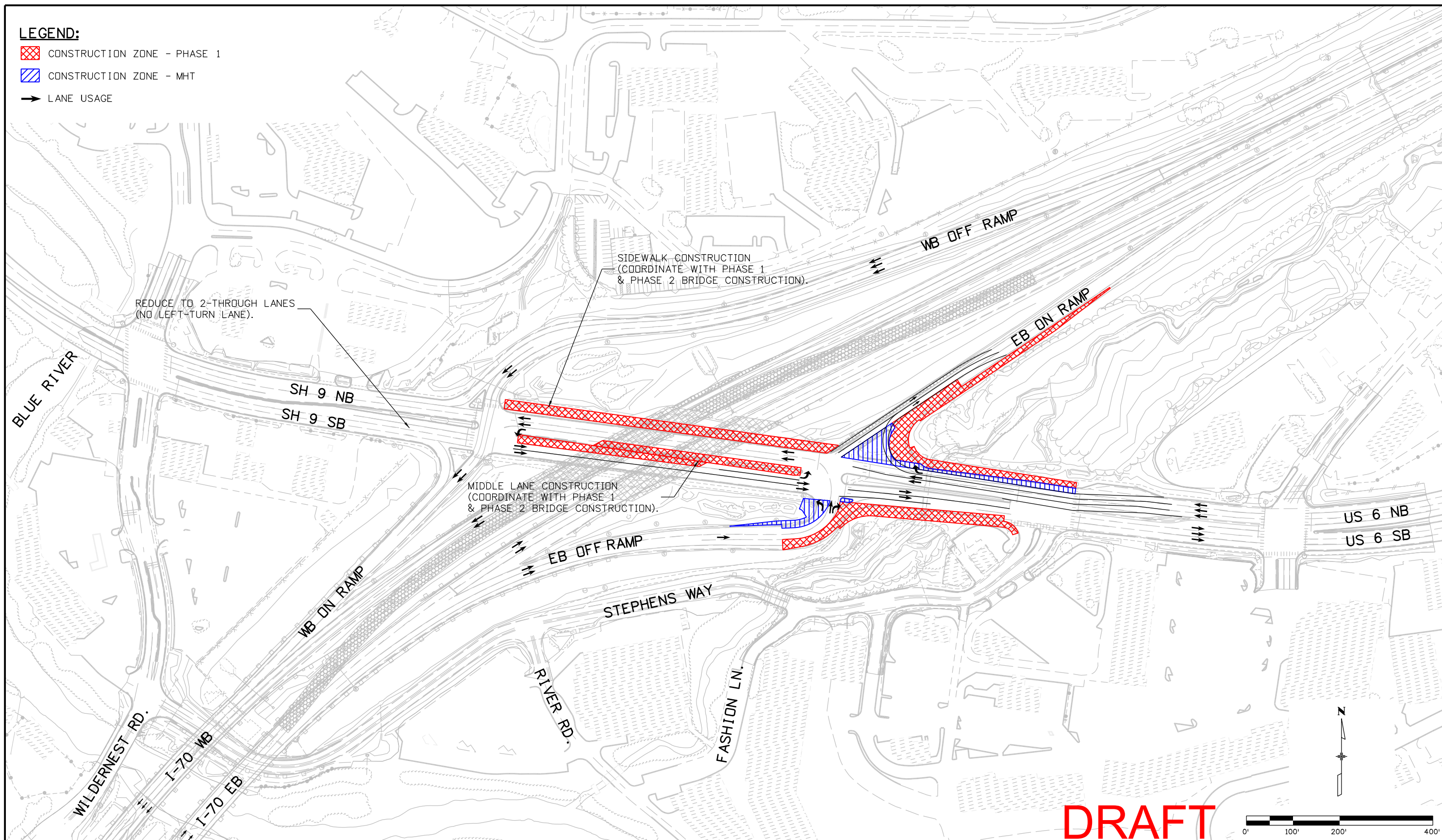
Project No./Code
IM 0703-341
16755
Sheet Number

FIGURE 2

jpark 8:34:31 AM P:\AEC\DM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70_Silver_ImpDiam_I-70ph2_plan01.dgn

LEGEND:

-  CONSTRUCTION ZONE - PHASE 1
-  CONSTRUCTION ZONE - MHT
-  LANE USAGE



DRAFT

Print Date: 11/22/2011
 File Name: I-70_Silver_ImpDiam_SH9ph1_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	



HARTWIG
& Associates, Inc.

As Constructed	
No Revisions:	
Revised:	
Void:	XXX





IMPROVED DIAMOND CONSTRUCTION PHASING SH-9 PHASE 1			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	3 OF 5

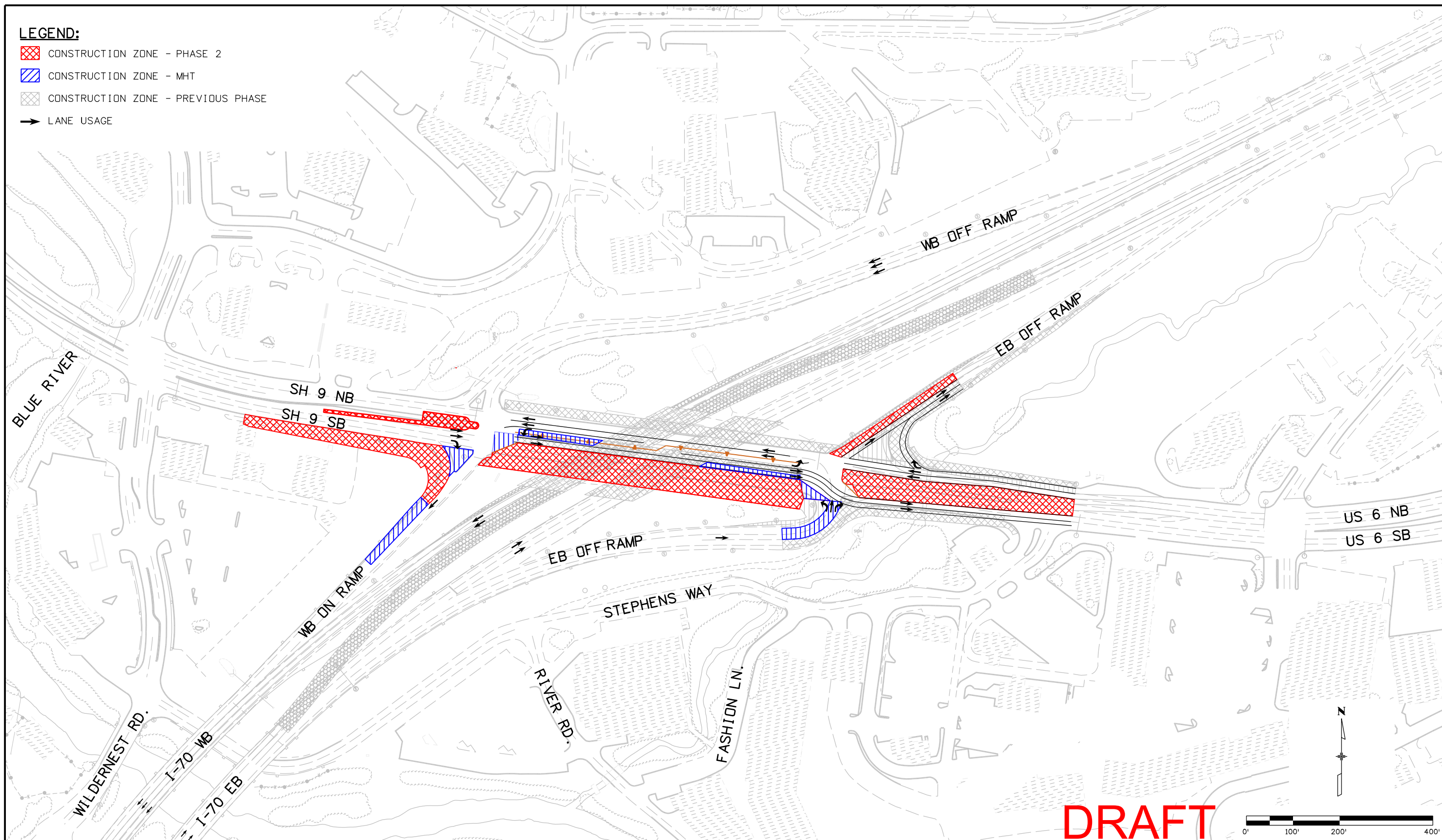
Project No./Code	
IM 0703-341	
16755	
Sheet Number	

FIGURE 3

jpark 8:56:25 AM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70_Silver_ImpDiam_SH9ph1_plan01.dgn

LEGEND:

-  CONSTRUCTION ZONE - PHASE 2
-  CONSTRUCTION ZONE - MHT
-  CONSTRUCTION ZONE - PREVIOUS PHASE
-  LANE USAGE



DRAFT

Print Date: 11/22/2011
 File Name: I-70_Silver_ImpDiam_SH9ph2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	



As Constructed
No Revisions:
Revised:
Void: XXX





IMPROVED DIAMOND CONSTRUCTION PHASING PHASE 2			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON	Subset Sheets:	4 of 5
Sheet Subset:	PHASING		

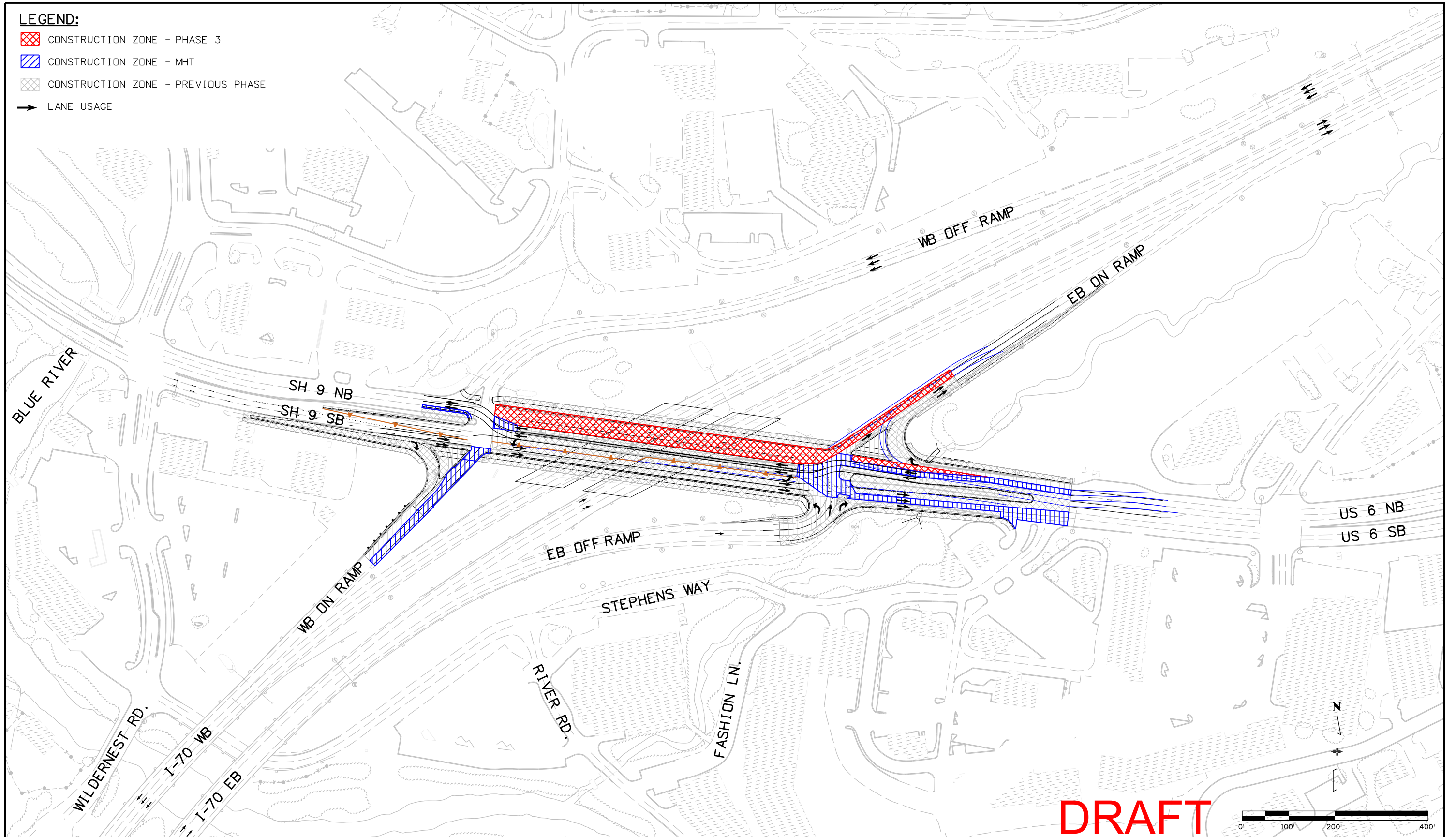
Project No./Code
IM 0703-341
16755
Sheet Number

FIGURE 4

jpark 8:57:48 AM P:\AECOM\I70_Silver\I70_Silver\Traffic\ITS Drawings\I-70_Silver_ImpDiam_SH9ph2_plan01.dgn

LEGEND:

-  CONSTRUCTION ZONE - PHASE 3
-  CONSTRUCTION ZONE - MHT
-  CONSTRUCTION ZONE - PREVIOUS PHASE
-  LANE USAGE



DRAFT

Print Date: 11/22/2011
 File Name: I-70_Silver_ImpDiam_SH9ph3_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
R-X	Date:	Comments	Init.
000			
000			
000			



HARTWIG
& Associates, Inc.

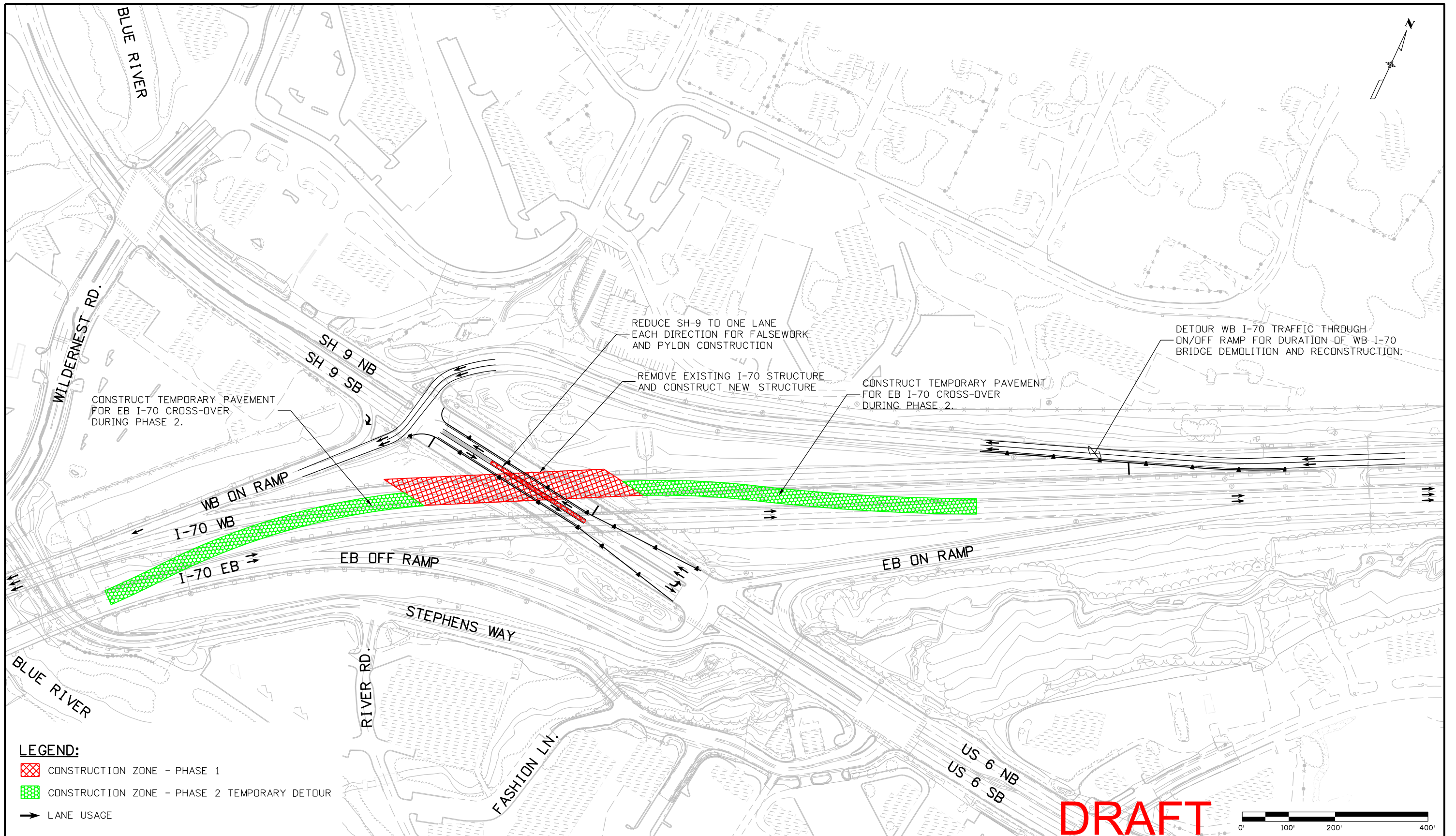
As Constructed	
No Revisions:	
Revised:	
Void:	XXX

IMPROVED DIAMOND CONSTRUCTION PHASING PHASE 3			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON	Subset Sheets:	5 of 5
Sheet Subset:	PHASING		

Project No./Code	
IM 0703-341	
16755	
Sheet Number	

FIGURE 5

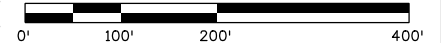
jpark 9:00:44 AM P:\AECOM\170 Silverthorne\16755\Traffic\ITS Drawings\I-70_Silver_ImpDiam_SH9ph3_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 1
- CONSTRUCTION ZONE - PHASE 2 TEMPORARY DETOUR
- LANE USAGE

DRAFT



Print Date: 11/21/2011
 File Name: I-70_Silver_SPUI_I-70ph1_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	

HARTWIG
& Associates, Inc.

As Constructed
No Revisions:
Revised:
Void:

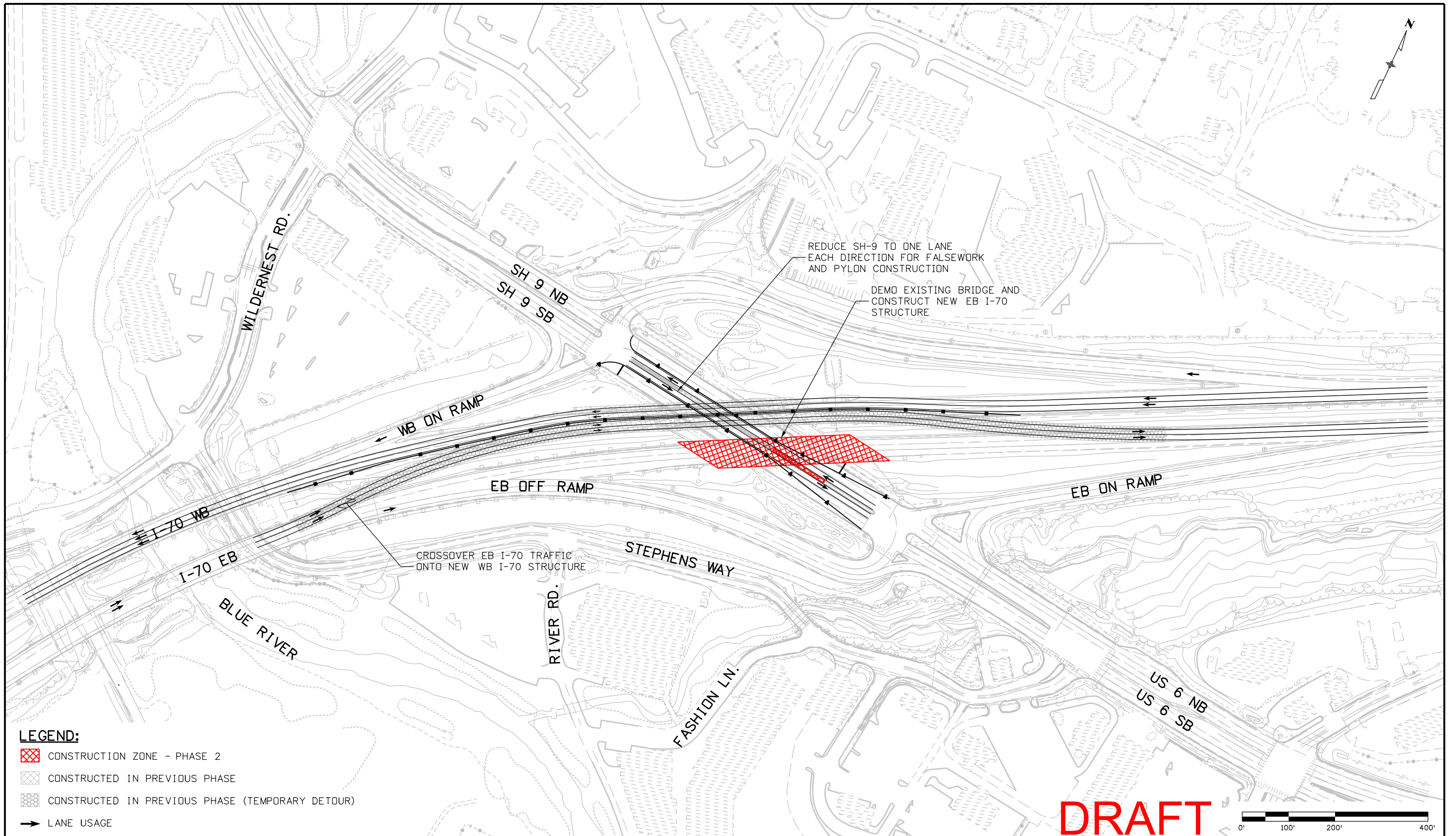
SINGLE POINT URBAN INTERCHANGE CONSTRUCTION PHASING			
I-70 PHASE 1			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	1 of 5

Project No./Code
IM 0703-341
16755
Sheet Number XXX

FIGURE 6

jpark 1:14:14 PM P:\AECOM\170_Silver\thorne\16755\Traffic\ITS\Drawings\I-70_Silver_SPUI_I-70ph1_plan01.dgn

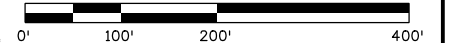
jpark 1:15:19 PM P:\VECDM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70_Silver_SPUI_I-70ph2_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 2
- CONSTRUCTED IN PREVIOUS PHASE
- CONSTRUCTED IN PREVIOUS PHASE (TEMPORARY DETOUR)
- LANE USAGE

DRAFT



Print Date: 11/21/2011	
File Name: I-70_Silver_SPUI_I-70ph2_plan01.dgn	
Horiz. Scale: 1:200	Vert. Scale: As Noted
Unit Information	Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	

HARTWIG
& Associates, Inc.

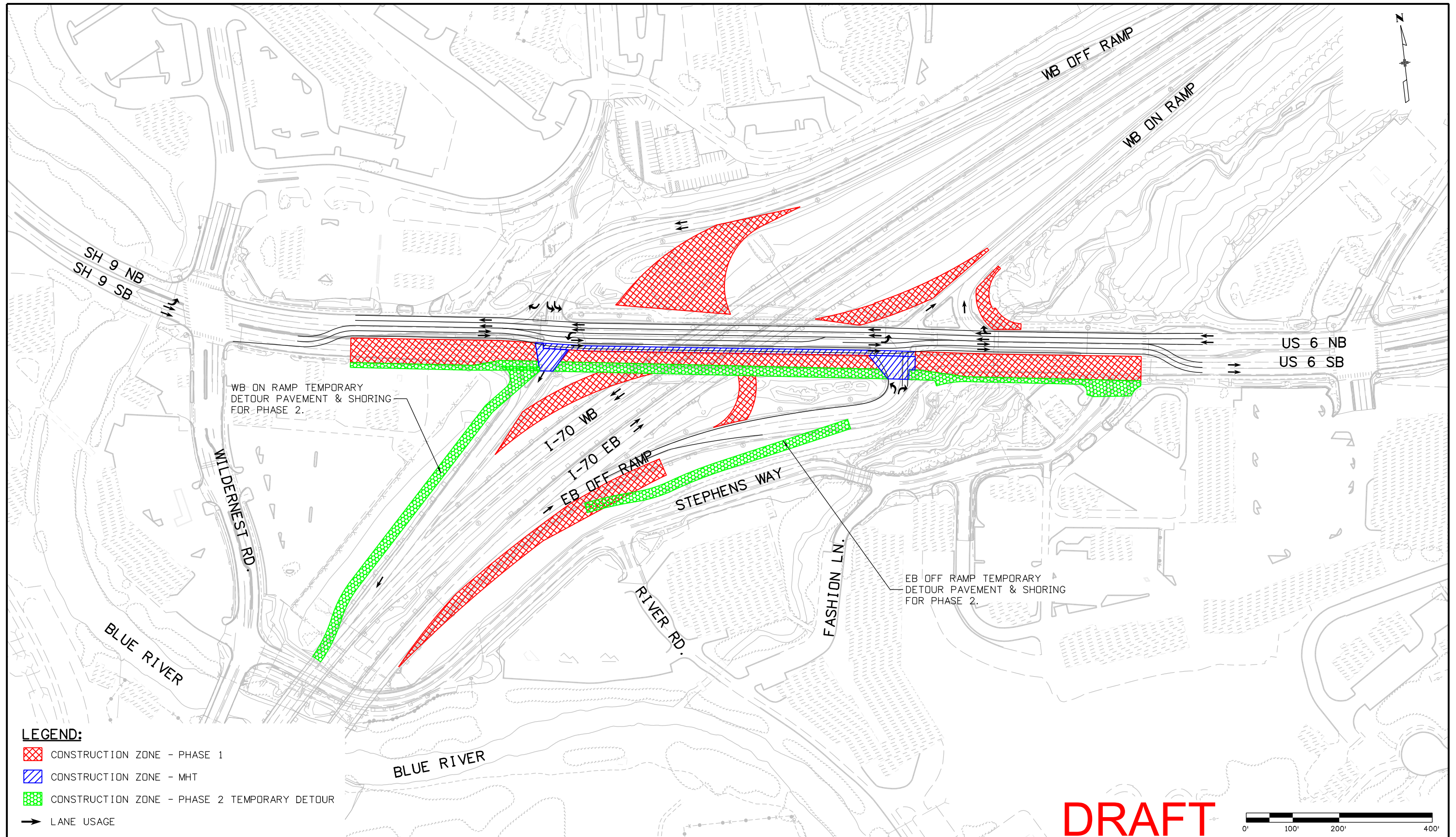
As Constructed	
No Revisions:	
Revised:	
Void:	

SINGLE POINT URBAN INTERCHANGE CONSTRUCTION PHASING I-70 PHASE 2			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	2 of 5

Project No./Code	
IM 0703-341	
16755	
Sheet Number	XXX

FIGURE 7

jpark 1:18:47 PM P:\AEC\DM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70_Silver_SPUJ_SH9ph1_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 1
- CONSTRUCTION ZONE - MHT
- CONSTRUCTION ZONE - PHASE 2 TEMPORARY DETOUR
- LANE USAGE

DRAFT

Print Date: 11/21/2011
 File Name: I-70_Silver_SPUJ_SH9ph1_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	



As Constructed

No Revisions: _____
 Revised: _____
 Void: _____

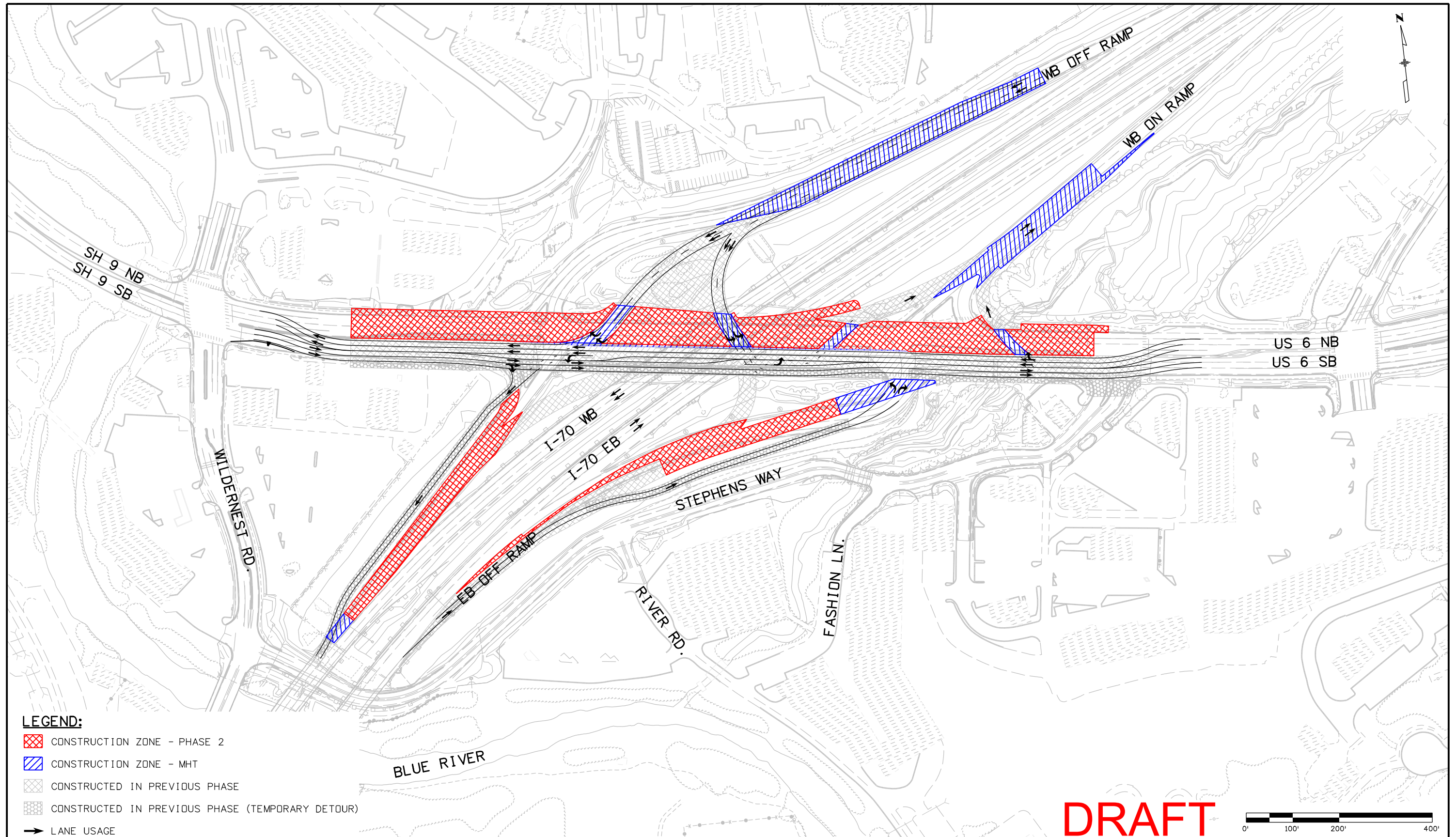
**SINGLE POINT URBAN INTERCHANGE
 CONSTRUCTION PHASING
 SH 9 PHASE 1**

Designer: J. PARK	Structure Numbers
Detailer: K. PAULSON	
Sheet Subset: PHASING	Subset Sheets: 3 of 5

Project No./Code
IM 0703-341
16755
Sheet Number XXX

FIGURE 8

jpark 1:20:30 PM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70_Silver_SPUJ_SH9ph2_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 2
- CONSTRUCTION ZONE - MHT
- CONSTRUCTED IN PREVIOUS PHASE
- CONSTRUCTED IN PREVIOUS PHASE (TEMPORARY DETOUR)
- LANE USAGE

DRAFT

Print Date: 11/21/2011
 File Name: I-70_Silver_SPUJ_SH9ph2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	



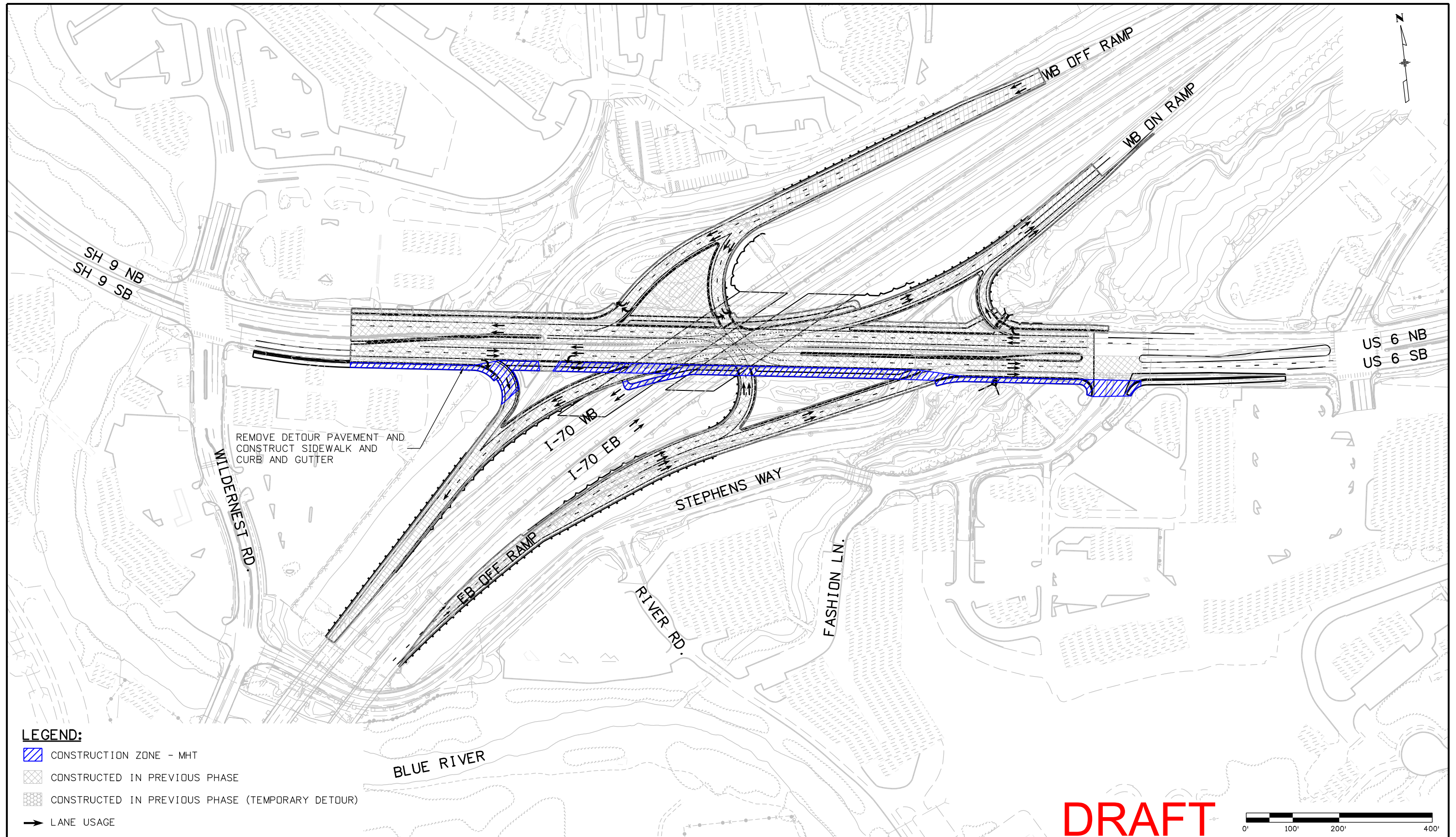
As Constructed
 No Revisions:
 Revised:
 Void:

SINGLE POINT URBAN INTERCHANGE CONSTRUCTION PHASING SH 9 PHASE 2			
Designer:	J. PARK	Structure	
Detailer:	K. PAULSON	Numbers	
Sheet Subset:	PHASING	Subset Sheets:	4 of 5

Project No./Code
 IM 0703-341
 16755
 Sheet Number **XXX**

FIGURE 9

jpark 1:22:06 PM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70_Silver_SPUJ_SH9ph3_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - MHT
- CONSTRUCTED IN PREVIOUS PHASE
- CONSTRUCTED IN PREVIOUS PHASE (TEMPORARY DETOUR)
- LANE USAGE

DRAFT

Print Date: 11/21/2011	
File Name: I-70_Silver_SPUJ_SH9ph3_plan01.dgn	
Horiz. Scale: 1:200	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 10	

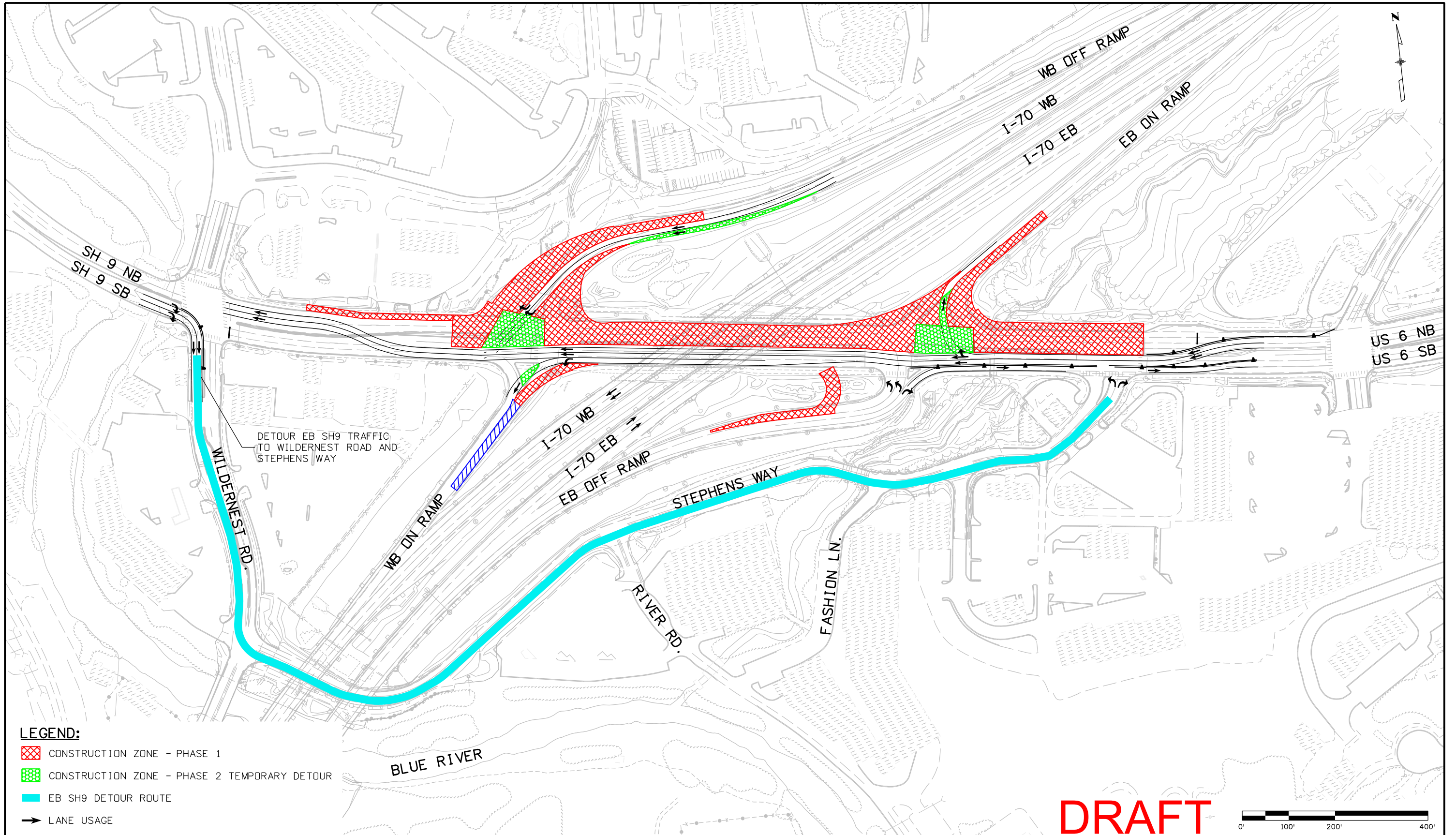
Sheet Revisions			
R-X	Date:	Comments	Init.
000			
000			
000			

HARTWIG
& Associates, Inc.

As Constructed
No Revisions:
Revised:
Void:

SINGLE POINT URBAN INTERCHANGE CONSTRUCTION PHASING SH 9 PHASE 3			
Designer:	J. PARK	Structure	
Detailer:	K. PAULSON	Numbers	
Sheet Subset:	PHASING	Subset Sheets:	5 of 5

Project No./Code
IM 0703-341
16755
Sheet Number XXX



- LEGEND:**
- CONSTRUCTION ZONE - PHASE 1
 - CONSTRUCTION ZONE - PHASE 2 TEMPORARY DETOUR
 - EB SH9 DETOUR ROUTE
 - LANE USAGE

DRAFT

Print Date: 11/21/2011
 File Name: DivDiamond_ph1_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.



HARTWIG
& Associates, Inc.

As Constructed

No Revisions: _____
 Revised: _____
 Void: _____

DIVERGING DIAMOND CONSTRUCTION PHASING PHASE 1	
Designer: J. PARK	Structure Numbers
Detailer: K. PAULSON	
Sheet Subset: PHASING	Subset Sheets: 1 of 3

Project No./Code

IM 0703-341

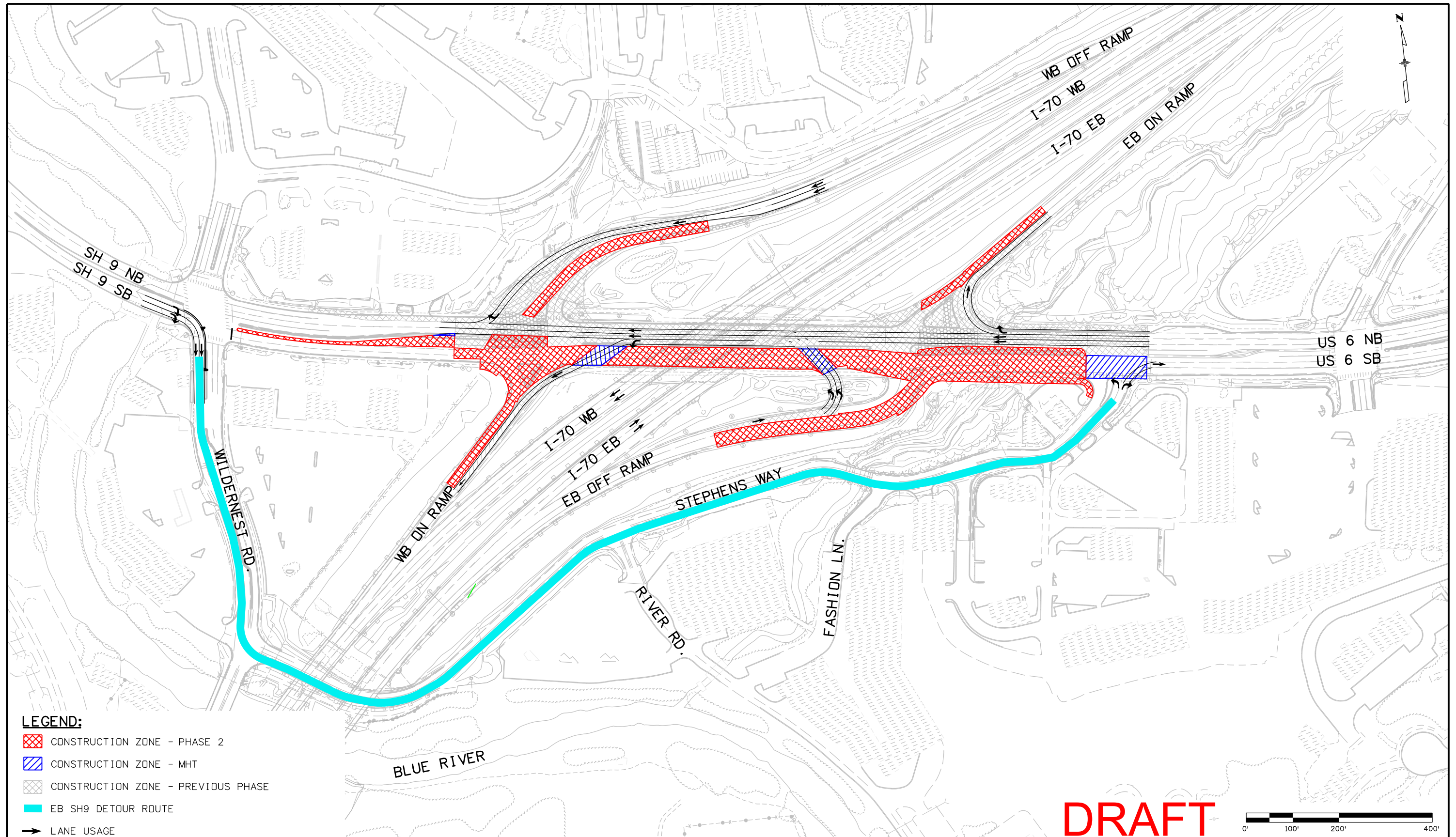
16755

Sheet Number **XXX**

FIGURE 11

jpark 12:59:59 PM P:\AEC\DM170 Silverthorne\6755\Traffic\ITS\Drawings\DivDiamond_ph1_plan01.dgn

jpark 1:05:08 PM P:\AECOM\170 Silverthorne\16755 Traffic\ITS\Drawings\DivDiamond_ph2_plan01.dgn



- LEGEND:**
- CONSTRUCTION ZONE - PHASE 2
 - CONSTRUCTION ZONE - MHT
 - CONSTRUCTION ZONE - PREVIOUS PHASE
 - EB SH9 DETOUR ROUTE
 - LANE USAGE

DRAFT

Print Date: 11/21/2011
 File Name: DivDiamond_ph2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	



As Constructed

No Revisions: _____
 Revised: _____
 Void: _____

DIVERGING DIAMOND CONSTRUCTION PHASING PHASE 2			
Designer:	J. PARK	Structure Numbers	X-XX-XX
Detailer:	K. PAULSON		X-XX-XX
Sheet Subset:	PHASING	Subset Sheets:	2 of 3

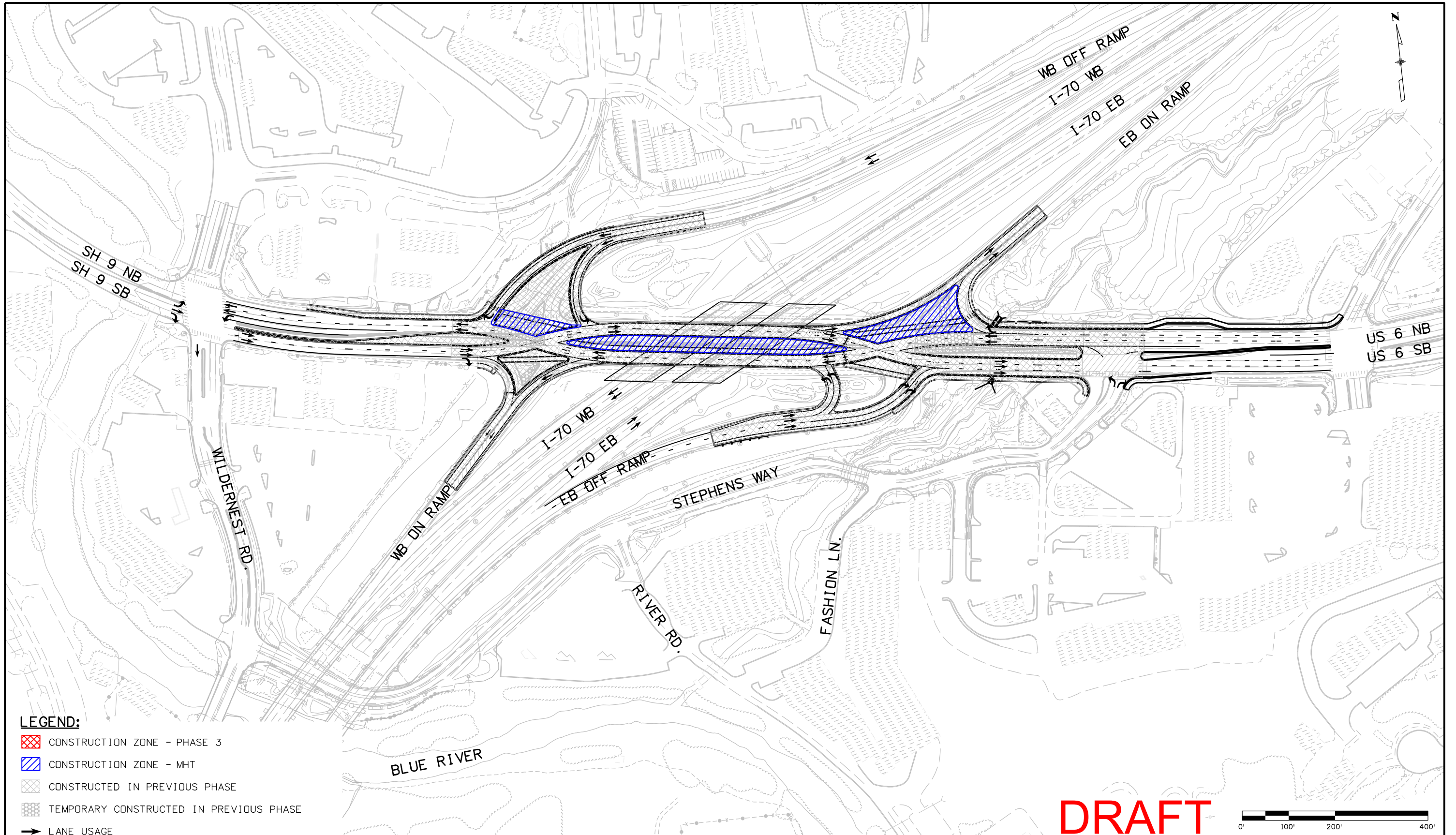
Project No./Code

IM 0703-341

16755

Sheet Number **XXX**

FIGURE 12



LEGEND:

- CONSTRUCTION ZONE - PHASE 3
- CONSTRUCTION ZONE - MHT
- CONSTRUCTED IN PREVIOUS PHASE
- TEMPORARY CONSTRUCTED IN PREVIOUS PHASE
- LANE USAGE

DRAFT

Print Date: 11/21/2011
 File Name: DivDiamond_ph3_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

FIGURE 13

Sheet Revisions		
Date:	Comments	Init.

HARTWIG
& Associates, Inc.

As Constructed

No Revisions: _____
 Revised: _____
 Void: _____

**DIVERGING DIAMOND
CONSTRUCTION PHASING
PHASE 3**

Designer: J. PARK	Structure Numbers	
Detailer: K. PAULSON		
Sheet Subset: PHASING	Subset Sheets: 3 of 3	

Project No./Code

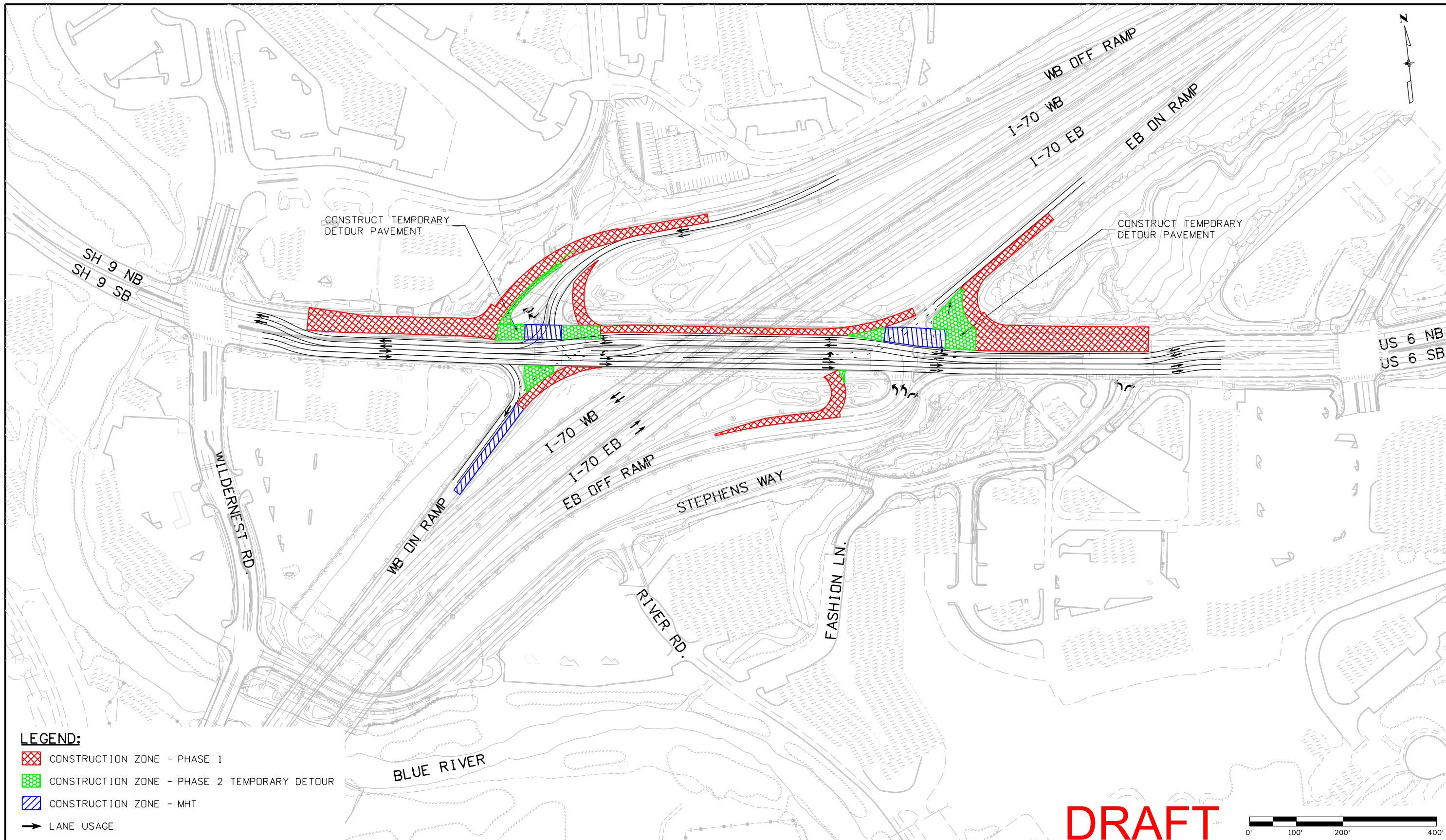
IM 0703-341

16755

Sheet Number **XXX**

jpark 1:09:08 PM P:\AECADM\170 Silverthorne\16755\Traffic\ITS\Drawings\DivDiamond_ph3_plan01.dgn

kroth 8:30:06 AM P:\AEC\CDM170 Silverthorne\16755\Traffic\ITS\Drawings\DivDiamond_ph1_opt2_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 1
- CONSTRUCTION ZONE - PHASE 2 TEMPORARY DETOUR
- CONSTRUCTION ZONE - MHT
- LANE USAGE

DRAFT

Print Date: 11/28/2011
 File Name: DivDiamond_ph1_opt2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	



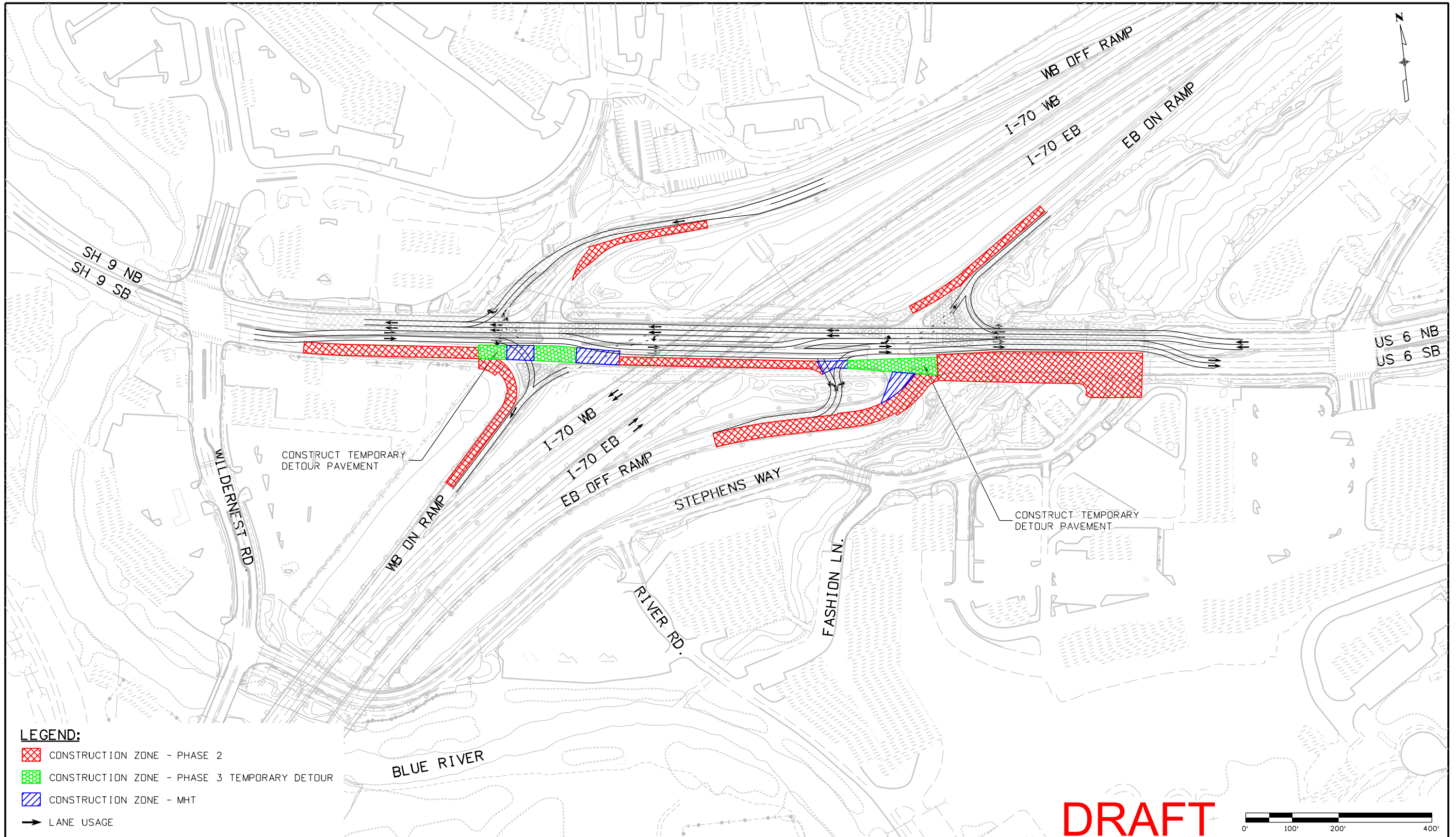
As Constructed
 No Revisions:
 Revised:
 Void:

DIVERGING DIAMOND CONSTRUCTION PHASING PHASE 1 (OPTION 2)			
Designer:	J. PARK	Structure	
Detailer:	K. PAULSON	Numbers	
Sheet Subset:	PHASING	Subset Sheets:	1 of 5

Project No./Code
 IM 0703-341
 16755
 Sheet Number **XXX**

FIGURE 14

kroth 8:29:33 AM P:\AEC\CDM\170 Silverthorne\16755\Traffic\ITS Drawings\DivDiamond_ph2_opt2_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 2
- CONSTRUCTION ZONE - PHASE 3 TEMPORARY DETOUR
- CONSTRUCTION ZONE - MHT
- LANE USAGE

DRAFT

Print Date: 11/28/2011
 File Name: DivDiamond_ph2_opt2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	

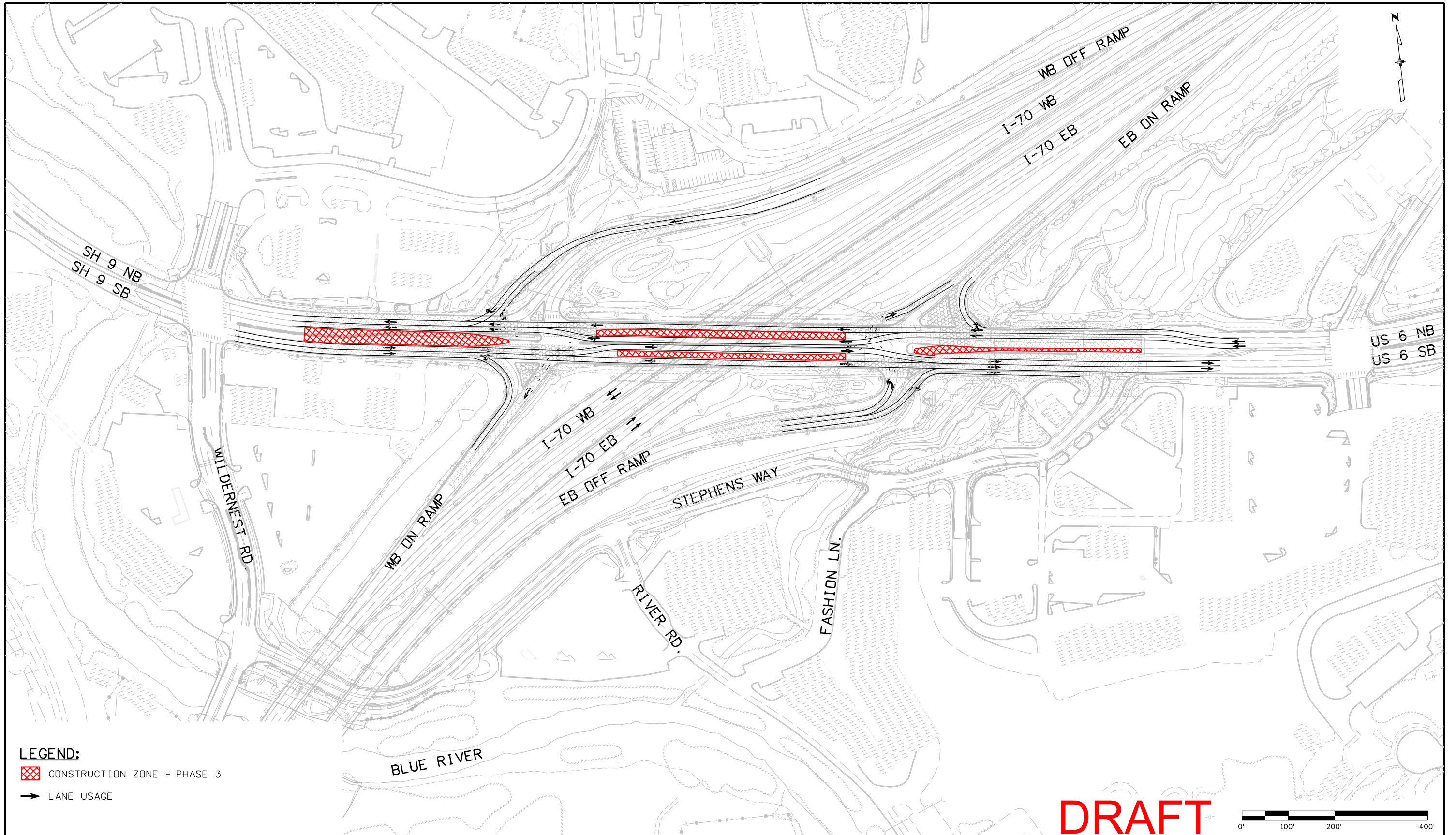


As Constructed
 No Revisions:
 Revised:
 Void:

DIVERGING DIAMOND CONSTRUCTION PHASING PHASE 2 (OPTION 2)			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	2 of 5

Project No./Code	
IM 0703-341	
16755	
Sheet Number	XXX

FIGURE 15



LEGEND:

- CONSTRUCTION ZONE - PHASE 3
- LANE USAGE

DRAFT

Print Date: 11/28/2011
 File Name: DivDiamond_ph3_opt2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	

HARTWIG
& Associates, Inc.

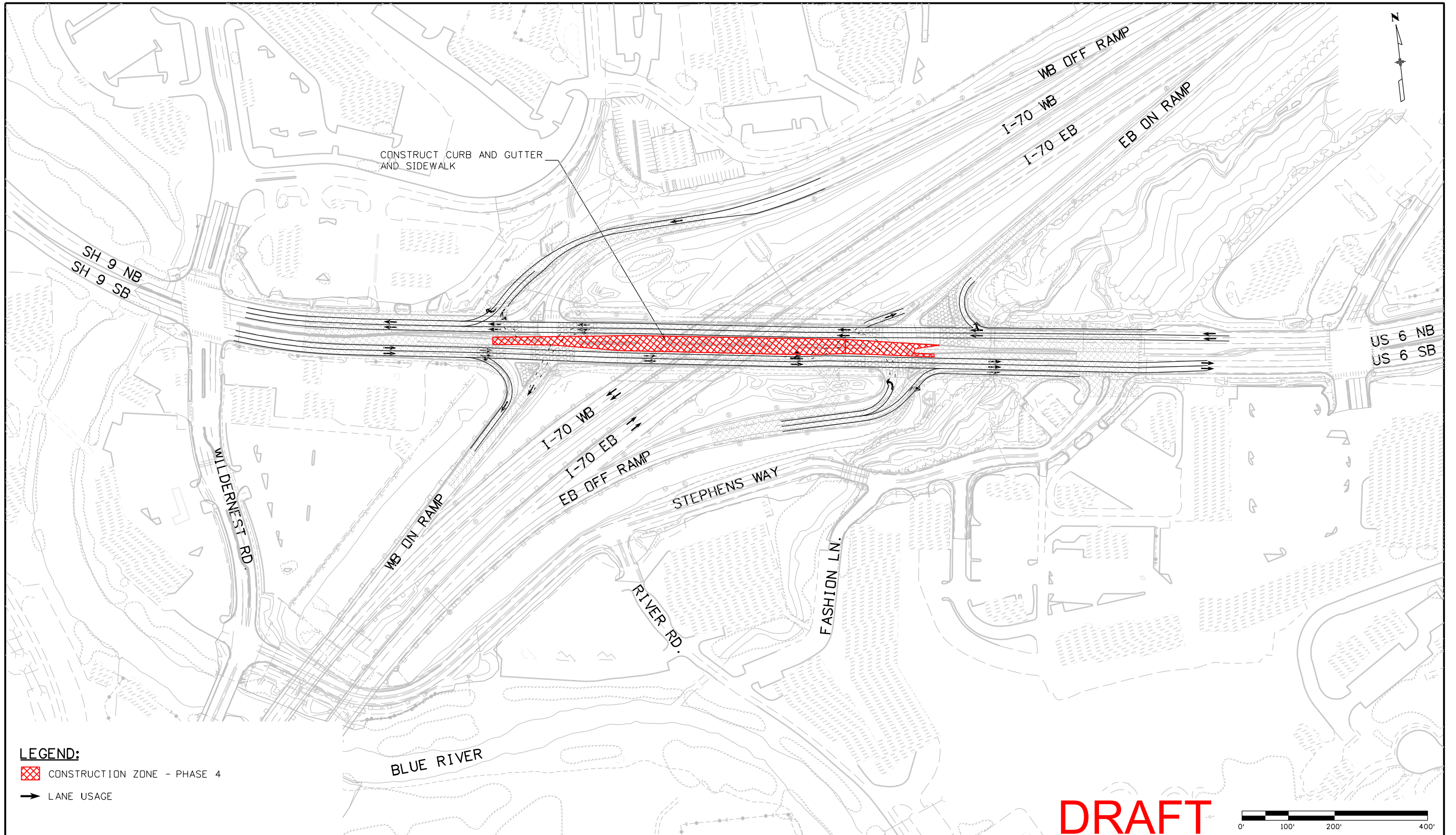
As Constructed
 No Revisions:
 Revised:
 Void:

DIVERGING DIAMOND CONSTRUCTION PHASING PHASE 3 (OPTION 2)			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	3 of 5

Project No./Code
 IM 0703-341
 16755
 Sheet Number **XXX**

FIGURE 16

kroth 8:28:44 AM P:\AEC\DM\170 Silverthorne\16755\Traffic\ITS Drawings\DivDiamond_ph3_opt2_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 4
- LANE USAGE

DRAFT

Print Date: 11/28/2011
 File Name: DivDiamond_ph4_opt2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	

HARTWIG
& Associates, Inc.

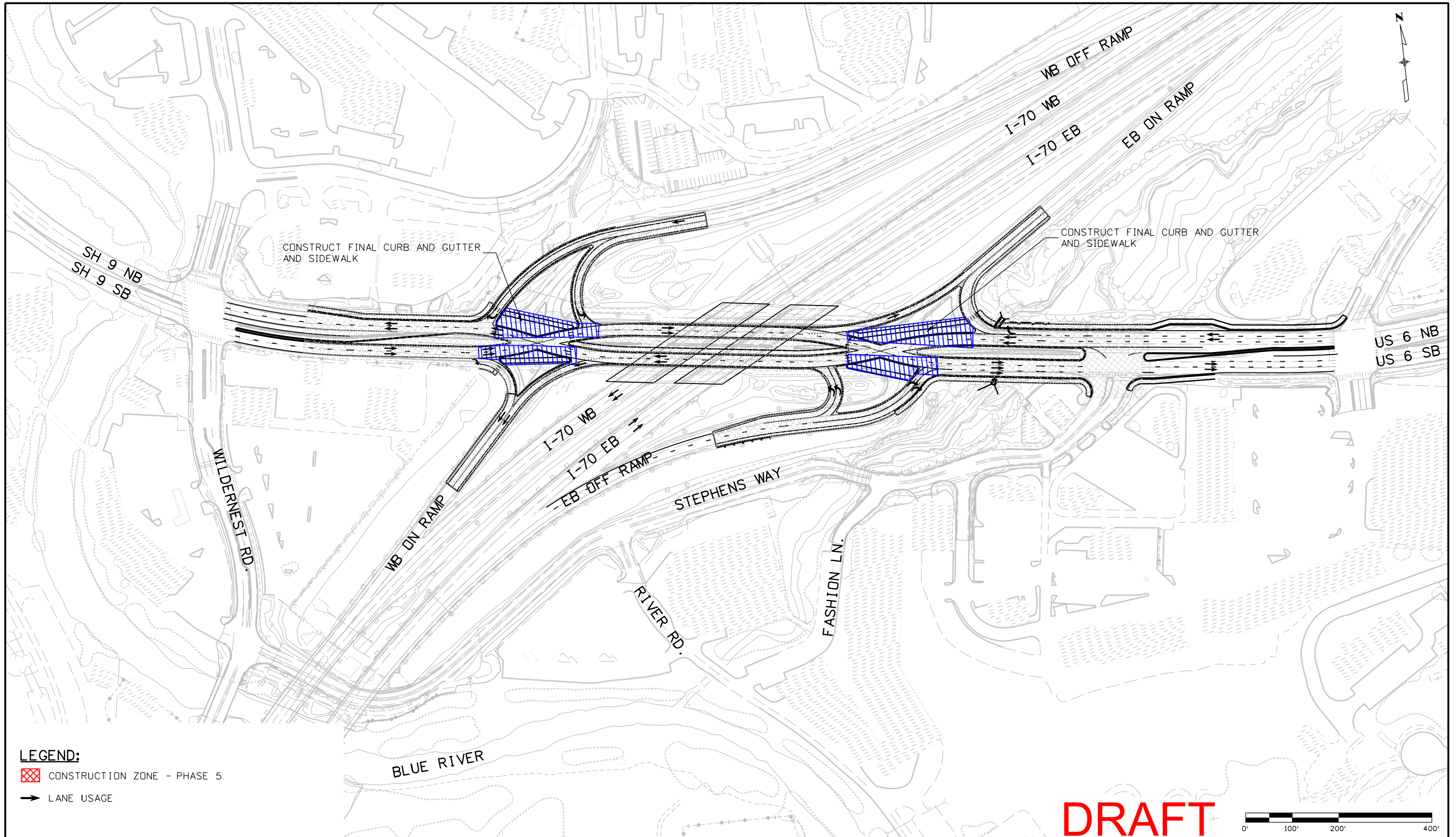
As Constructed
 No Revisions:
 Revised:
 Void:

DIVERGING DIAMOND CONSTRUCTION PHASING PHASE 4 (OPTION 2)			
Designer:	J. PARK	Structure	
Detailer:	K. PAULSON	Numbers	
Sheet Subset:	PHASING	Subset Sheets:	4 of 5

Project No./Code
 IM 0703-341
 16755
 Sheet Number **XXX**

FIGURE 17

kroth 8:26:50 AM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\DivDiamond_ph4_opt2_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 5
- LANE USAGE

DRAFT

Print Date: 11/28/2011
 File Name: DivDiamond_ph5_opt2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions			
Date:	Comments	Init.	

HARTWIG
& Associates, Inc.

As Constructed

No Revisions: _____

Revised: _____

Void: _____

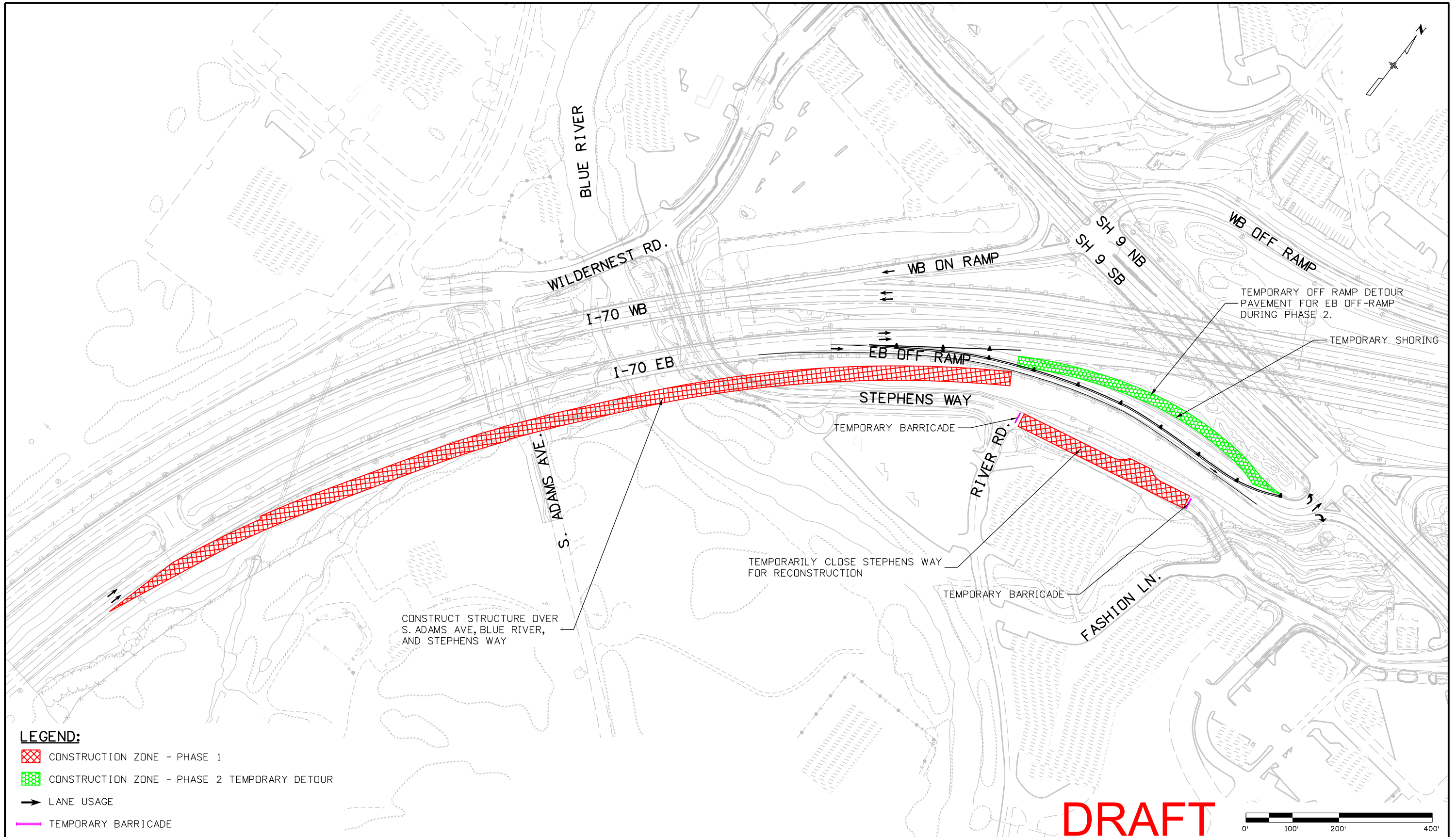
DIVERGING DIAMOND CONSTRUCTION PHASING PHASE 5 (OPTION 2)			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	5 of 5

Project No./Code
IM 0703-341
16755
Sheet Number XXX

FIGURE 18

kroth 8:27:19 AM P:\AECOM\170 Silverthorne\16755_Traffic\ITS\Drawings\DivDiamond_ph5_opt2_plan01.dgn

jpark 12:14:07 PM P:\AECOM\170 Silverthorne\6755\Traffic_ITS Drawings\I-70 EB Off Ramp_OptA_ph1_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 1
- CONSTRUCTION ZONE - PHASE 2 TEMPORARY DETOUR
- LANE USAGE
- TEMPORARY BARRICADE

DRAFT

Print Date: 11/21/2011	
File Name: I-70 EB Off Ramp_OptA_ph1_plan01.dgn	
Horiz. Scale: 1:200	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 19	

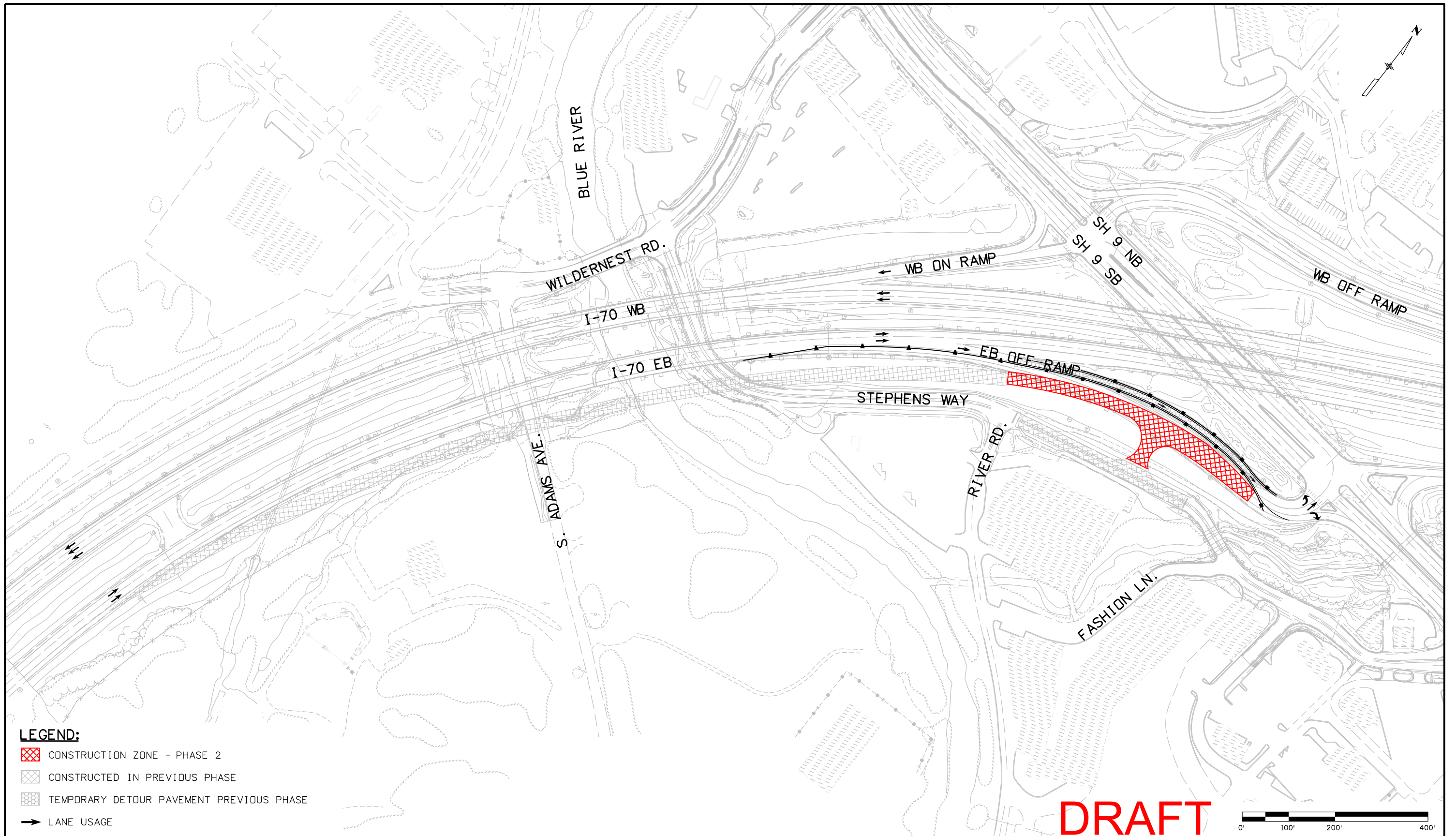
Sheet Revisions		
Date:	Comments	Init.

HARTWIG
& Associates, Inc.

As Constructed	EB OFF RAMP - OPTION A CONSTRUCTION PHASING PHASE 1	
No Revisions:	Designer: J. PARK	Structure Numbers
Revised:	Detailer: K. PAULSON	
Void:	Sheet Subset: PHASING	Subset Sheets: 1 of 3

Project No./Code	
IM 0703-341	
16755	
Sheet Number	XXX

jpark 12:25:07 PM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70 EB Off Ramp_OptA_ph2_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 2
- CONSTRUCTED IN PREVIOUS PHASE
- TEMPORARY DETOUR PAVEMENT PREVIOUS PHASE
- LANE USAGE

DRAFT

Print Date: 11/21/2011
 File Name: I-70 EB Off Ramp_OptA_ph2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.



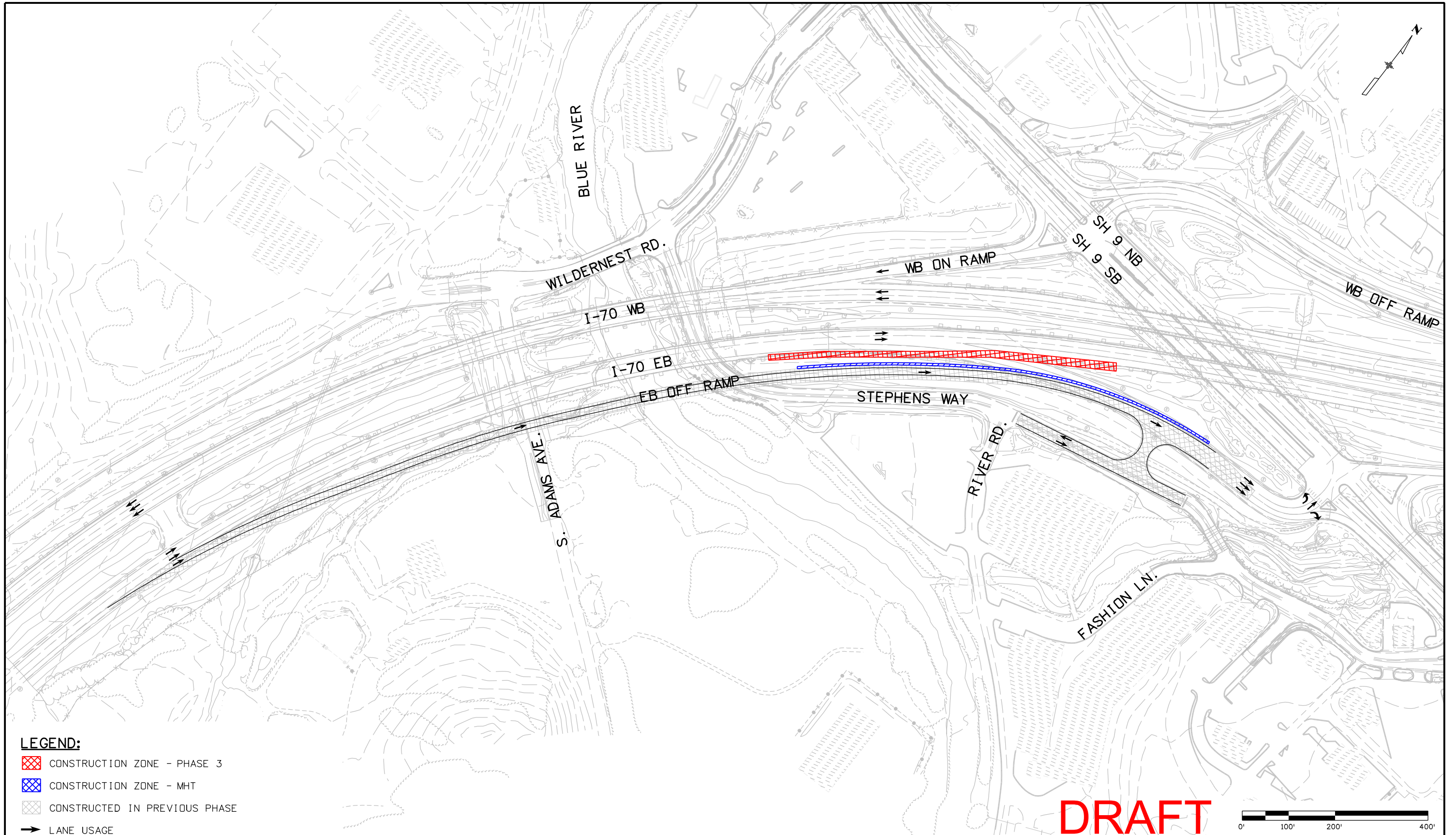
As Constructed
 No Revisions:
 Revised:
 Void:

EB OFF RAMP - OPTION A CONSTRUCTION PHASING PHASE 2		
Designer:	J. PARK	Structure Numbers
Detailer:	K. PAULSON	
Sheet Subset:	PHASING	Subset Sheets: 2 of 3

Project No./Code
 IM 0703-341
 16755
 Sheet Number **XXX**

FIGURE 20

jpark 12:30:15 PM P:\AECOM\170 Silverthorne\6755\Traffic\ITS Drawings\I-70 EB Off Ramp_OptA_ph3_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 3
- CONSTRUCTION ZONE - MHT
- CONSTRUCTED IN PREVIOUS PHASE
- LANE USAGE

DRAFT

Print Date: 11/21/2011	
File Name: I-70 EB Off Ramp_OptA_ph3_plan01.dgn	
Horiz. Scale: 1:200	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 21	

Sheet Revisions		
Date:	Comments	Init.

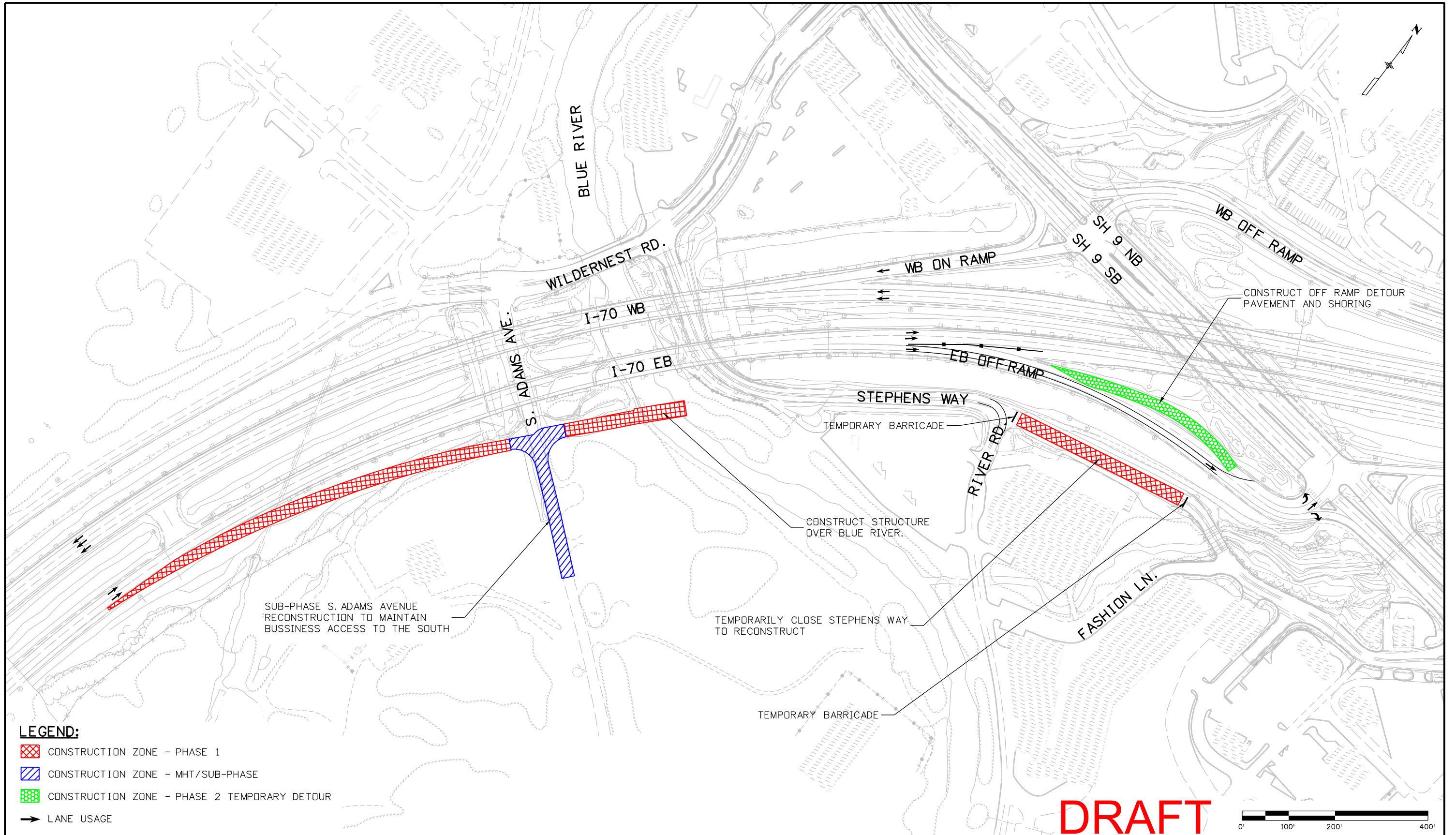
HARTWIG
& Associates, Inc.

As Constructed
No Revisions:
Revised:
Void:

EB OFF RAMP - OPTION A CONSTRUCTION PHASING PHASE 3			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	3 of 3

Project No./Code
IM 0703-341
16755
Sheet Number XXX

jpark 12:46:40 PM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70 EB Off Ramp_OptB_ph1_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 1
- CONSTRUCTION ZONE - MHT/SUB-PHASE
- CONSTRUCTION ZONE - PHASE 2 TEMPORARY DETOUR
- LANE USAGE

DRAFT

Print Date: 11/21/2011	
File Name: I-70 EB Off Ramp_OptB_ph1_plan01.dgn	
Horiz. Scale: 1:200	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 22	

Sheet Revisions		
Date:	Comments	Init.

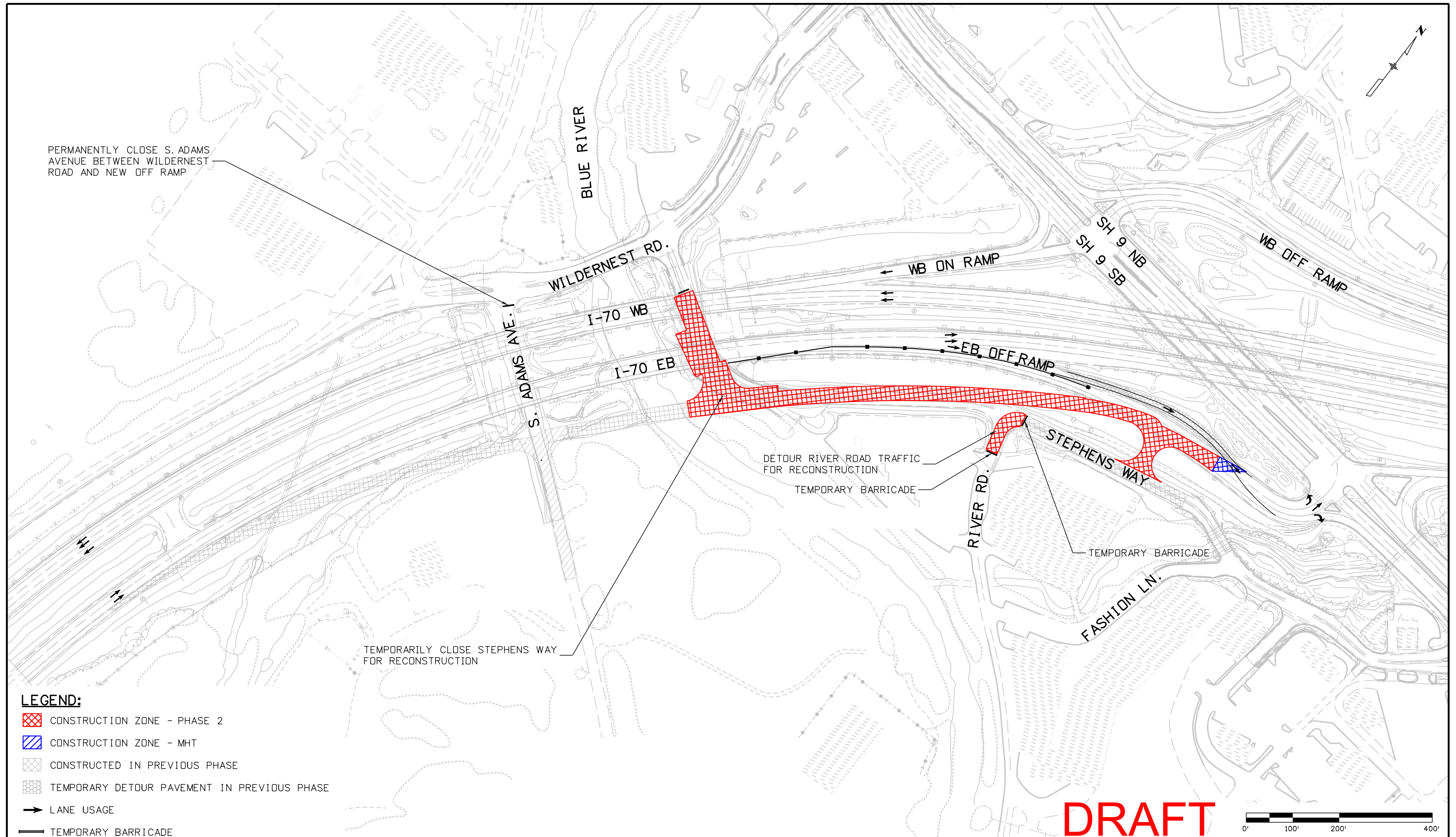
HARTWIG
& Associates, Inc.

As Constructed
No Revisions:
Revised:
Void:

EB OFF RAMP - OPTION B CONSTRUCTION PHASING PHASE 1			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	1 of 2

Project No./Code
IM 0703-341
16755
Sheet Number XXX

jpark 12:52:21 PM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70 EB Off Ramp_OptB_ph2_plan01.dgn



PERMANENTLY CLOSE S. ADAMS AVENUE BETWEEN WILDERNEST ROAD AND NEW OFF RAMP

TEMPORARILY CLOSE STEPHENS WAY FOR RECONSTRUCTION

LEGEND:

- CONSTRUCTION ZONE - PHASE 2
- CONSTRUCTION ZONE - MHT
- CONSTRUCTED IN PREVIOUS PHASE
- TEMPORARY DETOUR PAVEMENT IN PREVIOUS PHASE
- LANE USAGE
- TEMPORARY BARRICADE

DRAFT

Print Date: 11/21/2011	
File Name: I-70 EB Off Ramp_OptB_ph2_plan01.dgn	
Horiz. Scale: 1:200	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 23	

Sheet Revisions		
Date:	Comments	Init.

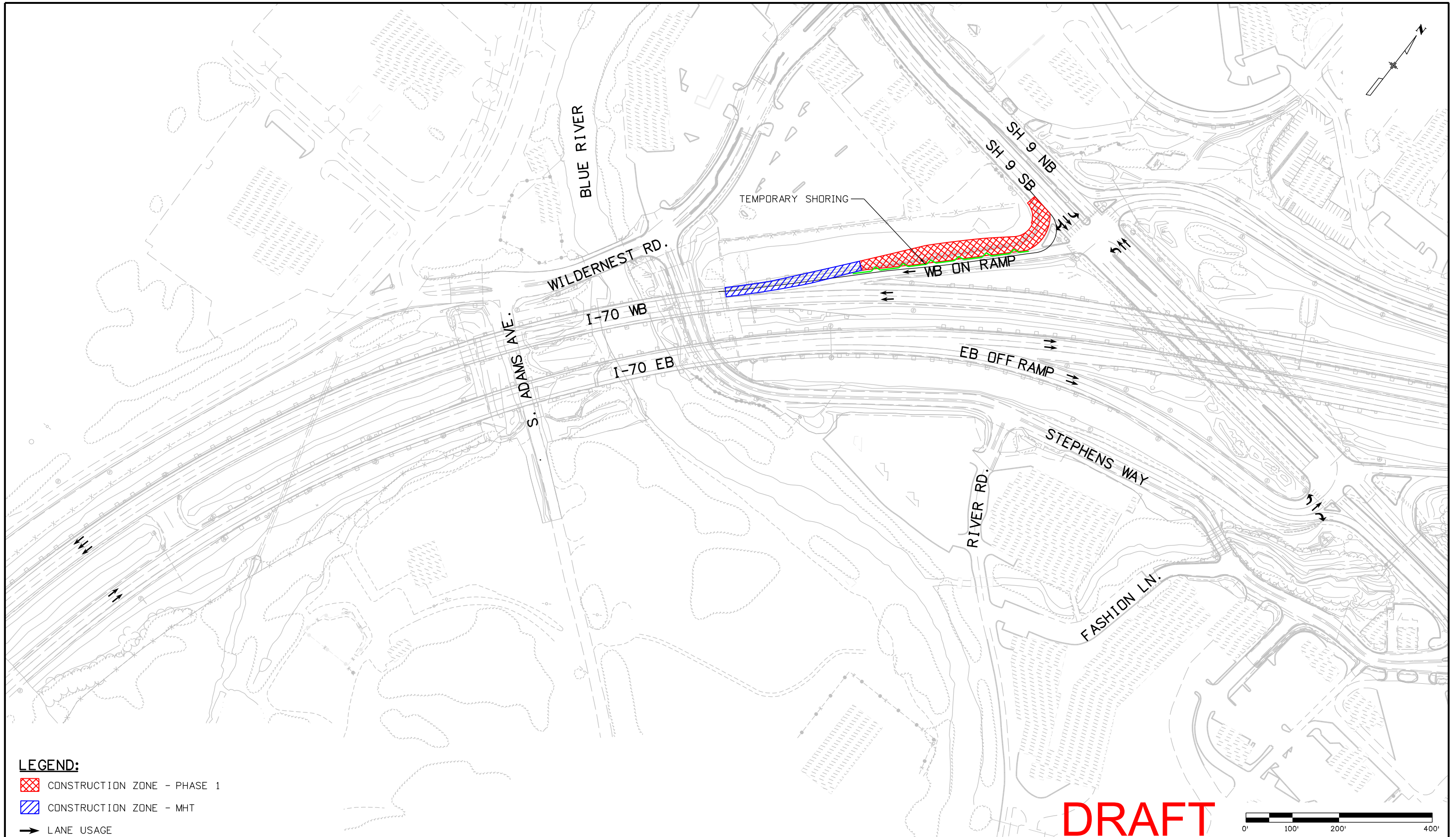
HARTWIG & Associates, Inc.

As Constructed
No Revisions:
Revised:
Void:

EB OFF RAMP - OPTION B CONSTRUCTION PHASING PHASE 2			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	2 of 2

Project No./Code
IM 0703-341
16755
Sheet Number XXX

jpark 11:59:59 AM P:\AECOM\170 Silverthorne\16755\Traffic\ITS Drawings\I-70 WB On Ramp_OptA_ph1_plan01.dgn



LEGEND:

CONSTRUCTION ZONE - PHASE 1

CONSTRUCTION ZONE - MHT

LANE USAGE

DRAFT

Print Date: 11/21/2011	
File Name: I-70 WB On Ramp_OptA_ph1_plan01.dgn	
Horiz. Scale: 1:200	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 24	

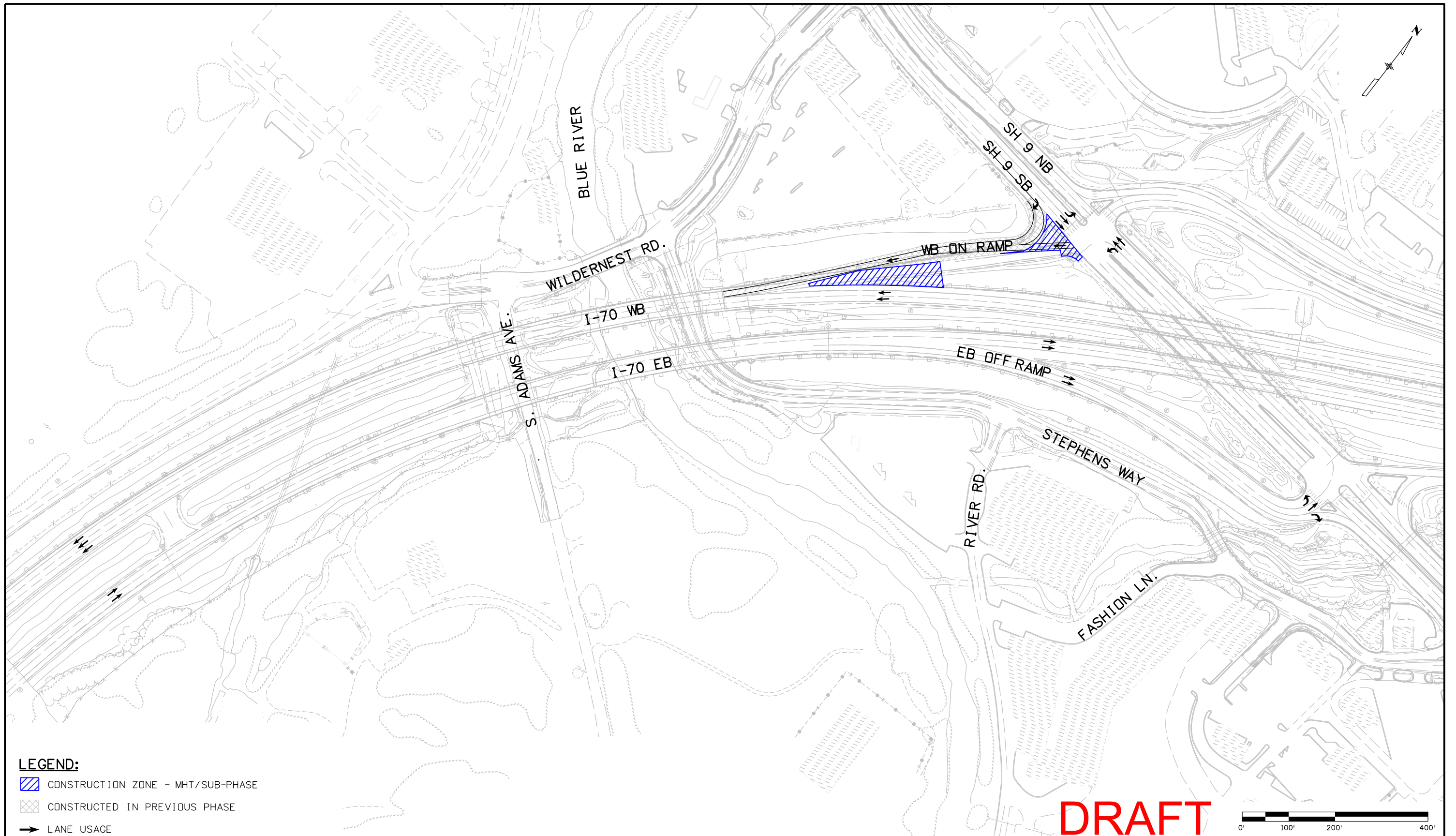
Sheet Revisions		
Date:	Comments	Init.

HARTWIG
& Associates, Inc.

As Constructed	WB ON RAMP - OPTION A CONSTRUCTION PHASING PHASE 1	
No Revisions:	Designer: J. PARK	Structure Numbers
Revised:	Detailer: K. PAULSON	
Void:	Sheet Subset: PHASING	Subset Sheets: 1 of 2

Project No./Code	
IM 0703-341	
16755	
Sheet Number	XXX

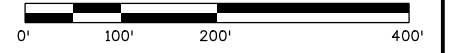
jpark 12:02:33 PM P:\VECDM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70 WB On Ramp_OptA_ph2_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - MHT/SUB-PHASE
- CONSTRUCTED IN PREVIOUS PHASE
- LANE USAGE

DRAFT



Print Date: 11/21/2011	
File Name: I-70 WB On Ramp_OptA_ph2_plan01.dgn	
Horiz. Scale: 1:200	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 25	

Sheet Revisions		
Date:	Comments	Init.

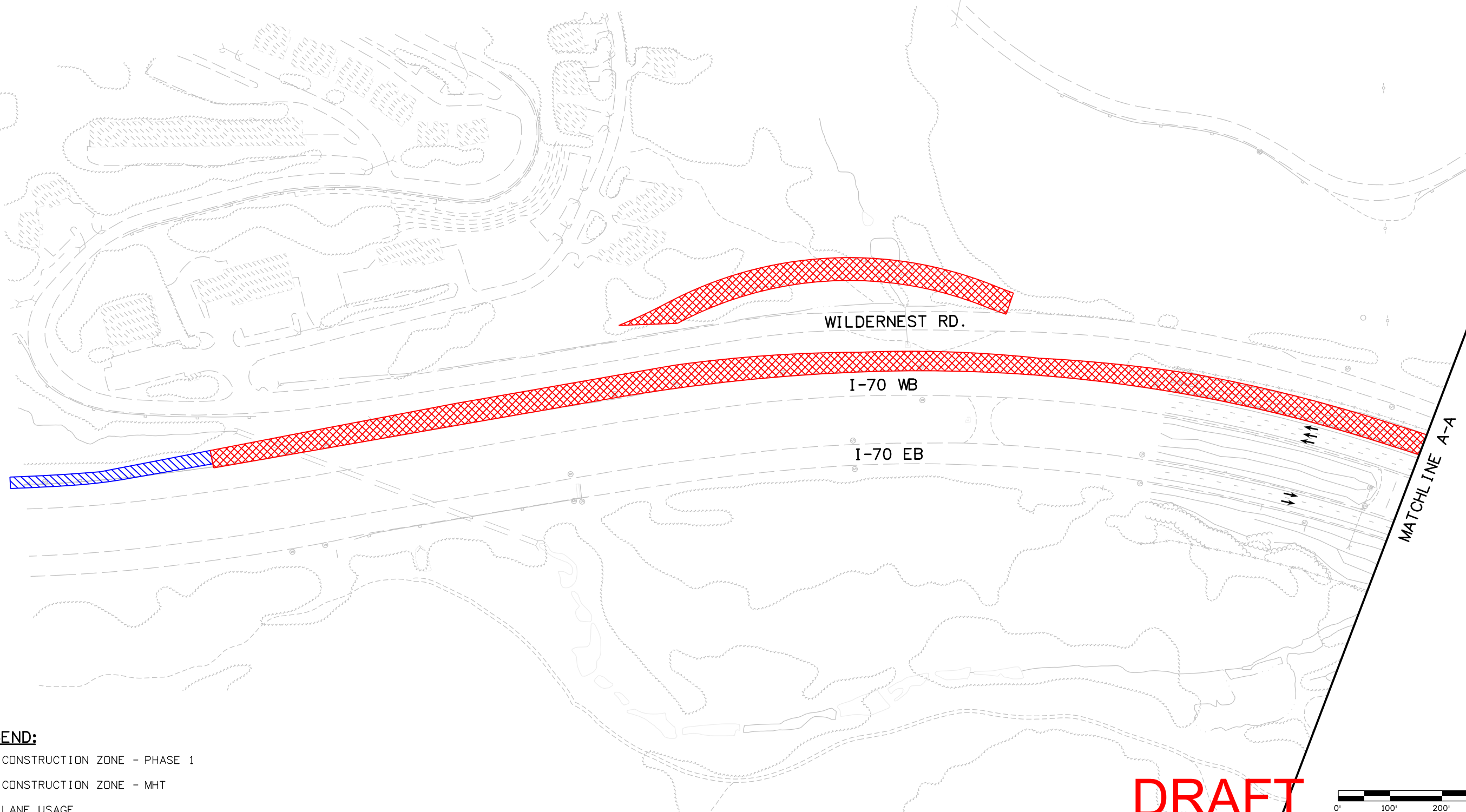
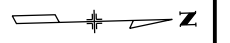
HARTWIG
& Associates, Inc.

As Constructed	
No Revisions:	
Revised:	
Void:	

WB ON RAMP - OPTION A CONSTRUCTION PHASING PHASE 2			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON	Subset Sheets:	2 of 2
Sheet Subset:	PHASING		

Project No./Code	
IM 0703-341	
16755	
Sheet Number	XXX

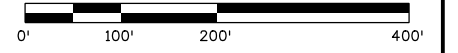
jpark 11:34:13 AM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70 WB On Ramp_OptB_ph1_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 1
- CONSTRUCTION ZONE - MHT
- LANE USAGE

DRAFT



Print Date: 11/21/2011	
File Name: I-70 WB On Ramp_OptB_ph1_plan01.dgn	
Horiz. Scale: 1:200	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 26	

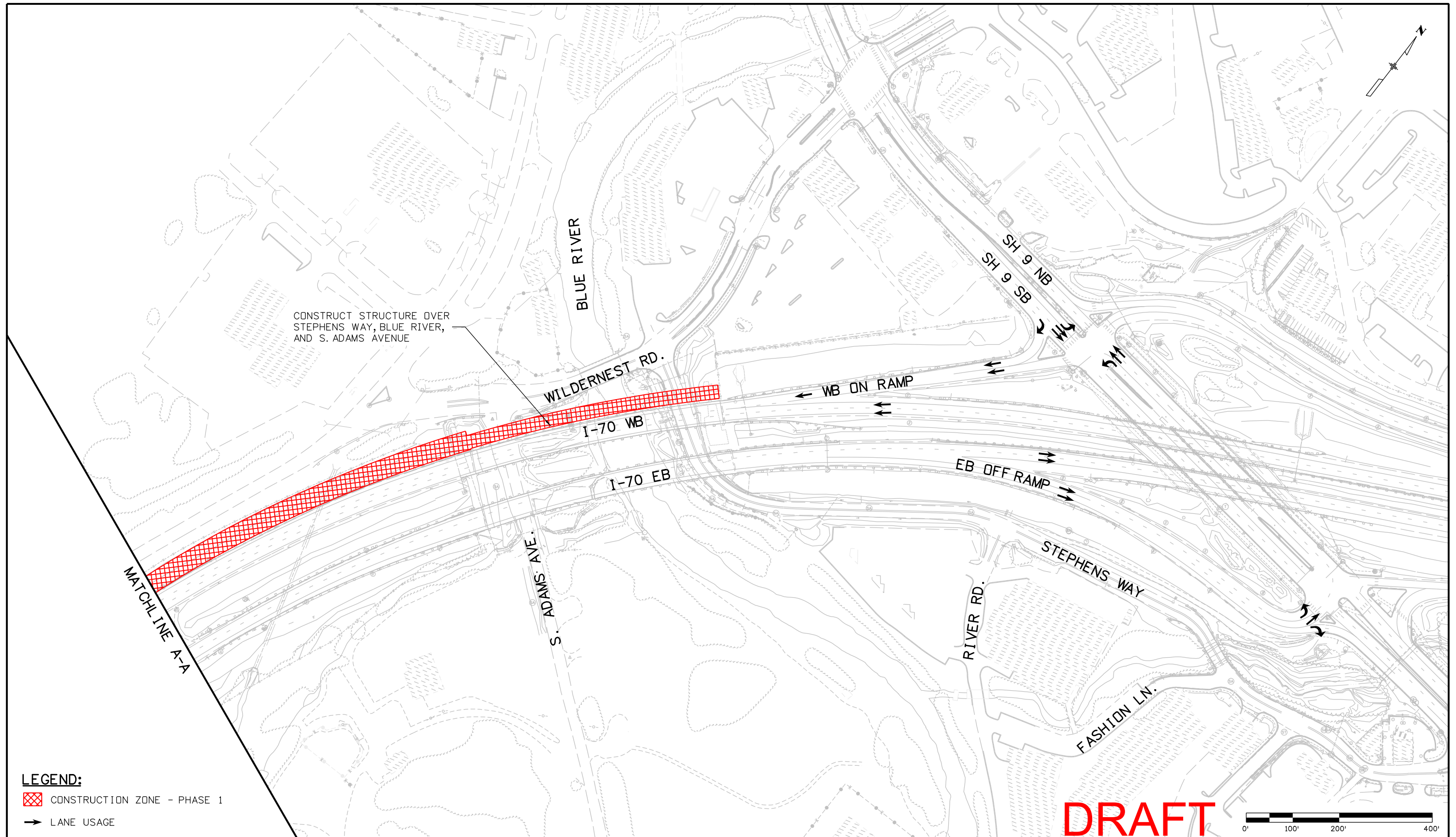
Sheet Revisions		
Date:	Comments	Init.
000		
000		
000		

As Constructed
No Revisions:
Revised:
Void:

WB ON RAMP - OPTION B CONSTRUCTION PHASING PHASE 1	
Designer: J. PARK	Structure Numbers
Detailer: K. PAULSON	
Sheet Subset: PHASING	Subset Sheets: 1 of 5

Project No./Code	
IM 0703-341	
16755	
Sheet Number	XXX

jpark 11:34:57 AM P:\AECOM\170 Silverthorne\6755\Traffic_ITS Drawings\I-70 WB On Ramp_OptB_ph1_plan02.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 1
- LANE USAGE

Print Date: 11/21/2011	
File Name: I-70 WB On Ramp_OptB_ph1_plan02.dgn	
Horiz. Scale: 1:200 Vert. Scale: As Noted	
Unit Information Unit Leader Initials	

Sheet Revisions		
Date:	Comments	Init.

HARTWIG
& Associates, Inc.

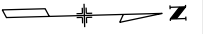
As Constructed
No Revisions:
Revised:
Void:

WB ON RAMP - OPTION B CONSTRUCTION PHASING PHASE 1	
Designer: J. PARK	Structure Numbers
Detailer: K. PAULSON	
Sheet Subset: PHASING	Subset Sheets: 2 of 5

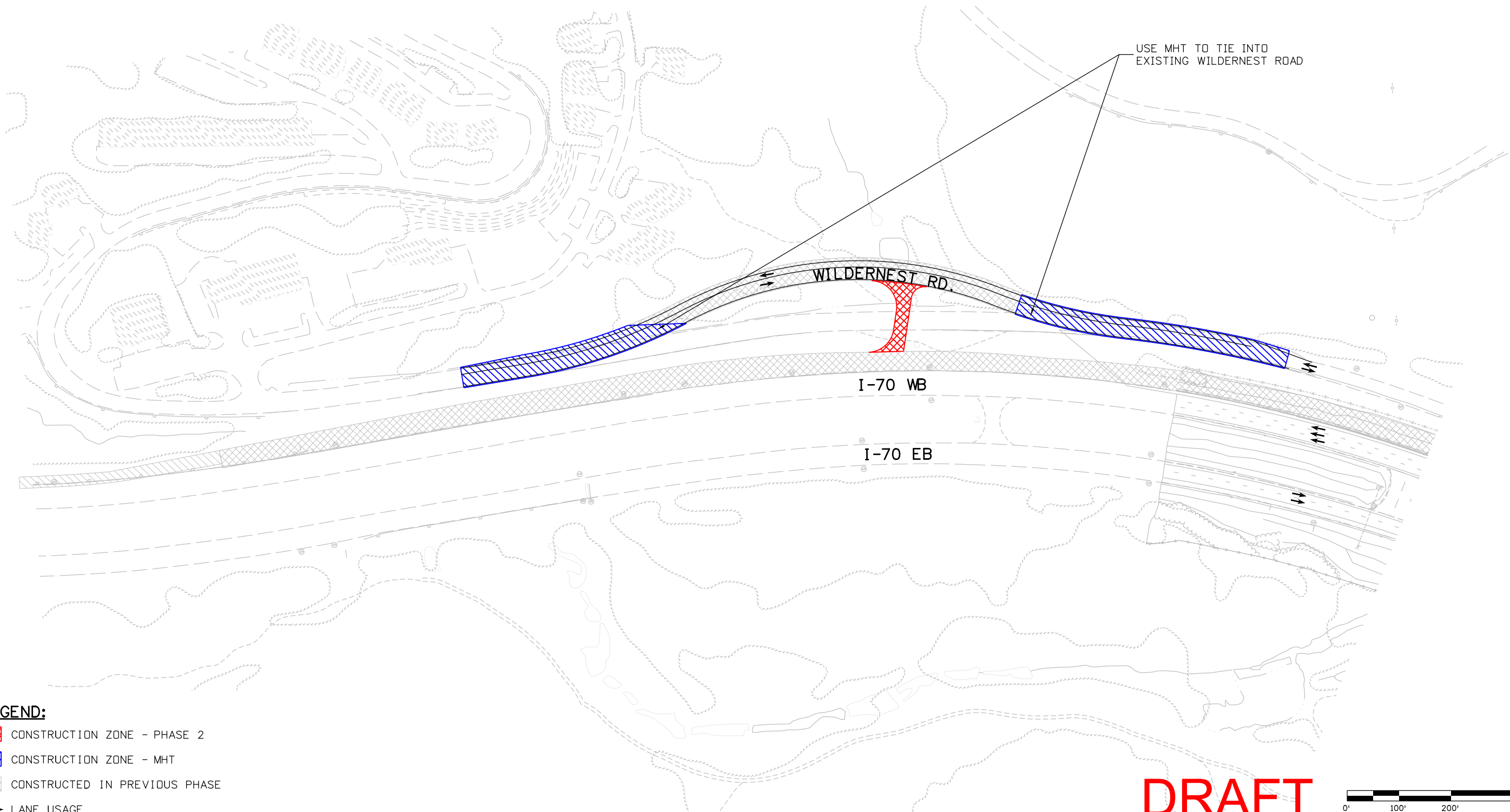
Project No./Code
IM 0703-341
16755
Sheet Number XXX

FIGURE 27

DRAFT



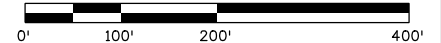
USE MHT TO TIE INTO
EXISTING WILDERNEST ROAD



LEGEND:

- CONSTRUCTION ZONE - PHASE 2
- CONSTRUCTION ZONE - MHT
- CONSTRUCTED IN PREVIOUS PHASE
- LANE USAGE

DRAFT



Print Date: 11/21/2011
 File Name: I-70 WB On Ramp_OptB_ph2_plan01.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

R-X	Sheet Revisions		
	Date:	Comments	Init.
000			
000			
000			



As Constructed
No Revisions:
Revised:
Void:

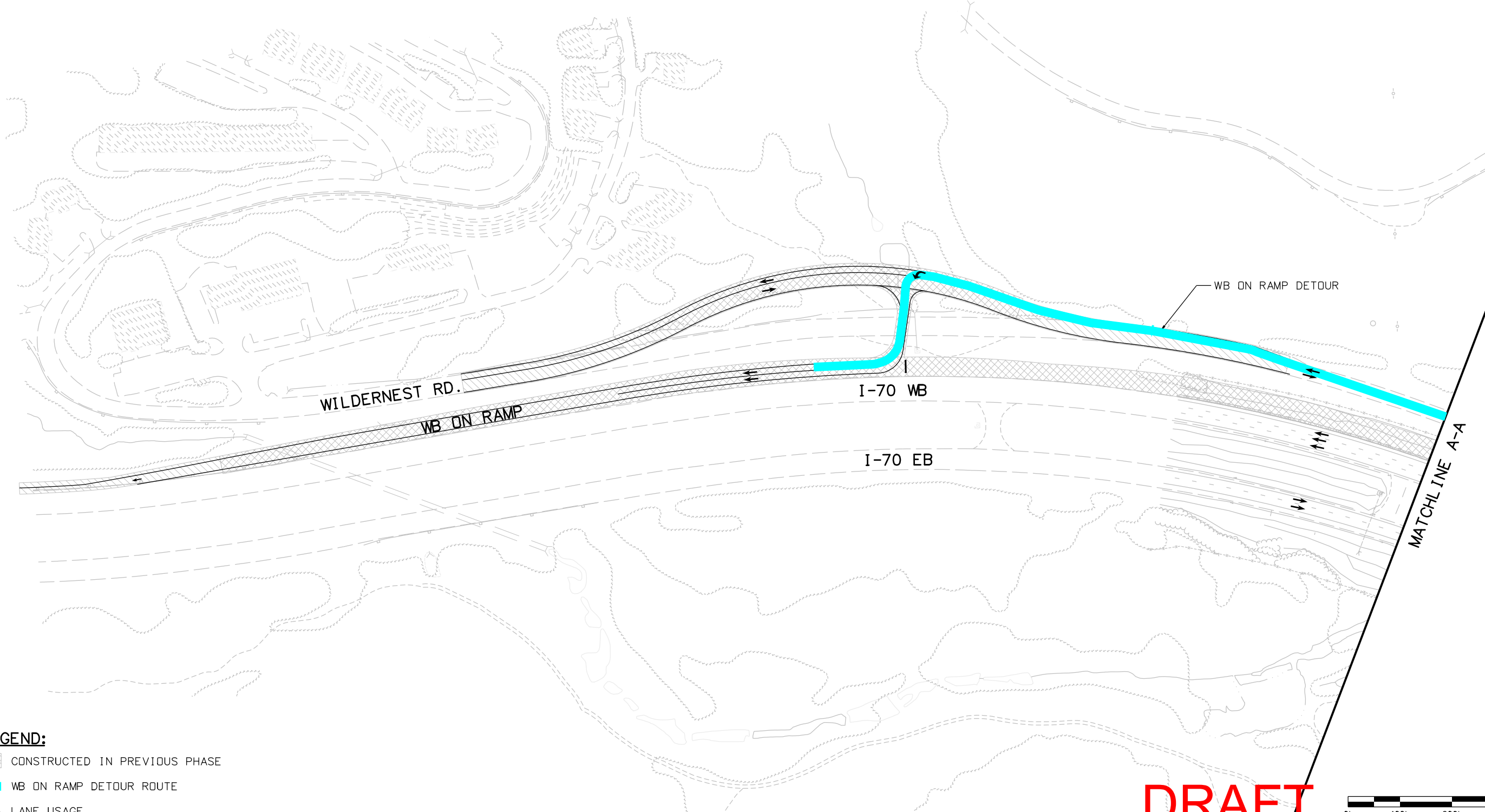
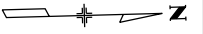
WB ON RAMP - OPTION B CONSTRUCTION PHASING PHASE 2			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON	Subset Sheets:	3 of 5
Sheet Subset:	PHASING		

Project No./Code
IM 0703-341
16755
Sheet Number XXX

FIGURE 28

jpark 11:33:04 AM P:\AECOM\170 Silverthorne\6755\Traffic_ITS Drawings\I-70 WB On Ramp_OptB_ph2_plan01.dgn

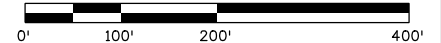
jpark 11:46:05 AM P:\AECOM\170 Silverthorne\16755\Traffic\ITS Drawings\I-70 WB On Ramp_OptB_ph3_plan01.dgn



LEGEND:

- CONSTRUCTED IN PREVIOUS PHASE
- WB ON RAMP DETOUR ROUTE
- LANE USAGE

DRAFT



Print Date: 11/21/2011	
File Name: I-70 WB On Ramp_OptB_ph3_plan01.dgn	
Horiz. Scale: 1:200	Vert. Scale: As Noted
Unit Information	Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.
R-X		



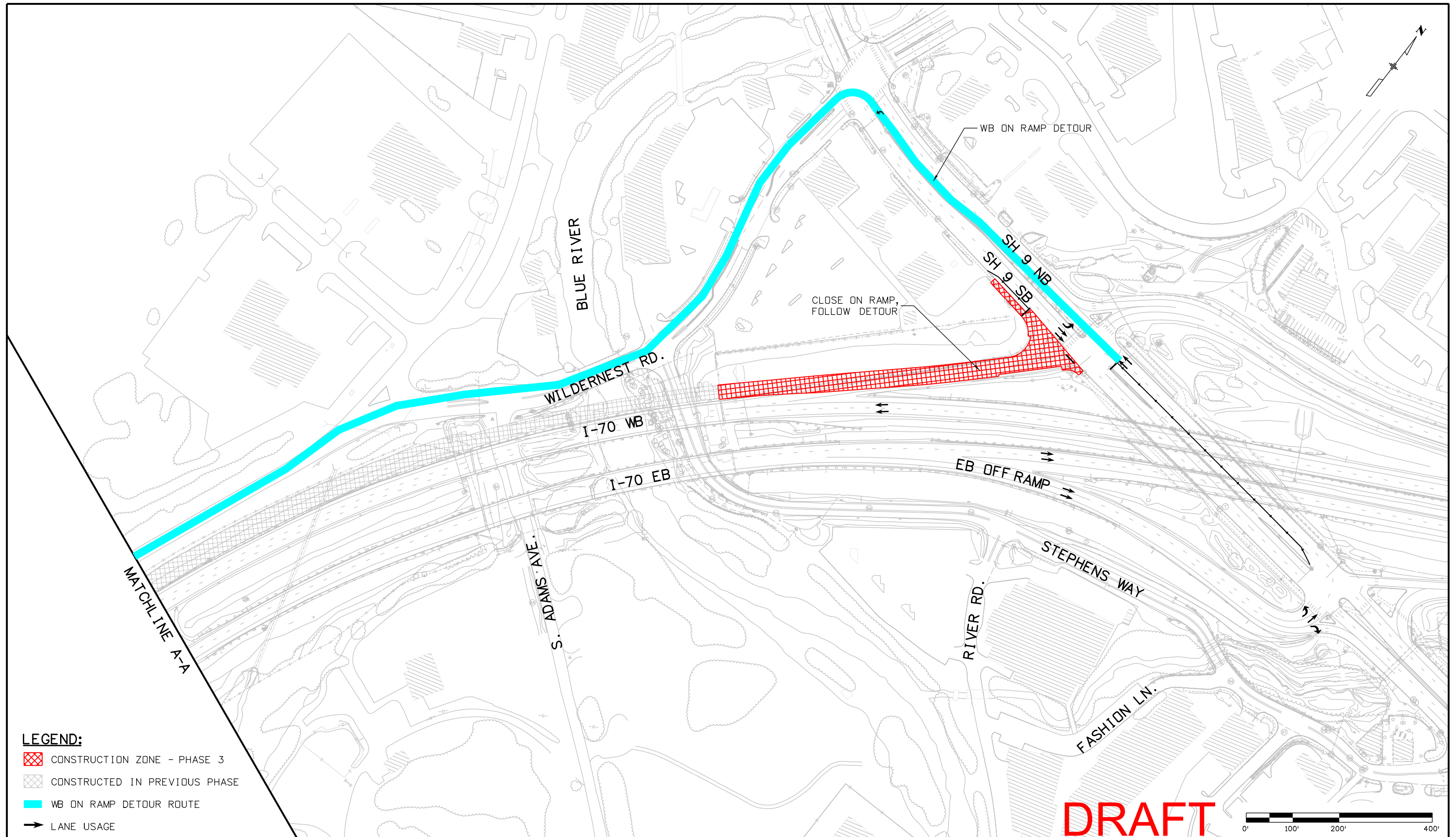
As Constructed	
No Revisions:	
Revised:	
Void:	

WB ON RAMP - OPTION B CONSTRUCTION PHASING PHASE 3			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	4 of 5

Project No./Code	
IM 0703-341	
16755	
Sheet Number	XXX

FIGURE 29

jpark 11:51:00 AM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\I-70 WB On Ramp_OptB_ph3_plan02.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 3
- CONSTRUCTED IN PREVIOUS PHASE
- WB ON RAMP DETOUR ROUTE
- LANE USAGE

DRAFT

Print Date: 11/21/2011
 File Name: I-70 WB On Ramp_OptB_ph3_plan02.dgn
 Horiz. Scale: 1:200 Vert. Scale: As Noted
 Unit Information Unit Leader Initials

Sheet Revisions		
Date:	Comments	Init.



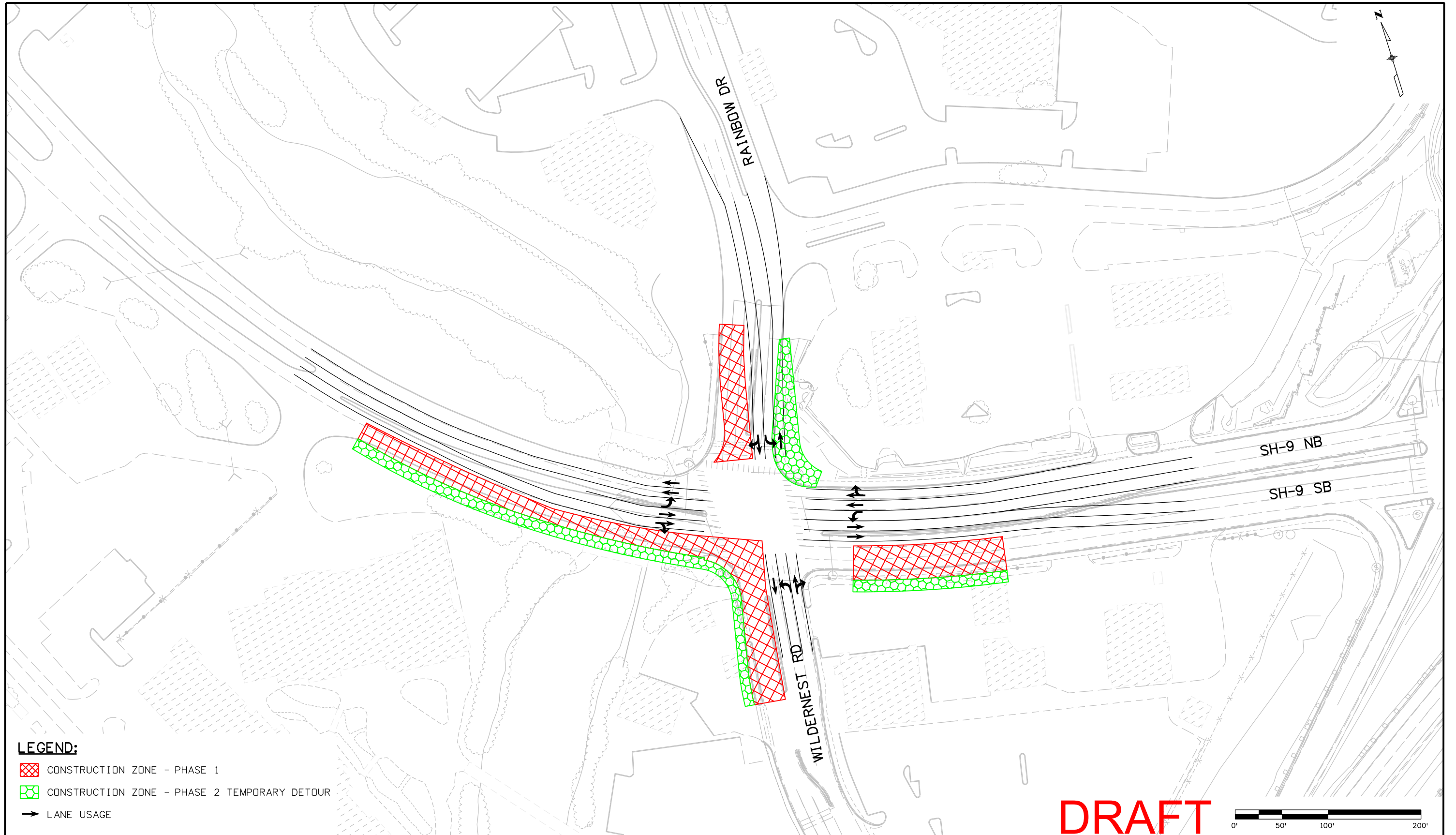
As Constructed
 No Revisions:
 Revised:
 Void:

WB ON RAMP - OPTION B CONSTRUCTION PHASING PHASE 3	
Designer: J. PARK	Structure Numbers
Detailer: K. PAULSON	
Sheet Subset: PHASING	Subset Sheets: 5 of 5

Project No./Code
IM 0703-341
16755
Sheet Number XXX

FIGURE 30

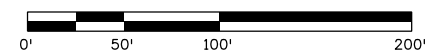
jpark 11:4:38 AM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\SH9 & Wild_Int_Convt_ph1_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 1
- CONSTRUCTION ZONE - PHASE 2 TEMPORARY DETOUR
- LANE USAGE

DRAFT



Print Date: 11/21/2011	
File Name: SH9 & Wild_Int_Convt_ph1_plan01.dgn	
Horiz. Scale: 1:99.9742	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 31	

Sheet Revisions		
Date:	Comments	Init.
R-X		

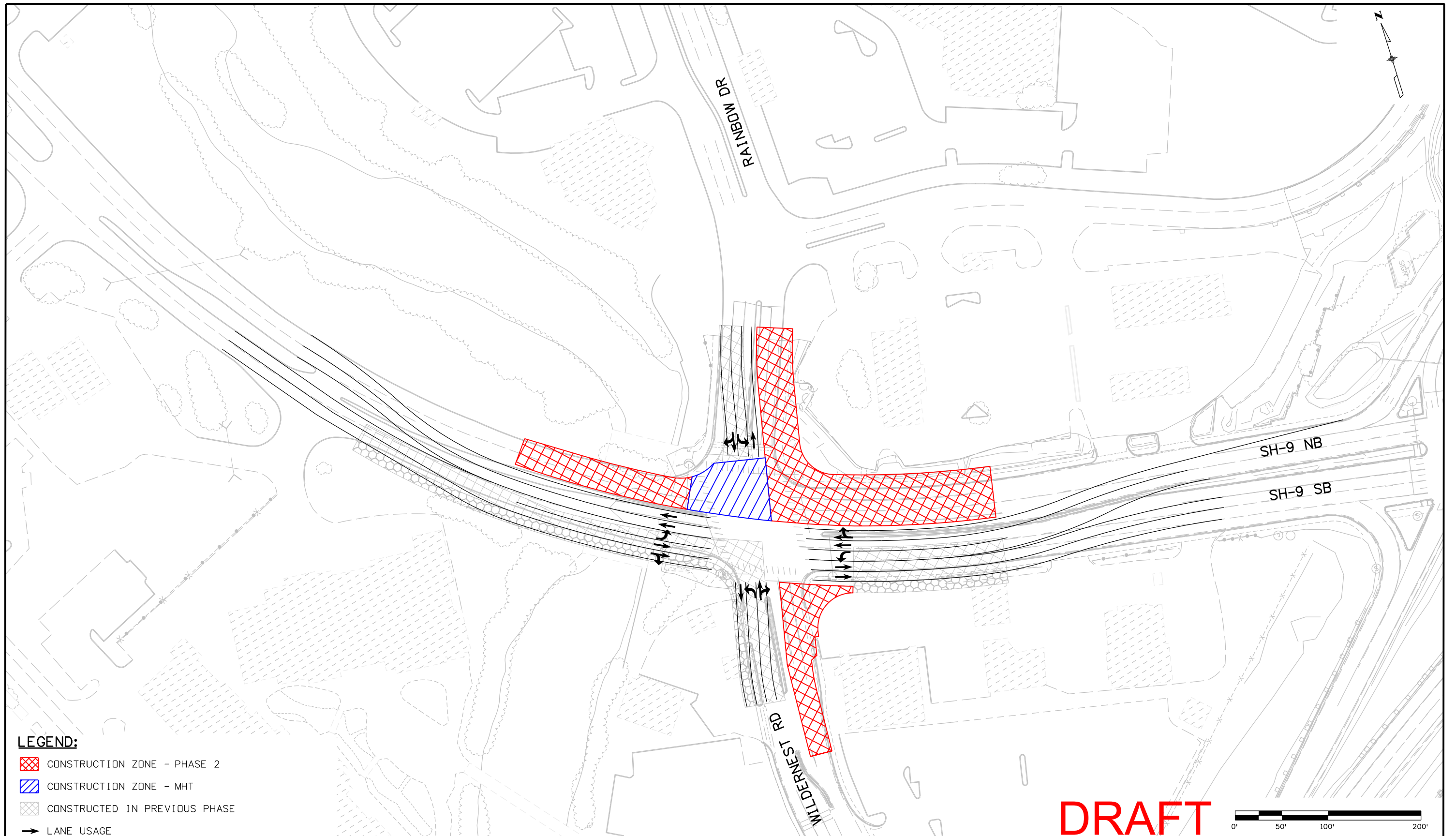


As Constructed
No Revisions:
Revised:
Void:

SH 9/WILDERNEST CONVENTIONAL CONSTRUCTION PHASING PHASE 1	
Designer: J. PARK	Structure Numbers
Detailer: K. PAULSON	
Sheet Subset: PHASING	Subset Sheets: 1 of 4

Project No./Code
IM 0703-341
16755
Sheet Number XXX

jpark 11:17:03 AM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\SH9 & Wild_Int_Convt_ph2_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 2
- CONSTRUCTION ZONE - MHT
- CONSTRUCTED IN PREVIOUS PHASE
- LANE USAGE

DRAFT

Print Date: 11/21/2011	
File Name: SH9 & Wild_Int_Convt_ph2_plan01.dgn	
Horiz. Scale: 1:99.9742	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 32	

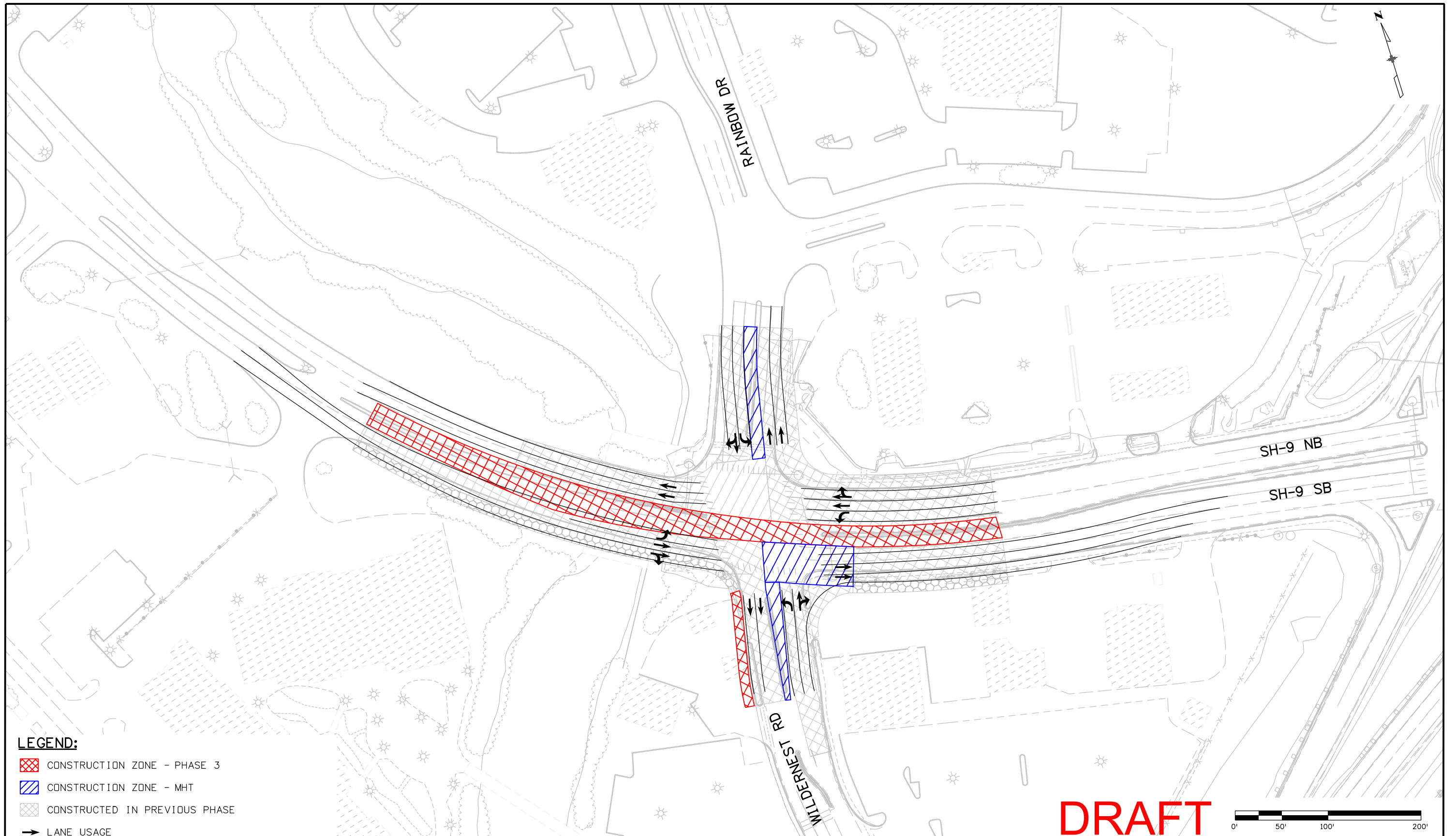
Sheet Revisions		
Date:	Comments	Init.

As Constructed
No Revisions:
Revised:
Void:

SH 9/WILDERNEST CONVENTIONAL CONSTRUCTION PHASING PHASE 2			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	2 of 4

Project No./Code
IM 0703-341
16755
Sheet Number XXX

jpark 11:19:49 AM P:\AECOM\170 Silverthorne\16755 Traffic\ITS\Drawings\SH9 & Wild_Int_Convt_ph3_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 3
- CONSTRUCTION ZONE - MHT
- CONSTRUCTED IN PREVIOUS PHASE
- LANE USAGE

DRAFT

Print Date: 11/21/2011	
File Name: SH9 & Wild_Int_Convt_ph3_plan01.dgn	
Horiz. Scale: 1:99.9742	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 33	

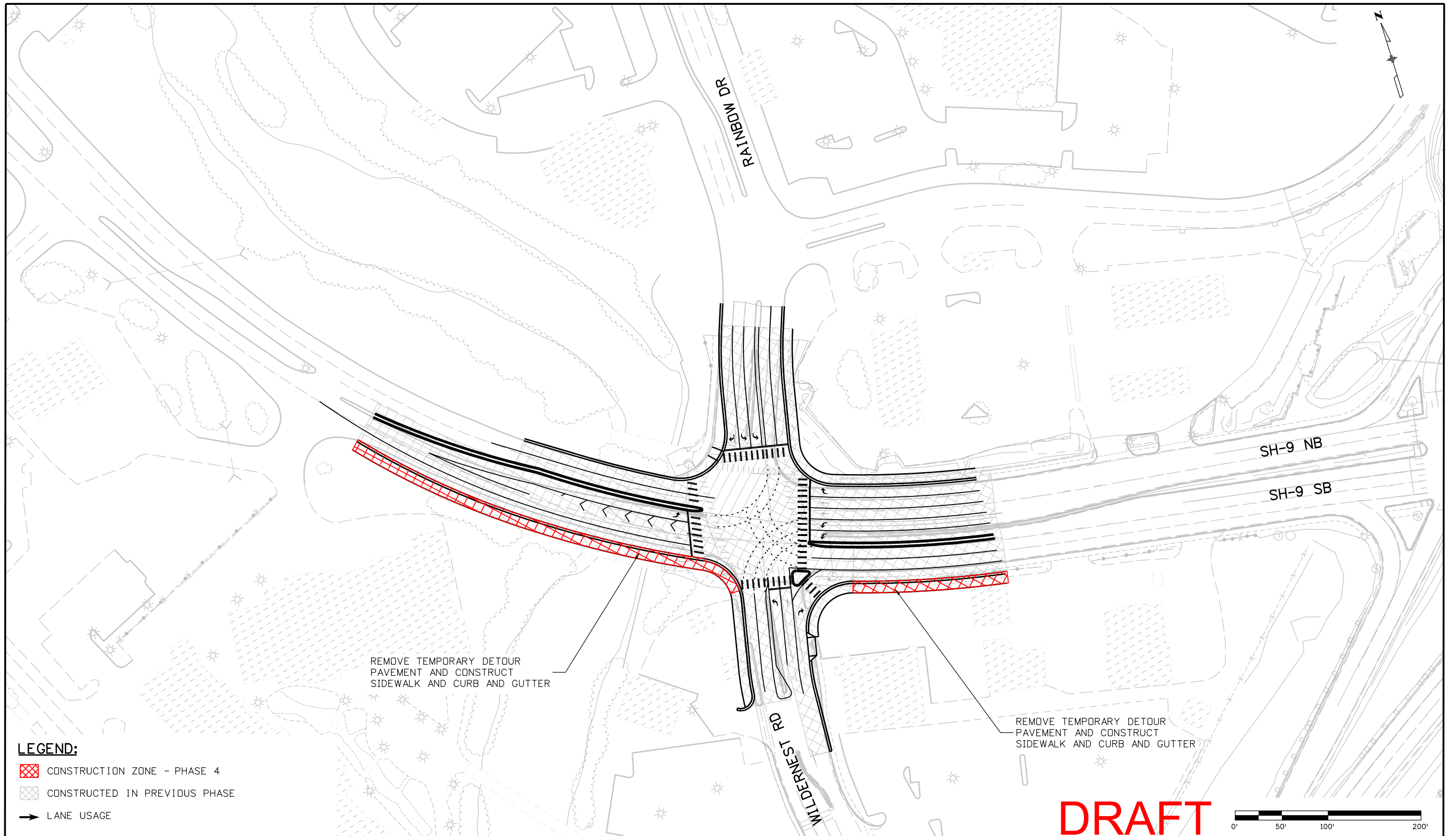
Sheet Revisions		
Date:	Comments	Init.

As Constructed
No Revisions:
Revised:
Void:

SH 9/WILDERNEST CONVENTIONAL CONSTRUCTION PHASING PHASE 3			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON	Subset Sheets:	3 of 4
Sheet Subset:	PHASING		

Project No./Code
IM 0703-341
16755
Sheet Number XXX

jpark 11:21:15 AM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\SH9 & Wild_Int_Convt_ph4_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 4
- CONSTRUCTED IN PREVIOUS PHASE
- LANE USAGE

DRAFT

Print Date: 11/21/2011	
File Name: SH9 & Wild_Int_Convt_ph4_plan01.dgn	
Horiz. Scale: 1:99.9742	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 34	

Sheet Revisions			
Date:	Comments	Init.	
R-X			

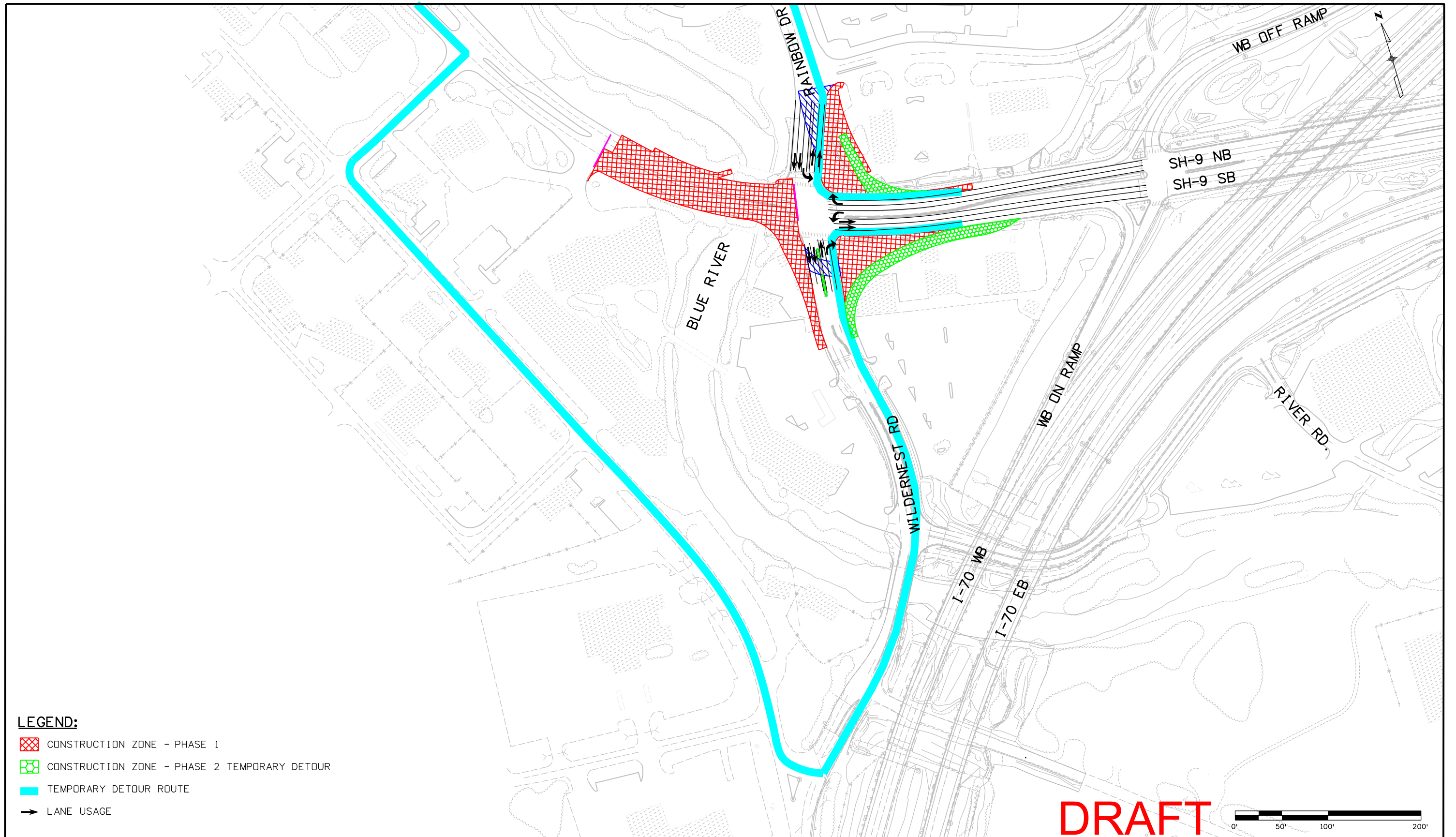
HARTWIG
& Associates, Inc.

As Constructed	
No Revisions:	
Revised:	
Void:	

SH 9/WILDERNDST CONVENTIONAL CONSTRUCTION PHASING PHASE 4			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON		
Sheet Subset:	PHASING	Subset Sheets:	4 of 4

Project No./Code	
IM 0703-341	
16755	
Sheet Number	XXX

jpark 5:50:42 PM P:\AECOM\170 Silverthorne\16755\Traffic\ITS Drawings\SH9 & Wild_Int_Roundabout_ph1_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 1
- CONSTRUCTION ZONE - PHASE 2 TEMPORARY DETOUR
- TEMPORARY DETOUR ROUTE
- LANE USAGE

DRAFT

Print Date: 11/21/2011	
File Name: SH9 & Wild_Int_Roundabout_ph1_plan01.dgn	
Horiz. Scale: 1:199.948	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
FIGURE 35	

Sheet Revisions		
Date:	Comments	Init.

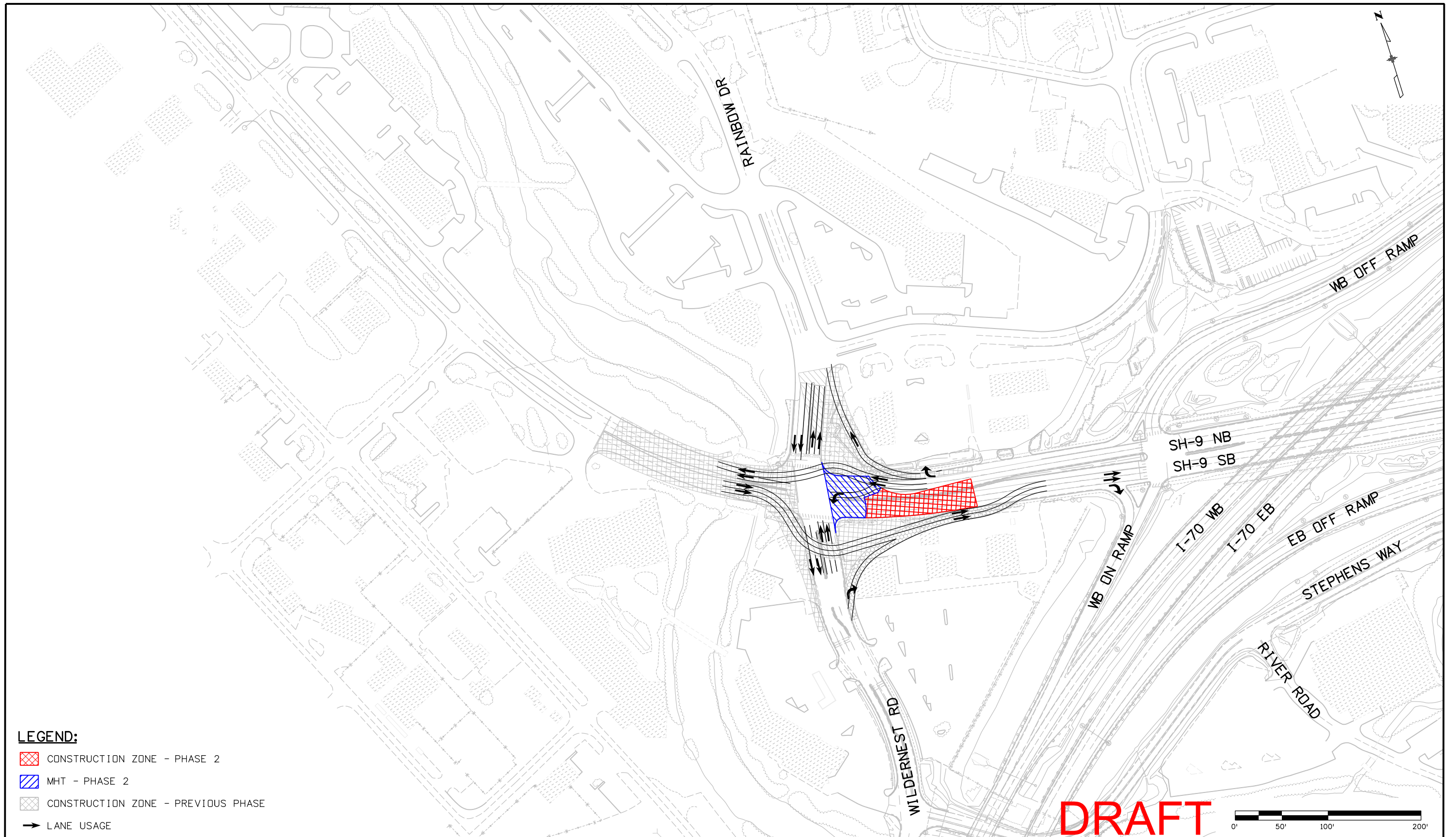


As Constructed
No Revisions:
Revised:
Void:

SH 9/WILDERNEST ROUNDABOUT CONSTRUCTION PHASING PHASE 1		
Designer:	J. PARK	Structure Numbers
Detailer:	K. PAULSON	
Sheet Subset:	PHASING	Subset Sheets: 1 of 3

Project No./Code
IM 0703-341
16755
Sheet Number XXX

jpark 5:55:19 PM P:\AECOM\170 Silverthorne\16755\Traffic\ITS\Drawings\SH9 & Wild_Int_Roundabout_ph2_plan01.dgn



LEGEND:

- CONSTRUCTION ZONE - PHASE 2
- MHT - PHASE 2
- CONSTRUCTION ZONE - PREVIOUS PHASE
- LANE USAGE

DRAFT

Print Date: 11/21/2011	
File Name: SH9 & Wild_Int_Roundabout_ph2_plan01.dgn	
Horiz. Scale: 1:199.948	Vert. Scale: As Noted
Unit Information	Unit Leader Initials
000	
R-X	
FIGURE 36	

Sheet Revisions		
Date:	Comments	Init.



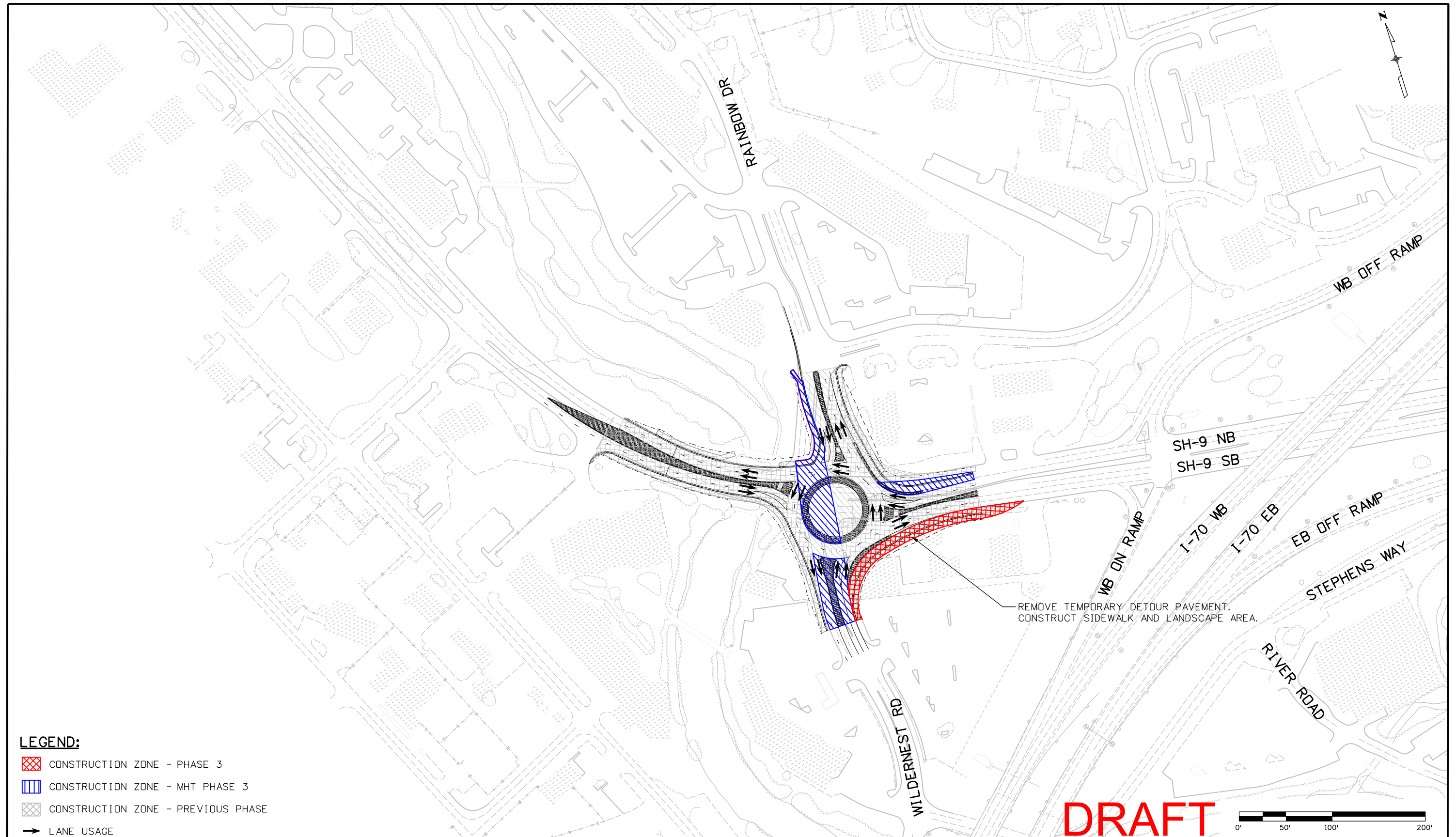
HARTWIG
& Associates, Inc.

As Constructed
No Revisions:
Revised:
Void:

SH 9/WILDERNEST ROUNDABOUT CONSTRUCTION PHASING PHASE 2			
Designer:	J. PARK	Structure Numbers	
Detailer:	K. PAULSON	Subset Sheets:	2 of 3
Sheet Subset:	PHASING		

Project No./Code
IM 0703-341
16755
Sheet Number XXX

jpark 5:58:52 PM P:\AECOM\170 Silverthorne\16755\Traffic\ITS Drawings\SH9 & Wild_Int_Roundabout_ph3_plan01.dgn



- LEGEND:**
- CONSTRUCTION ZONE - PHASE 3
 - CONSTRUCTION ZONE - MHT PHASE 3
 - CONSTRUCTION ZONE - PREVIOUS PHASE
 - LANE USAGE

REMOVE TEMPORARY DETOUR PAVEMENT.
CONSTRUCT SIDEWALK AND LANDSCAPE AREA.

DRAFT

Print Date: 11/21/2011	
File Name: SH9 & Wild_Int_Roundabout_ph3_plan01.dgn	
Unit Information	
Horiz. Scale: 1:199.948	Vert. Scale: As Noted
Unit Leader Initials	
FIGURE 37	

Sheet Revisions		
Date:	Comments	Init.



As Constructed
No Revisions:
Revised:
Void:

SH 9/WILDERNEST ROUNDABOUT CONSTRUCTION PHASING PHASE 3		
Designer:	J. PARK	Structure Numbers
Detailer:	K. PAULSON	
Sheet Subset:	PHASING	Subset Sheets: 3 of 3

Project No./Code
IM 0703-341
16755
Sheet Number XXX

APPENDIX F. TRAFFIC MODELING METHODOLOGY AND RESULTS