

APPENDIX F PUBLIC INVOLVEMENT REPORT

**STATE HIGHWAY 9 AND U.S. HIGHWAY 6 IMPROVEMENT PROJECT
AT THE
INTERSTATE 70 SILVERTHORNE/DILLON INTERCHANGE

PUBLIC INVOLVEMENT REPORT**

July 9, 2012

Prepared for:
Colorado Department of Transportation
Region 1

Prepared by:
InterMountain Corporate Affairs
1410 Grant Street, Suite C-310
Denver, CO 80203
303-996-6662

**SH 9 AND US 6 IMPROVEMENT PROJECT
AT THE
INTERSTATE 70 SILVERTHORNE/DILLON INTERCHANGE**

PUBLIC INFORMATION REPORT

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
1. INTRODUCTION	1
2. LAUNCH PHASE	2
2.1 Team Selection	2
2.2 PLT Conference Call September 2, 2010	2
2.3 PLT Membership	2
2.4 PLT Meeting September 27, 2010	3
2.5 Stakeholder Involvement Plan	4
2.6 PLT Meeting October 21, 2010	4
2.7 Agency Meeting October 28, 2010	5
2.8 Business Community Meeting October 28, 2010	6
2.9 Elected Officials Briefings	8
2.10 Project Website	8
2.11 Stakeholder/Non-Governmental Organizations Meeting November 8, 2010	9
2.12 PLT Meeting November 10, 2010	12
2.13 Public Open House November 15, 2010	12
2.13.1 November 15, 2010 Public Open House Stations and Display Boards	12
2.13.2 Public Open House Presentation and Question and Answer Session	21
2.13.3 Public Notification of the Public Open House	22
2.14 Video E-mail – December 16, 2010	22
2.15 PLT Conference Call – January 20, 2011	23
3. LAUNCH PHASE OUTCOMES	24
4. EVALUATE PHASE (FEBRUARY 2011 – OCTOBER 2011)	26
4.1 PLT Meeting: March 17, 2011	26
4.2 Technical Team Workshop – April 21, 2011	27
4.3 PLT Meeting: May 19, 2011	28
4.4 PLT Meeting -- June 23, 2011	28
4.5 Elected Officials Briefing	28
4.6 Public Open House	28
4.6.1 July 20, 2011 Public Open House Stations and Display Boards	29
4.6.2 Public Notification of the Public Open House	36
4.7 Elected Officials Notification of Project Postponement	36
4.8 PLT Meeting -- August 25, 2011	36
4.9 Website Update	37

<u>Section</u>		<u>Page</u>
4.10	PLT Meeting – December 8, 2012	37
4.11	PLT Meeting – January 11, 2012	37
4.12	PLT Meeting – March 15, 2012	38
4.13	PLT Meeting – May 10, 2012	38
4.14	Elected Officials Briefing	39
4.15	Public Open House	39
4.15.1	June 13, 2012 Public Open House Stations and Display Boards	40
4.15.2	Public Notification of the Public Open House	43

1. INTRODUCTION

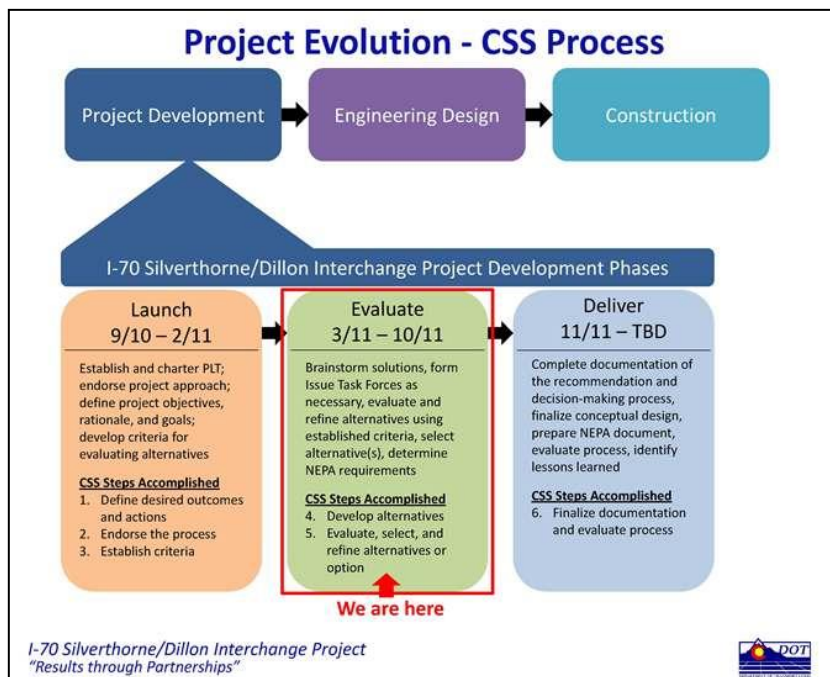
The State Highway 9 and U.S. Highway 6 Improvement Project at the Interstate 70 Silverthorne Dillon Interchange, previously referred to as the Interstate 70 (I-70) Silverthorne/Dillon Interchange project, included an extensive public involvement process in conjunction with the identification and analysis of potential improvements to the Interstate 70 (I-70) interchange with U.S. Highway 6 (US 6) and State Highway 9 (SH 9), located in the Town of Silverthorne.

This process, consistent with the Colorado Department of Transportation's (CDOT's) commitment to Context Sensitive Solutions (CSS) and the requirements of the National Environmental Policy Act (NEPA), was designed to:

- Include multiple opportunities for stakeholders and the public to provide input into the development of project rationale and purpose and need;
- Include multiple opportunities for stakeholders and the public to engage in scoping activities, including:
 - The identification of existing conditions considerations,
 - The identification of critical project issues, and
 - The development of project-specific alternative evaluation criteria;
- Ensure that alternatives development and screening processes had broad stakeholder involvement and support; and
- Ensure that the public was consistently informed of project activities throughout the life cycle of the project.

Conducted under the I-70 Mountain Corridor Context Sensitive Solutions Guidance (www.i70mtncorridorcss.com), the I-70 Silverthorne/Dillon Interchange project incorporated the six CSS process steps into three phases: Launch, Evaluate, and Deliver. Stakeholder involvement efforts were completed through the first two Life Cycle Phases of the CSS Decision-Making Process before the project was postponed.

This report provides a detailed summary of all public involvement activities completed from the project's launch in September 2010 through its postponement in October 2011. The report outlines activities by project phase.



2. PHASE 1: LAUNCH (AUGUST 2010-FEBRUARY 2011)

2.1 Team Selection

In August of 2010, at the outset of the I-70 Silverthorne/Dillon Interchange Project, CDOT convened a Project Leadership Team (PLT) to work with CDOT staff in selecting a consultant team to conduct the planning, design, environmental, and public involvement activities for the project. The PLT initially included representation from the Colorado Department of Transportation (CDOT), the Federal Highway Administration (FHWA), the Town of Silverthorne, and Summit County. The PLT, in cooperation with CDOT staff, chose a project team led by prime consultant AECOM. InterMountain Corporate Affairs was included as the public involvement consultant on the AECOM team.

2.2 PLT Conference Call September 2, 2010:

PLT membership confirmation and overview of team responsibilities

The first activity undertaken by the I-70 Silverthorne/Dillon Interchange Project Team was the confirmation of final PLT membership, which -- following its assistance in the selection of the project consultant team -- was charged with the following tasks for the remainder of the project life cycle, consistent with the CSS Decision-Making Process:

- Lead and manage the project
- Champion the CSS process
- Enable and facilitate decision making
- Keep the project on track with the project work plan established by the project staff

To that end, the initial PLT members met via conference call on September 2, 2010 to discuss member responsibilities and expectations, as well as the addition of members to represent the Town of Dillon and local environmental and business interests. It was decided that Eric Holgerson, Steve Swanson, and Peggy Long would be invited to join the PLT, respectively. (Minutes from the 9-2-10 PLT meeting are included in Appendix Section A, page 8.)

2.3 PLT Membership

The final roster of PLT members, including new members chosen at the September 2, 2010 PLT meeting, included:

- CDOT Program Engineer: Scott McDaniel, CDOT Region 1 West Program Engineer
 - Replaced in June 2011 by Jim Bemelen, CDOT Region 1 West Program Engineer
 - Replaced in June 2011 by Peter Kozinski, CDOT Region 1 West Program Engineer
- CDOT Resident Engineer: Bill Scheuerman, CDOT Region 1 Mountain Resident Engineer
 - Replaced in September 2011 by Grant Anderson, CDOT Region 1 Mountain Resident Engineer
- CDOT Environmental Lead: Wendy Wallach, I-70 Mountain Corridor Environmental Lead
 - Replaced in June 2011 by Chuck Attardo, Region Planning and Environmental Manager
- CDOT Project Manager: Tyler Weldon PE I, Mountain Residency
- Federal Highway Administration: Melinda Urban, Operations Engineer
- Town of Silverthorne: Bill Linfield, Public Works Director

- Summit County: Thad Noll, Assistant County Manager
- Town of Dillon: Eric Holgerson, Public Works Director
 - Replaced May 2011 by Dan Burroughs, Town Engineer, Town of Dillon
- Business Community: Peggy Long, Silverthorne resident
- Environmental Interests: Steve Swanson, Blue River Watershed
- Consultant Project Manager: R.A. Plummer, AECOM Technical Services

2.4 PLT Meeting September 27, 2010:

Establishment of Project Mission and Goals

This first PLT meeting to include the entire PLT membership was held on September 27, 2010. This meeting was dedicated to defining the mission, goals, and objectives of the project; identifying key project stakeholders, key issues, and critical success factors; and agreeing upon operating procedures. The PLT agreed on the following mission statement and goals for the project. (Minutes from the 9-27-10 PLT meeting are included in Appendix Section A, page 11.)

Mission Statement:

“Our mission is to deliver a multi-modal transportation project that is a model for the I-70 Mountain Corridor. We will respect community and environmental values while improving safety, access, and mobility by engaging in an inclusive and transparent process that is widely supported and demonstrates best practices in all respects.”

Project Goals:

- To deliver a project that is a model for the I-70 Mountain Corridor by enhancing mobility -- including multi-modal transportation system performance improvements -- while highlighting a successful collaboration between the Federal Highway Administration (FHWA), CDOT, and local agencies, as well as how value may be generated from the Programmatic Environmental Impact Statement (PEIS).
- To develop an innovative interchange solution that is of appropriate scale; respects community values and environmental resources; meets all of the various stakeholders’ needs; and is consistent with adopted local plans, policies, and economic development objectives.
- To embrace the I-70 Mountain Corridor Context Sensitive Solutions (CSS) decision-making process while adhering to the overall corridor vision and core values. The project will demonstrate best practices in all respects.
- To allow inclusive and transparent stakeholder involvement in the development and selection of alternatives facilitated by a strong, long-term intergovernmental team that manages expectations and allows “no surprises” so that the resulting project can be endorsed and “owned” by the community.
- To improve local traffic flow on U.S. Highway 6 (US 6) and State Highway 9 (SH 9) and regional traffic flow on I-70, US 6, and SH 9, minimizing regional travel times while improving access to major activity centers and providing the appropriate balance of through traffic and local access needs with a long-term transportation vision in mind.
- To include, consider, or not preclude future transit improvements -- including an Advanced Guideway System alignment and possible transit station.
- To improve safety for motorists, transit riders, cyclists, and pedestrians within the project limits.

- To identify, where possible, public and private-sector partnership opportunities to address aesthetics, access, maintenance, local road improvements, and private improvements.
- To define flexible alternatives for interchange phasing, including early action opportunities, that can be built either in whole or in logical phases consistent with available funding and prioritized needs
- To avoid, minimize, and mitigate adverse impacts to the local businesses and surrounding environmental resources -- ultimately improving existing conditions -- consistent with the intent of the CSS process and CDOT's policies and practices. This will be a "self-mitigating" project, which builds the mitigation into the solution.
- To deliver a project that is economically and physically feasible.
- To incorporate sustainability principles and practices into the decision-making process and the design and construction of future improvements.

2.5 Stakeholder Involvement Plan

InterMountain Corporate Affairs drafted a Stakeholder Involvement Plan, which outlined the specific activities CDOT would perform to identify and involve stakeholders in every aspect of the 6-Step CSS Process. This document reflected the commitment of CDOT, the PLT, and the project staff to early, open, and ongoing stakeholder involvement in the I-70 Silverthorne/Dillon Interchange Project with the goal of enabling meaningful input and opportunities for the public to participate in decision making. A component of the Stakeholder Involvement Plan was a stakeholder database that contained nearly 700 agency, business, and stakeholder contacts. This list was initiated in the first months of the project, and was continually updated throughout the project life cycle to include newly identified stakeholders. Stakeholders were identified via appropriate contact lists from prior projects -- such as the Collaborative Effort, CSS, and the PEIS -- and from website inquiries, public open houses, city business contact lists, and other means of contact. (The Stakeholder Involvement Plan and stakeholder contact database are included in Appendix Section B, page 61 and 78, respectively.)

2.6 PLT Meeting October 21, 2010:

Chartering the PLT, Defining the Study Area, and Developing Project-Specific Evaluation Criteria

The second full meeting of the PLT focused on finalizing the PLT Chartering Agreement, defining the project study area, and providing input into CSS Evaluation Criteria with the goal of developing project-specific criteria for public input. At this meeting, present PLT members signed the PLT Chartering Agreement (included in Appendix Section A, page 1), which included team protocols and responsibilities, as well as the project mission and goals agreed upon at the previous PLT meeting. In the PLT Charter, PLT members agreed to meet on the third Thursday of every month, to attend meetings in person, to report out to their constituents on a regular basis, and to help manage the expectations of their associates and constituents with regard to the project. The PLT also approved the Stakeholder Involvement Plan.

Following the finalization of the Chartering Agreement and approval of the Stakeholder Involvement Plan, the PLT discussed the study area. The PLT then participated in an exercise led by AECOM in which members were split into two groups to review and provide project-specific input into the general evaluation criteria suggestions provided in the I-70 CSS Guidance. The goal of the exercise was to use the CSS-provided evaluation criteria template as a foundation to draft project-specific evaluation criteria to present to the public for further input before finalization.

2.7 Agency Meeting October 28, 2010

The I-70 Silverthorne/Dillon Interchange Project Team held a meeting on October 28, 2010 with agency stakeholders.

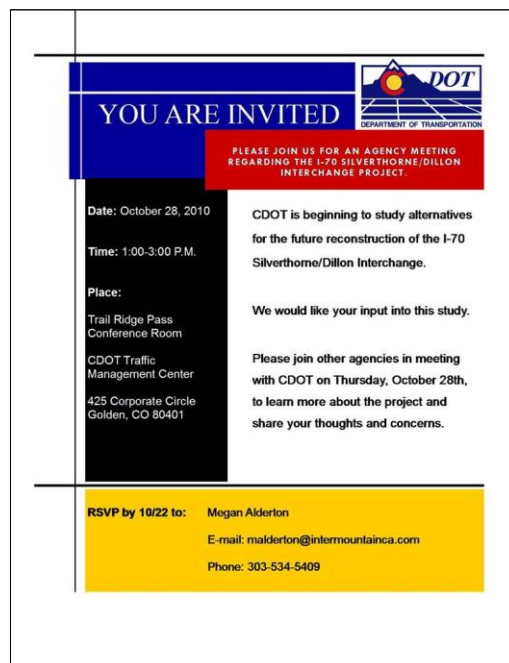
The purpose of this meeting was to:

- Provide an understanding of the project's focus and goals
- Summarize the project schedule and CSS process
- Gather feedback on environmental and technical considerations

The meeting was held at the CDOT Traffic Management Center in Golden and was led by a third-party facilitator, Andy Mountain of GBSM, E-mail invitations were sent to 38 agency contacts. Three participants attended, including:

- Amy Turney, Denver Water
- Randy Jensen, FHWA
- Melinda Urban, FHWA

Specific comments and responses captured in the meeting are included in the table below.



QUESTION/COMMENT	RESPONSE
Randy Jensen: Will non-government organizations (NGOs) like the Colorado Motor Carriers be involved?	R.A. Plummer: Typical NGOs have been engaged and will be invited to an NGO-specific meeting on November 8 th . The PLT will continue to engage other stakeholders as early in the process as possible.
Melinda Urban: Is there an existing EIS for State Highway 9? If so, is it being used?	Bill Scheuerman: The EIS involved Exit 203 (Frisco) and State Highway 9 toward Breckenridge, so it was not relevant.
Scott McDaniel to Amy Turney: Is there anything specific to security issues with Dam Road or other Denver Water issues that should be considered?	Amy Turney: The process should establish and maintain communication with the existing Dam Road security task force and the two efforts should continue to coordinate to adequately address potential issues.
Randy Jensen: How will livability be factored into the criteria?	R.A. Plummer: Livability probably fits best within the Communities criteria, but the broader concepts will actually be covered through multiple criteria. <i>(Amy Turney noted that Dillon Recreation should be included in the process to evaluate compatibility within the community.)</i>
Randy Jensen: How is the project team characterizing	Scott McDaniel, Bill Scheuerman, and R.A. Plummer

<p>the need for the project?</p>	<p>noted that the primary drivers for the need of the project include:</p> <ul style="list-style-type: none"> • It's the highest-volume interchange on the I-70 Mountain Corridor • There are future capacity and mobility issues on ramps and throughout the interchange that need to be addressed • The I-70 Collaborative Effort prioritized this intersection as the first of the 20 that were identified for improvement • There are safety concerns with the increased congestion that is projected to occur • There are multi-modal transportation needs at this location that should be addressed
----------------------------------	--

Materials from the October 28, 2010 Agency Meeting – including the meeting agenda, invitation list, e-mail invitation, meeting presentation, and meeting summary – are included in Appendix Section C, page 98. Invitees who were not in attendance at the October 28th stakeholder meeting were invited to participate to participate in a subsequent stakeholder meeting on November 8, 2010.

2.8 Business Community Meeting October 28, 2010

The I-70 Silverthorne/Dillon Interchange Project Team held a meeting on October 28, 2010 with local business stakeholders.

The purpose of this meeting was to:

- Provide an understanding of the project's focus and goals
- Summarize the project schedule and CSS process
- Gather input on issues to consider in the study

YOU ARE INVITED

Date: 10/28/2010
Time: 5:00-8:00 P.M.

Place:
Silverthorne Pavilion
400 Blue River Parkway
Silverthorne, CO 80498

RSVP by 10/25 to:
Megan Alderton
303-534-5409
maldertos@intermountainca.com

CDOT is beginning to study alternatives for the future reconstruction of the I-70 Silverthorne/Dillon interchange.
We would like your input into this study.
Please join other business owners in meeting with CDOT on Thursday, October 28th, to learn more about the project and share your thoughts and concerns.

AGENDA:
5:00-5:30 P.M.: Registration/ Open House
5:30-6:00 P.M.: Project Overview Presentation
6:00-8:00 P.M.: Issues Identification Break-Out Groups

DEPARTMENT OF TRANSPORTATION

Please join us for a business community meeting regarding the I-70 Silverthorne/Dillon Interchange Project.

The meeting was held at the Silverthorne Pavilion and was led by third-party facilitator Andy Mountain of GBSM. Postcard invitations were sent to all business owners in the study area – a total of 560. Twelve business leaders attended and participated in the meeting, at which the project team presented a brief overview of the project and then gathered participants at two discussion tables. Each discussion table had an aerial map of the study area and a facilitator and technical expert to lead the discussions. The facilitator posed a series of questions focused on issues the project team should consider in its analysis, capturing the input on the table map.

Following the meeting, the input captured on the maps was organized into categories, including US Highway 6, State Highway 9, the I-70 mainline, I-70 ramps, and general. A summary of that input, by category is listed below.

US 6

- Grade issues on US 6 create problems
- Bike access in/around US 6 is an issue
- Multiple access points into roads/developments off US 6 create conflict
- Dam Road closure creates problems
- Westbound US 6 traffic wanting to go east on I-70 backup on US 6 – single right turn lane starts at Little Beaver then impacts through lanes above that
- Tankers merging on US 6 to 60 Westbound
- Tankers/house on trailers from Loveland Pass on US 6 increase congestion
- Need sidewalk on north side of US6 from Little Beaver up to Dillon Ridge
- Signal coordination/progression
- Main Street/Hwy. 6 part of study area?
- Gridlock east bound on US 6 all the way to Lake Dillon Dr. on big ski days
- Biggest safety issues on US 6 between Lake Dillon Dr. and Dam Road

SH 9

- This is a significant growth area
- Lots of truck traffic related creates problems
- The intersection of SH 9 and Wildernd Road is most dangerous and problematic
- Back-ups trying to turn eastbound on Wildernd Road
- Would like to evaluate option of leverage Adams Ave. as either a local or truck access road. Could improve access to Wildernd. Could be combined w/ a new access point off I-70.
- Lowes development will only increase congestion and problems in this area
- Southbound SH 9 turning to westbound ramp – grade issues and merge issues during icing conditions
- VMS on SH9 outside Silverthorne so Steamboat traffic is informed.

I-70 mainline

- Grades on east /west side of interchange create acceleration, deceleration, congestion issues
- Maintenance (particularly snow removal) is an issue, particularly w/ the grades. Desire to evaluate progressive maintenance approaches (e.g. geothermal) to deal with ice/snow.
- Desire to evaluate a secondary access point off of the highway (e.g. open the emergency access west of the intersection to the public) to separate truck and local traffic, while improving access to Wildernd
- Improved/additional message signs should be considered. Current signs notify of closures too late to make a difference
- May want to consider stacking like what is done through Glenwood Canyon
- Add another local street crossing over I-70 east of the interchange to help keep traffic out of construction zone and permanent local option
- New bridges – no pillars
- Lane designations during snow storms – can't see stripes
- Tunnels for peds under interchange?
- Buildings already around interchange

- Direction lane signage as traffic approaches interchange: Denver traffic left lane

I-70 ramps

- Grades create issues. Evaluate auxiliary lanes
- Westbound access from Wilderrest and Mesa Cortina is challenging
- Wider inbound and outbound (two lanes)
- Ramp grade too steep, creates school time issues
- Single turn lane onto I-70 from Keystone going west and Steamboat going east
- Construction impacts: no way to redirect traffic; needs phasing for traffic control

General

- Business access issues are most influenced by weather, confused tourists and peak volume days/holidays
- CDOT maintenance facility needs better access to the highway
- Any evaluation of a frontage road (e.g. to address Dam Road issues) should be considered in this study
- Balance the need for improved mobility with unintended local impacts (e.g. cut-through traffic in neighborhoods, new congestion points)
- Way-finding is very important, particularly given the number of tourists in the area
- Eisenhower tunnel closures create problems in this area
- Emergency shelters Silverthorne Rec Center
- Density in Wilderrest – needs access
- Variable Message Signs to advise skier traffic on US 6 near Keystone and/or in Steamboat
- Construction impacts: no work Fri-Sun; make sure lane closures are necessary to get work done day of closure
- “closed but no work” – minimize closure
- Winter-related traffic snarls, traffic closures – no alternatives
- All emergency services for Silverthorne are south of I-70; congestion creates safety issues in Silverthorne.
- Reduce number of signals

Materials from the October 28, 2010 Business Community Meeting -- including the meeting agenda, invitation list, postcard invitation, sign-in sheet, facilitator’s guide, comment form, meeting presentation, meeting display boards, meeting handouts, comment maps, and the meeting summary – are included in Appendix Section D, page 139.

2.9 Elected Officials Briefings

Elected officials from the Dillon Town Council, Silverthorne Town Council and Summit County Commissioners were briefed at their meetings by CDOT and AECOM in October of 2010. The officials were provided with a project fact sheet.

2.10 Project Website

The I-70 Silverthorne/Dillon Interchange Project website was launched on November 5, 2010, and was intended to inform and engage the public with regard to project activities. To that end, the website included:

- A project description and graphic of the project study area

- A PLT page containing the PLT Charter and meeting agendas and minutes
- A public involvement page housing the Stakeholder Involvement Plan, open house presentations, display boards, advertisements, and a video recap of the November 15, 2010 public meeting
- An alternatives and technical information page including information regarding potential alternatives and evaluation criteria.
- Options for comment submittals and e-mail updates.

The project team provided approved content to CDOT public relations staff, including Bob Wilson and Tara Galvez, who hosted and maintained the project website under CDOT domain. Summit County and the towns of Silverthorne and Dillon provided links from their websites to the project website as well. (Website content is included in Appendix Section E, page 179.)

2.11 Stakeholder/Non-Governmental Organizations Meeting November 8, 2010

The I-70 Silverthorne/Dillon Interchange Project Team held a meeting on November 8, 2010 with stakeholder representatives from non-governmental organizations and government agencies.

The purpose of this meeting was to:

- Provide an understanding of the project’s focus and goals
- Summarize the project schedule and CSS process
- Gather feedback on environmental and technical considerations

The meeting was held at the CDOT Traffic Management Center in Golden. The meeting was facilitated by Megan Alderton of InterMountain Corporate Affairs. E-mail invitations were sent to 34 stakeholder contacts, as well as to the agency contacts unable to attend the October 28th agency meeting. Seven stakeholders attended, including the following:

- Art Ballah, Colorado Motor Carriers Association
- John Jones, Summit Stage Transit, Summit County
- Pam Fischhaber, Colorado Public Utilities Commission
- Rick Warren, Blue River Group, Sierra Club
- Bill Copley, Federal Motor Carrier Safety Administration
- Pam Caskie, Northwest Colorado Council of Governments
- Allison Deans Michael, U.S. Fish & Wildlife Service
- Greg Winkler, Colorado Department of Local Affairs



Specific comments and responses captured in the Stakeholder/NGO meeting are included below.

QUESTION/COMMENT	RESPONSE
Rick Warren: Is the interchange the second busiest in the I-70 Mountain Corridor? Will traffic impacts of the new Lowe’s proposed in Silverthorne will be studied?	R.A. Plummer: The interchange is one of the busiest – if not <i>the</i> busiest – on the Mountain Corridor, a unique situation where the interstate connects with two state highways. The team will consider future traffic impacts during modeling.
Art Ballah: Since the Dillon Dam Road is no longer available as an alternate route for incident management, the Dillon-Frisco segment is a critical concern. He suggested that the project team look beyond the immediate footprint of the interchange for a solution to this problem.	R.A. Plummer: The project team recognizes this issue must be addressed in whichever alternative is selected. In previous meetings, Denver Water has also brought up this issue.
Allison Deans Michael: There is a potential 4(f) site on the Blue River, where the Colorado Division of Wildlife (CDOW) has provided a third-party grant of USFWS funds to a program called Fishing is Fun, which provides access to the Blue River at the north end of the study area. She can provide further information.	N/A
Greg Winkler: The study should consider plans for a potential hydroelectric facility near Dillon Dam; Silverthorne’s planned new public works facility on SH 9, as well as the upcoming downtown development study in Silverthorne.	N/A
Art Ballah: The CMCA is concerned about use by loaded tanker trucks coming off US 6, accelerating up a steep grade fully loaded, and being unable to merge into traffic because of a short acceleration lane.	R.A. Plummer: The design criteria will factor this in and some ramps have steep grades that are likely to be addressed along with acceleration and deceleration lengths.
Pam Fischhaber: The PUC is concerned that the project does not preclude future grade separations or other design elements required for future rail development in the corridor. In the study area, the steep grades will be a concern for potential heavy rail or commuter rail development.	R.A. Plummer: Not precluding rail options is an overarching goal for the project.

QUESTION/COMMENT	RESPONSE
<p>Art Ballah: Is the schedule is consistent with the I-70 Mountain Corridor PEIS?</p>	<p>R.A. Plummer: The project team is monitoring progress with the PEIS and will determine what type of NEPA document will be pursued after a ROD is issued. Scott McDaniel: The feasibility study is part of the PEIS process, but the interchange was identified as an early action item. Although CDOT thinks there will be a ROD for the PEIS soon, either way the intention is to move forward with the project.</p>
<p>John Jones: The interchange is one of the agency's highest traveled in the corridor. There are discussions about future development of light rail and bus rapid transit systems between Silverthorne and Keystone Resort. The agency is concerned about the steep grades on the westbound ramps, which make acceleration difficult for fully loaded buses. Additionally, the ramps should accommodate turning radiuses for longer transit units between 60-80 feet. Summit Stage is also concerned about long queues on SH 9 and US 6 due to backups on the eastbound ramp. Suggest that flying access onto the interstate could alleviate long backups and that longer queue capacity on the ramps could prevent backups onto the mainline, minimizing trucks and other traffic traveling on the mainline.</p>	<p>N/A</p>
<p>Pam Caskie: The interchange is a heavily congested commercial area. Will the project team will consider redesigning commercial interest on SH 9 to correct existing issues?</p>	<p>R.A. Plummer: Access to businesses near the interchange is going to be an important consideration, not necessarily changing the land use. How vehicles access the interchange from businesses impacts how well the interchange functions. As the project team studies the operations of SH 9 and US 6 and how well the interchange ties in, it's likely the team will look at access points and how well they work together.</p>
<p>John Jones: Has consideration been given to developing frontage roads on both sides of the interstate? Pam Caskie: Yes, would the study limits preclude frontage road alternatives between Frisco and Silverthorne or Dillon?</p>	<p>R.A. Plummer and Scott McDaniel said the project team is not yet at the alternative development stage; however, several meeting participants have expressed support for frontage roads. The study limits would not preclude considering or studying frontage roads between Frisco and either Dillon or Silverthorne.</p>

Materials from the November 8, 2010 Stakeholder/Non Governmental Organizations Meeting – including the meeting agenda, invitation list, e-mail invitation and accompanying materials, the meeting presentation, and the meeting summary – are included in Appendix Section F, page 185.

2.12 PLT Meeting November 10, 2010:

Preparation for Public Open House and Finalization of the Draft Evaluation Criteria for Public Review

The PLT met on November 10, 2010 -- following the Agency, Business Community and Stakeholder/Non-Governmental Organizations meetings -- to review public involvement activities completed to date and prepare for the upcoming November 15 public open house. To that end, the PLT provided final edits to the draft evaluation criteria initially developed at the October PLT meeting to ensure its readiness for public review and input at the public meeting. PLT members also reviewed and provided final input into the boards to be displayed at the public meeting. (Minutes from the 11-10-10 meeting are included in Appendix Section A, page 55.)

2.13 Public Open House November 15, 2010

The I-70 Silverthorne/Dillon Interchange Project Team held a public open house on November 15, 2010.

The purpose of the open house was to:

- Provide the public with an understanding of the project's focus and goals
- Summarize the project schedule and CSS process
- Gather public input into the project rationale
- Gather public input into project-specific issues to consider in the study of potential alternatives
- Gather input into the approach to and creation of alternative evaluation criteria for use in the development and analysis of potential alternatives

The public open house was held at the Silverthorne Pavilion from 5-7 p.m. and was led by third-party facilitator Andy Mountain of GBSM. Thirty one people attended. The meeting began with an open-house format for the first 45 minutes.





Six stations with display boards were staffed by project team members who helped explain information, answer questions and encourage members of the public to submit comments. The 31 meeting attendees were free to spend as much time at each station as they wanted before they gathered for a short presentation and question and answer session at 6 p.m.

The information presented at the open house stations is presented in the following pages. All applicable materials related to this meeting are included in Appendix Section G, page 227.

2.13.1 November 15, 2010 Public Open House Stations and Display Boards

The project team presented the following materials during the open house, which are available in Appendix Section G, page 233:

- **Station 1: Critical Issues** – As meeting attendees signed in, they were given three dots to place next to the CSS-defined issue or issues they felt were most important to this project. They placed their dots on the following four display boards before moving on to subsequent stations. Attendees were also encouraged to add issues they felt were not represented. The purpose of this exercise was to use the general CSS critical issue list to gather public input into more project-specific issues for consideration.

<h3 style="text-align: center;">Critical Issues</h3> <p style="text-align: right;"> I-70 Mountain Corridor CSS Partnership Powered by Corridor</p> <p>MOBILITY AND ACCESSIBILITY: System Connections and Effectiveness</p> <ul style="list-style-type: none"> Improve and enhance connections to interstate Ensure and enhance reliability Facilitate the movement of people and goods Enhance mobility to all points along the corridor Maintain a reasonable person travel time Minimize inconvenience and delays to the traveling public <p>MOBILITY AND ACCESSIBILITY: Intermodal Connectivity and the Respect for the Needs of Special Users</p> <ul style="list-style-type: none"> Provide and strengthen multi-modal connections, including pedestrian and bike connections, to communities off the corridor and across the highlands Provide mobility choices for persons of all abilities Maintain access to communities Maintain trans-continental freight corridor Manage recreational access as population increases Establish cooperative transportation system planning from urban areas to remote recreation opportunities to develop recreation system Accommodate people and their recreational equipment Consider generational and cultural changes in recreation uses into the future Recognize and respect the draw of the mountains for recreation <p>Historic Context</p> <ul style="list-style-type: none"> Consider and respect broad historic context of communities Maintain sensitivity toward the existing built environment, historic environment, others Preserve cultural and historic resources - mining, infrastructure, history, logging, ski industry Promote heritage tourism - interpret and enhance Keep existing and historical communities alive 	<h3 style="text-align: center;">Critical Issues</h3> <p style="text-align: right;"> I-70 Mountain Corridor CSS Partnership Powered by Corridor</p> <p>DECISION MAKING: Balancing Various Decision Making Considerations</p> <ul style="list-style-type: none"> Consider and balance impacts and benefits Strive to balance all interests Balance mobility and quality of life Balance time, quality and money Balance air, water, and land in sustainable manner Maintain and enhance quality of land, water, air Engage different communities and involve them in decision making process Do not transfer costs to future generations unless the benefits exceed the costs Promote cost effectiveness in all four seasons <p>DECISION MAKING: Overall Objectives of the Decision Making Process</p> <ul style="list-style-type: none"> Embrace and promote Cost-Effective Solutions Develop partnerships Enhance value to the user Promote foresight Exceed perceived limitations and expectations Develop good design alternatives Promote accountability and financial responsibility Facilitate affordable and effective solutions Promote economic diversity and economic equity Enhance and support long-term statewide transportation planning Promote long-term solutions that work well Promote timeless design Build it to last for the future and develop lasting value Respect local control of transportation planning and funding Make it a positive experience, use information, marketing, website and story-tellers
<h3 style="text-align: center;">Critical Issues</h3> <p style="text-align: right;"> I-70 Mountain Corridor CSS Partnership Powered by Corridor</p> <p>Sustainability</p> <ul style="list-style-type: none"> Move towards sustainability throughout process Change behavior to support economic and ecological sustainability Conduct life cycle analysis of alternatives - include indirect costs Promote global, regional and local ecological sustainability Preserve and enhance the surroundings by utilizing environmental impact measures in the decision making process Enable sustainable solutions through maintenance and operations Promote infrastructure maintenance Enhance what already exists Improve conditions for current and future residents: noise, dust, sense of community, connections/pedestrian, construction, transit Integrate and balance transportation alternatives with growth and land use Minimize carbon impacts and depletion of natural resources <p>Aesthetics</p> <ul style="list-style-type: none"> Preserve and enhance natural and cultural beauty of corridor surroundings Promote transportation network changes that are a scenic/aesthetic component of landscapes, not an afterthought or distraction Protect views and aesthetics and ensure the ability to enjoy the beauty of the corridor's resources Respect that I-70 exists because of the mountains and environment, and enjoy the corridor environment <p>Safety</p> <ul style="list-style-type: none"> Accommodate safe hazardous materials transport Enhance safety for first responders, motor carriers, transportation workers and people who live on the corridor Maintain and improve emergency response times Minimize animal/vehicle collisions Provide for safety-rock slides, sink holes, perception of safety Promote public safety Encourage responsible driving 	<h3 style="text-align: center;">Critical Issues</h3> <p style="text-align: right;"> I-70 Mountain Corridor CSS Partnership Powered by Corridor</p> <p>Communities</p> <ul style="list-style-type: none"> Enhance quality of life Consider land use and how town development affects transportation Promote future vision of corridor communities and tie it to land use Calibrate, enhance and protect the individual identities of the communities in the corridor and their differences Coordinate among communities in the design/construction of I-70, transportation modes, and management of recreation use on public and private lands Respect physical constraints of communities Support tourism/economics Minimize disruption of communities by cut-through traffic <p>ENVIRONMENTAL: Environmental Objectives</p> <ul style="list-style-type: none"> Promote a clean environment Avoid impacts (minimize and mitigate effects) Promote and support restoration Minimize construction impacts Consider great environmental impacts (cumulative effects) Support environmental justice (avoid disproportionate effects) Develop transportation solutions that fit within context of surrounding environment <p>ENVIRONMENTAL: Specific Environmental Issues</p> <ul style="list-style-type: none"> Support and preserve habitat corridors and linkages Protect threatened and endangered species Protect wildlife and wilderness areas and enhance wildlife movement by supporting wildlife mitigation and habitat corridor and linkages Preserve land forms, plant materials and wildlife Protect community water supplies and watersheds Improve spill response and prevention to support environmental safety Improve energy of the corridor and communities it passes through Maintain quiet in wilderness areas


The following table identifies the critical issues that meeting participants placed voting dots next to, as well as the number of dots placed.

Category	Issue	Dots
Mobility and Accessibility: System Connections and Effectiveness	Minimize inconvenience and delays to the traveling public	8

Category	Issue	Dots
Mobility and Accessibility: System Connections and Effectiveness	Improve and enhance connections to interstate	5
Environmental: Specific Environmental Issues	Protect community water supplies and watersheds	4
Communities	Promote future vision of corridor communities and tie it to land use	3
Communities	Support tourism/economics	3
Mobility and Accessibility: Intermodal Connectivity and the Respect for the Needs of Special Users	Provide and strengthen multi-modal connections, including pedestrian and bike connections, to communities off the corridor and across the highway	2
Mobility and Accessibility: Intermodal Connectivity and the Respect for the Needs of Special Users	Maintain access to communities	2
Mobility and Accessibility: Intermodal Connectivity and the Respect for the Needs of Special Users	Recognize and respect the draw of the mountains for recreation	2
Decision Making: Balancing Various Decision Making Considerations	Engage different communities and involve them in decision making process	2
Communities	Consider land use and how town development affects transportation	2
Environmental: Specific Environmental Issues	Support and preserve habitat corridors and linkages	2
Sustainability	Integrate and balance transportation alternatives with growth and land use	2
Aesthetics	Preserve and enhance natural and cultural beauty of corridor surroundings	2
Safety	Enhance safety for first responders, motor carriers, transportation workers and people who live on the corridor	2
Mobility and Accessibility: System Connections and Effectiveness	Enhance mobility to all points along the corridor	1
Historic Context	Maintain sensitivity toward the existing built environment, historic environment, others	1

Category	Issue	Dots
Communities	Coordinate among communities in the design/construction of I-70, transportation modes, and management of recreation use on public and private lands	1
Environmental: Environmental Objectives	Promote and support restoration	1
Environmental: Environmental Objectives	Minimize construction impacts	1
Aesthetics	Protect views and aesthetics and ensure the ability to enjoy the beauty of the corridor's resources	1
Safety	Accommodate safe hazardous materials transport	1
Safety	Minimize animal/vehicle collisions	1
Safety	Encourage responsible driving	1
Decision Making: Balancing Various Decision Making Considerations	Maintain and enhance quality of land, water, air	1
Decision Making: Overall Objectives of the Decision Making Process	Develop good design alternatives	1
Decision Making: Overall Objectives of the Decision Making Process	Facilitate affordable and effective solutions	1
Decision Making: Overall Objectives of the Decision Making Process	Enhance and support long-term statewide transportation planning	1
Decision Making: Overall Objectives of the Decision Making Process	Promote long-term solutions that work well	1
Decision Making: Overall Objectives of the Decision Making Process	Build it to last for the future and develop lasting value	1

- Station 2: Project Overview** – The project overview station provided participants an overview of the CSS Context Statement and Core Values, the overall CSS process, the project schedule, the project rationale and goals, and the project study area. The following boards were displayed:



I-70 Mountain Corridor CSS
Partnerships Powered by Context

Context Statement

The I-70 Mountain Corridor is a magnificent, scenic place. Human elements are woven through breathtaking natural features. The integration of these diverse elements has occurred over the course of time.

This corridor is a recreational destination for the world, a route for interstate and local commerce, and a unique place to live.

It is our commitment to seek balance and provide for twenty-first-century uses.

We will continue to foster and nurture new ideas to address the challenges we face.

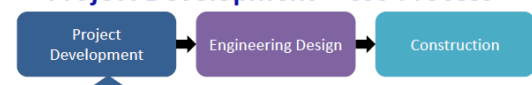
We respect the importance of individual communities, the natural environment, and the need for safe and efficient travel.

Well-thought-out choices create a sustainable legacy.

Core Values

- Sustainability is an overarching value that creates solutions for today that do not diminish resources for future generations. Ideal solutions generate long-term benefits to economic strength, scenic integrity, community vitality, environmental health, and ecosystems.
- Methods for decision making must be fair, open, equitable, and inclusive. Collaboration moves decision making beyond individual and agency interests. New ideas will always be considered with respect and an open mind.
- Enhancing safety for all is paramount in all decisions.
- A healthy environment requires taking responsibility to preserve, restore, and enhance natural resources and ecosystems.
- Humankind's past has contributed to the sense of place. The broad historic context is foundational to the corridor's character and must be a part of every conversation.
- We must respect the individuality of communities in a manner that promotes their viability. The character of the corridor is realized in the differences and commonalities of its communities.
- Mobility and accessibility must address local, regional, and national travel by providing reliability, efficiency, and inter-connectivity between systems and communities.
- Aesthetics will be inspired by the surroundings, protect scenic integrity, and incorporate the context of place. Timeless design continues the corridor's legacy.

Project Development – CSS Process



I-70 Silverthorne/Dillon Interchange Project Development Phases

Launch
9/10 – 12/10

Establish and charter PLT, endorse project approach; define project objectives, rationale, and goals; develop criteria for evaluating alternatives

CSS Steps Accomplished

1. Define desired outcomes and actions
2. Endorse the process
3. Establish criteria

Evaluate
1/11 – 6/11

Brainstorm solutions, form Issue Task Forces as necessary, evaluate and refine alternatives using established criteria; select alternative(s), determine NEPA requirements

CSS Steps Accomplished

4. Develop alternatives
5. Evaluate, select, and refine alternatives or option

Deliver
7/11 – TBD


Complete documentation of the recommendation and decision-making process, finalize conceptual design, prepare NEPA document, evaluate process, identify lessons learned

CSS Steps Accomplished

6. Finalize documentation and evaluate process

We are here


I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"



Project Development – Look Ahead Schedule

	2010				2011 to TBD											
	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Future		
LAUNCH	ESTABLISH THE PROCESS															
<ul style="list-style-type: none"> - Data Collection - Goals and Objectives - Existing Conditions - Evaluation Criteria 	ESTABLISH THE PROCESS															
EVALUATE					SELECT ALTERNATIVE(S)											
<ul style="list-style-type: none"> - Identify Alternatives - Conceptual/Feasibility Evaluation - Detailed Evaluation 					SELECT ALTERNATIVE(S)											
DELIVER													FINAL APPROVALS			
<ul style="list-style-type: none"> - Prepare NEPA Document - CDOT/FHWA Approvals 													FINAL APPROVALS			
PLT Meetings	★	★	★	★	★	★	★	★	★	★	★	★	★	★		
Public Meetings	★				★			★			★					

I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"




Project Rationale and Goals

Rationale


- Highest volume interchange on I-70 Mountain Corridor
- Future capacity and mobility issues on ramps and throughout interchange
- Key location prioritized in I-70 Collaborative Effort
- Multi-modal transportation needs
- Safety concerns with increased congestion

Goals


- To deliver a project that enhances mobility through collaboration between the Federal Highway Administration (FHWA), CDOT, and local agencies
- To develop an innovative interchange solution that is of appropriate scale and meets stakeholder needs
- To embrace the I-70 Mountain Corridor Context Sensitive Solutions (CSS) decision-making process
- To allow inclusive and transparent stakeholder involvement
- To improve local traffic flow on US 6 and SH 9 and regional traffic flow on I-70, US 6, and SH 9
- To include, consider, or not preclude future transit improvements including an Advanced Guideway System
- To improve safety for motorists, transit riders, cyclists, and pedestrians within the project limits
- To identify, where possible, public and private-sector partnership opportunities
- To define flexible alternatives for interchange phasing, that can be built either in whole or in logical phases
- To avoid, minimize, and mitigate adverse impacts to the local businesses and surrounding environmental resources
- To deliver a project that is economically and physically feasible
- To incorporate sustainability principles and practices into the decision-making process, design and construction




I-70 Silverthorne/Dillon Interchange Project
"Results through Partnership"



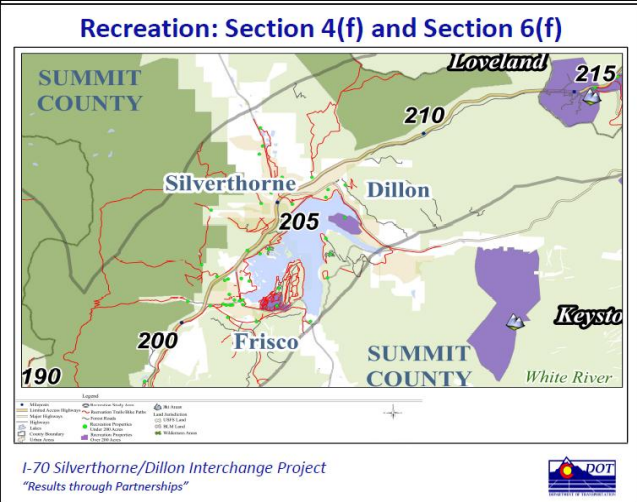
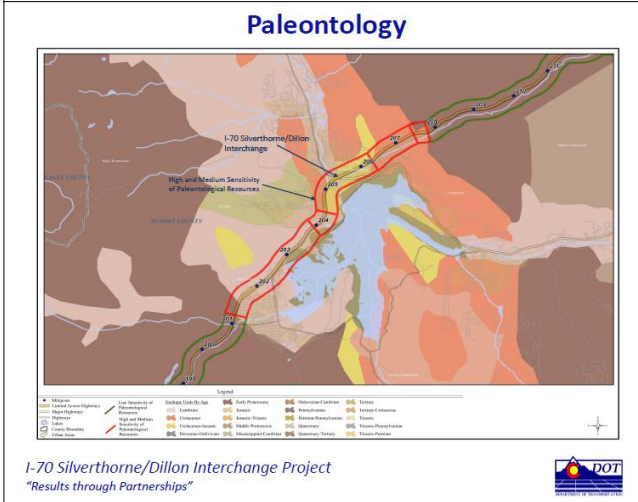
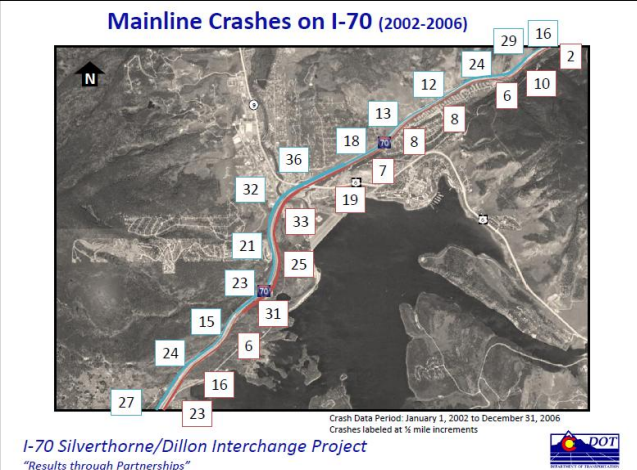
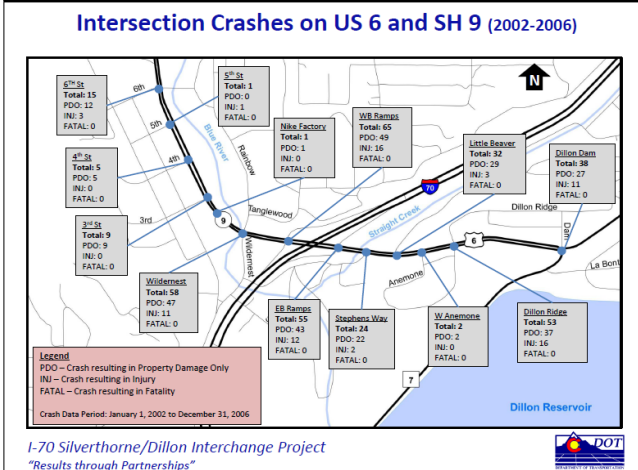
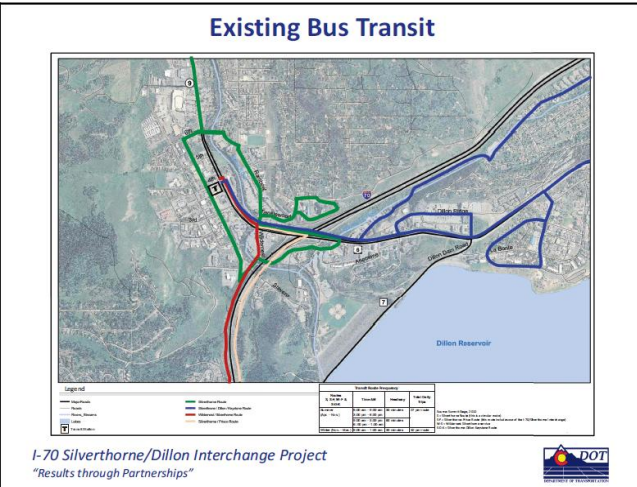
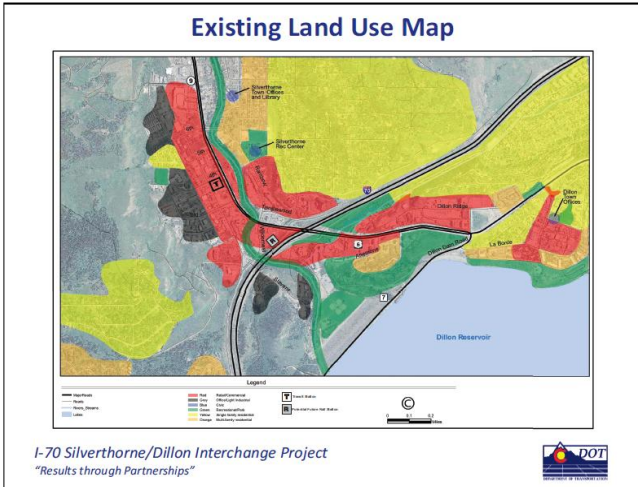
Study Area



I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"



- Station 3: Existing Conditions** – The existing conditions station included information regarding existing land use and bus transit, intersection and mainline crashes, paleontology, recreation, wetlands, origin-destination estimates and 2035 no-build scenarios. The following boards were presented for public review and input:



Wetlands and Waters of the US

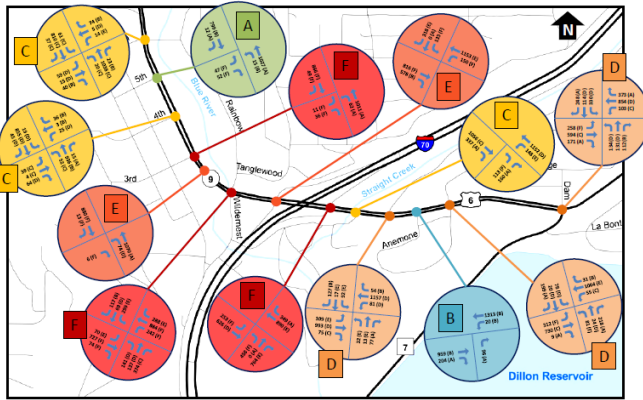


Legend
 I-70 Project Area Small Riparian Flood Riparian

I-70 Silverthorne/Dillon Interchange Project
 "Results through Partnerships"



2035 No-Build Intersection Turning Movement Volumes and Level of Service



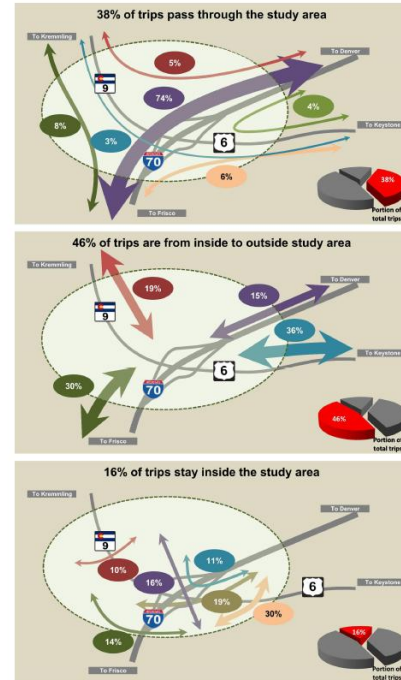
Legend
 Mid-Day Weekday Turning Movement Volume (Turning Movement Level of Service)
 Overall Intersection LOS

Source: AECOM and I-70 PEIS Travel Demand Model

I-70 Silverthorne/Dillon Interchange Project
 "Results through Partnerships"



Origin-Destination (OD) Estimates of Existing Travel Patterns



I-70 Silverthorne/Dillon Interchange Project
 "Results through Partnerships"



- Station 4: Evaluation Criteria and Screening Process** – Meeting attendees were encouraged to review the preliminary draft criteria, which were drafted by the PLT using the CSS Criteria Evaluation template and refined with input from the agency, business and stakeholder meetings. Participants were asked to also identify any additional criteria they felt should be considered on post-it notes. The purpose of this station was to ensure that the public had the opportunity to review and provide input into the draft alternative evaluation criteria, which would be finalized with public input after the public open house. Four alternatives screening criteria boards were presented:

Alternative Screening Criteria (PRELIMINARY)

Feasibility-Level Evaluation		Concept-Level Evaluation		Detailed-Level Evaluation	
Criteria	How could we measure it?	Criteria	How could we measure it?	Criteria Measures	How could we measure it?
Sustainability					
A. Does this alternative preserve future transportation options?	A. (YES/NO)	A. What is the maintenance cost of the alternative?	A. ● ● ● ○ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation.	A. Capital cost of the alternative (\$)
		B. What is the capital cost of this alternative?	B. ● ● ● ○ (LOW/MEDIUM/HIGH)	The sustainability criteria will help determine how well an alternative creates a solution for today that does not diminish resources for future generations and maintenance.	B. Operations and maintenance costs of the alternative (\$)
		C. How well can the alternative integrate sustainable construction practices?	C. ● ● ● ○ (GOOD/FAIR/POOR)		C. How well can the alternative be prepared to meet available funding?
Safety					
A. Can this idea improve safety?	A. (YES/NO)	A. How well does the alternative reduce the number of or improve higher than expected crash locations?	A. ● ● ● ○ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation.	A. Number of improved high-accident locations
		B. How well does alternative follow current design standards?	B. ● ● ● ○ (GOOD/FAIR/POOR)	The safety criteria will help determine how well an alternative is able to enhance safety in the 70 Mountain Corridor.	B. Conflict points between bicycled and vehicle traffic
		C. How well does the alternative maintain a safe work environment for maintenance employees?	C. ● ● ● ○ (GOOD/FAIR/POOR)		C. How does the alternative work in inclement weather?
		D. How well does the alternative reduce conflict points?	D. ● ● ● ○ (GOOD/FAIR/POOR)		D. How many design features does the alternative have that result in more difficult maintenance activities (guardrail, signals, etc.)?

I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"

Alternative Screening Criteria (PRELIMINARY)

Feasibility-Level Evaluation		Concept-Level Evaluation		Detailed-Level Evaluation	
Criteria	How could we measure it?	Criteria	How could we measure it?	Criteria Measures	How could we measure it?
Healthy Environment					
A. Can adverse environmental impacts be avoided, minimized, or mitigated?	A. (YES/NO)	A. How well can adverse environmental impacts be avoided, minimized, or mitigated?	A. ● ● ● ○ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation.	A. Total acres of new right-of-way
		B. How well does the alternative minimize right-of-way requirements?	B. ● ● ● ○ (GOOD/FAIR/POOR)	The healthy environment criteria will help determine how well an alternative is able to protect, restore, and enhance natural resources and ecosystems.	B. Acres of riparian habitat affected
		C. How well does the alternative address water quality?	C. ● ● ● ○ (GOOD/FAIR/POOR)		C. Number of days of signalized intersections
		D. How well does the alternative avoid, minimize, and mitigate impacts to wetlands?	D. ● ● ● ○ (GOOD/FAIR/POOR)	The healthy environment criteria are a priority for the overall goal of avoiding, minimizing, and mitigating impacts. For example, a significant increase in acres of new right-of-way may impact riparian habitat and biological resources that are important to the project.	D. Hours of I-70 C per day
		E. How well does the alternative avoid, minimize, and mitigate impacts to the Cold Mountain Fishery?	E. ● ● ● ○ (GOOD/FAIR/POOR)		E. Number of sensitive receptors potentially impacted?
		F. How well does the alternative avoid, minimize, and mitigate impacts to recreational resources?	F. ● ● ● ○ (GOOD/FAIR/POOR)		F. Number of acre of wildlife habitat and riparian habitat
		G. How effectively can Best Management Practices be implemented?	G. ● ● ● ○ (GOOD/FAIR/POOR)		G. Number of bridge interference zones impacted

I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"

Alternative Screening Criteria (PRELIMINARY)

Feasibility-Level Evaluation		Concept-Level Evaluation		Detailed-Level Evaluation	
Criteria	How could we measure it?	Criteria	How could we measure it?	Criteria Measures	How could we measure it?
Historic Context					
A. Can impacts to archeological and historical resources be avoided, minimized, or mitigated?	A. (YES/NO)	A. How well can impacts to archeological and historical resources be avoided, minimized, or mitigated?	A. ● ● ● ○ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation.	A. Number of archeological resources impacted
		B. How well does the alternative address local access traffic?	B. ● ● ● ○ (GOOD/FAIR/POOR)	The historic context criteria will help determine how well an alternative contributes to and is compatible with the human-made and natural resources that create the corridor's sense of place and is the foundation of the corridor's character.	B. Number of archeological resources impacted
		C. Does this alternative provide access for local trips?	C. (YES/NO)		C. How does the alternative work in inclement weather?
Communities					
A. Is the alternative compatible with local land use plans?	A. (YES/NO)	A. What is the level of community support?	A. ● ● ● ○ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation.	A. How well does this alternative support current and ongoing economic investments in the community?
B. Does the alternative serve as a gateway to the area, providing good visibility for local communities?	B. (YES/NO)	B. How compatible is the alternative with local comprehensive plans?	B. ● ● ● ○ (GOOD/FAIR/POOR)	The criteria related to communities will help determine how well an alternative respects the individuality of communities and promotes their viability.	B. Number of businesses directly/indirectly impacted
C. Are impacts to community resources (recreational)?	C. (YES/NO)	C. How well does the alternative limit disproportionate impacts on low-income or minority communities?	C. ● ● ● ○ (GOOD/FAIR/POOR)		C. Number of homes directly/indirectly impacted
		D. How well does the alternative minimize adverse effects on local businesses?	D. ● ● ● ○ (GOOD/FAIR/POOR)		D. How well are construction impacts minimized?

I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"

Alternative Screening Criteria (PRELIMINARY)

Feasibility-Level Evaluation		Concept-Level Evaluation		Detailed-Level Evaluation	
Criteria	How could we measure it?	Criteria	How could we measure it?	Criteria Measures	How could we measure it?
Mobility and Accessibility					
A. Does the alternative improve mobility?	A. (YES/NO)	A. How well does the alternative improve mobility?	A. ● ● ● ○ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation.	A. Projected LOS/ADT for US 6, SR 9 and SR 10
		B. Is this alternative compatible with the existing and planned transportation system?	B. ● ● ● ○ (GOOD/FAIR/POOR)	The mobility and accessibility criteria will help determine how well an alternative addresses local, regional, and national level while providing reliable, efficient interconnectivity between systems and communities.	B. Projected number of person trips in alternate modes
		C. How well does the alternative address out-of-town traffic?	C. ● ● ● ○ (GOOD/FAIR/POOR)		C. Potential for enhanced carpool usage?
		D. How well does the alternative promote efficient freight movement?	D. ● ● ● ○ (GOOD/FAIR/POOR)		D. How well are Summit Stage/Local transit service and bike accommodated?
		E. How easy is the interchange to use for non-local drivers?	E. ● ● ● ○ (GOOD/FAIR/POOR)		E. How many access points are proposed or addressed?
		F. How well does the alternative accommodate existing future transit?	F. ● ● ● ○ (GOOD/FAIR/POOR)		F. How many shuttles are camp backups then existing or no-bus available?
		G. How well does the alternative accommodate bicycled (multi-modal) mobility?	G. ● ● ● ○ (GOOD/FAIR/POOR)		
Aesthetics					
No specific aesthetics criteria are used to evaluate alternatives at the feasibility level.		A. How consistent is the alternative with the I-70 CSS Aesthetic Guidelines?	A. ● ● ● ○ (GOOD/FAIR/POOR)	Detailed-Level Criteria Measures will measure specific items, will be quantitative more than qualitative, and will help further support and answer the criteria questions asked during the Concept-Level Evaluation.	A. How well does this alternative support the goals of the I-70 CSS Aesthetic Guidelines?
				The aesthetics criteria will help determine whether an alternative was inspired by the surroundings, protects scenic integrity, and incorporates the context of the I-70 Mountain Corridor.	

I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"

Four comments about potential screening criteria were submitted. They were:

- Consider bus/HOV/future light rail concepts to Towns like Dillon/Silverthorne, Frisco, Copper, Vail, etc.
- The "How well does the alternative address local access traffic" criterion should address the added impact of additional traffic and traffic lights associated with the planned Lowes and Home Depot.
- Does Summit County have a local comprehensive plan?
- I would like to see the plan accommodate a Summit Stage stop on the northeast corner of Adams and Wildernest.

- **Station 5: Issues Maps** – Two tables with roll-plot maps of the study area were set-up in the middle of the room at Station 5. Here, project team members engaged meeting attendees in discussions with to identify any specific issues or problem areas participants were hoping the study could address. As issues were identified, they were written down on the maps. A summary of the issues identified on the issues maps is included below.

Issues and Problem Areas:

- The intersection of SH 9 & Wildernest – Big problem
 - In looking at the interchange, we need proper accommodation for pedestrians. They should be included in the design of the interchange, not only piecemeal segments here and there.
 - Need to move pedestrians from one side to another
 - New development in the area (e.g. Lowe's, Home Depot) will increase congestion
 - Silverthorne Recreation Path – Bad pedestrian crossing. Cars don't anticipate crossing
 - Adams Ave. & Wildernest – Two stoplights will impact congestion at interchange
 - Congestion impacts extend past Target on worst days
 - Need to get through interchange without stoplights
 - Improve north/south connectivity to remove local traffic conflicts with highway-bound traffic
 - It's important that the interchange design preserve space for the potential rail line
 - Roundabouts?
 - Believe Brian Ave. from 2nd to 6th should be included in study area
 - Exit 205 should look at using Adams Avenue as a bypass
 - SH 9 should become Silverthorne Main Street
 - Wildernest, Stephens Way & Ramp – Key cut-through for locals that can create significant gridlock
 - Conflict with old pairings (shopping, local employment, etc.)
 - New access point off I-70 west of the existing interchange?
 - Be sure to consider north/south connectivity under I-70 for periods when the tunnel is closed and gridlock exists in Silverthorne and Dillon. During these periods, one cannot go north/south within the communities
 - Despite sign changes, people are still accidentally making a left from SH 9 and ending up going the wrong way up the exit ramp from WB I-70. This is a serious safety issue.
 - Truck's w/overheated brakes exiting I-70 are still a problem at this intersection.
- **Station 6: Public Comments** – All meeting attendees were given comment forms as they entered the meeting. Additional blank forms, as well as a basket to hold completed forms and pens to fill them out, were at Station 6. Three completed forms were submitted, which are included in Appendix Section J, page 328.

2.13.2 Public Open House Presentation and Question and Answer Session

Following the initial open house period, the project team presented a 20-minute overview of the project. This presentation identified the following:

- Project rationale
- Goals
- Schedule
- Process

Following the presentation, a 15-minute general question and answer session was facilitated.

Participants' questions covered the following topics:

- Whether the evaluation criteria are weighted or if all are equally considered
 - All are equally considered
- Whether there are already potential solutions existing and how many
 - Potential solutions will be developed in the next phase, after we have all the data and a clearer understanding of the problems we are trying to solve
- How input from all previous studies/projects is being integrated into this study
 - Work from other efforts (e.g. Context Sensitive Solutions) about critical issues are being integrated into the project. In addition, potential solutions identified in previous studies will be considered as part of the alternatives development and evaluation process in the next phase of the study
- Whether there are any more immediate opportunities for signal timing improvements on State Highway 9
 - Signal timing is incredibly complex, particularly in an area like this where weather and other factors can strongly influence actual travel speeds. The signal systems currently used in the area would need to be upgraded in order to be able to adapt to various situations. This study will consider opportunities to phase projects, such that if it makes sense to implement some solutions earlier (e.g. signal upgrades), that could be an option.

After the question and answer period, the open house displays were re-opened and meeting attendees visited stations and provided input for the remainder of the meeting.

2.13.3 Public Notification of the Public Open House

The public was notified of the public open house via the following channels. (All applicable materials are included in Appendix Section G, page 227.)

- Notice on the I-70 Silverthorne/Dillon project website
- Notice on the Town of Silverthorne and the Town of Dillon websites
- An advertisement in the *Summit Daily News*, which ran on 11-3-10 and 11-10-10
- A calendar alert distributed 11-1-10, and a news release distributed 11-9-10 to:
 - *The Denver Post*
 - *Denver Business Journal*
 - *Denver Weekly News*
 - *Denver Daily News*
 - *Downtown Denver News*
 - *Westword*
 - *Summit Daily News*
 - *Summit County Citizens Voice*
 - *Summit County Television (SCTV)*
 - *The Silverthorne Signal*
 - KCNC-TV Ch. 4 (CBS)
 - KUSA-TV Ch 9 (NBC)
 - KSMT 102.1 & 102.7 FM
 - KYSL 93.1 & 93.9 FM
 - KSKE 95.3, 97.5 & 101.7 FM
 - *850 KOA - Colorado's Morning News*
 - Colorado Public Radio
 - Clear Channel Radio
 - Summit County Alert
 - The I-70 Coalition
 - Town of Dillon
 - *The Enterprise*

2.14 Video E-mail – December 16, 2010

The project team sent an e-mail on December 16, 2010 via the CDOT delivery system to the project stakeholder list. This e-mail provided a brief introduction to a video recap of the public open house, which was developed by AECOM. AECOM filmed portions of the public open house and provided a narrated overview of the activities taking place. This video provided those who were unable to attend the open house a chance to attend the meeting virtually after the fact. The video also encouraged viewers to view the information available on the website and provide comment. A copy of the E-mail language, as well as a link to the video, is included in Appendix Section H, page 281.

Notice of Public Open House
I-70 Silverthorne/Dillon Interchange Project

PLEASE JOIN US TO SHARE YOUR INPUT


MON • November 15, 2010 • 5-7PM
SILVERTHORNE PAVILION
400 Blue Rvr Pky • Silverthorne, CO 80498

The Colorado Department of Transportation (CDOT) invites you to attend a PUBLIC OPEN HOUSE concerning the I-70 Silverthorne/Dillon Interchange Project.

CDOT is studying potential improvements to the Interstate 70 Interchange with US Highway 6 and State Highway 9, located in the Town of Silverthorne (Exit 205). The study will evaluate alternatives for a transportation project that addresses mobility, access, and safety issues along with multi-modal connectivity needs.

We would like your input into this study. Please join us on November 15th to learn more about the I-70 Silverthorne/Dillon Interchange Project and share your thoughts and questions.

For more information, please contact:
Megan Alderton • 303.534.5409
malderton@intermountainca.com



Colorado Department of Transportation

Persons with special access or translation needs should contact project staff in advance to make arrangements.

TR 1 11/2/2010 12:07:3

2.15 PLT Conference Call – January 20, 2011:

Update Regarding Project Activities and Changes to CDOT Staff

The PLT met via conference call on January 20, 2011. Project Manager Tyler Weldon provided an update on staffing changes at CDOT, which included the departure of Wendy Wallach and Scott McDaniel from the project. Tyler explained that Bill Scheuerman would act as program engineer until Scott's position on the project could be filled. Chuck Attardo would join the team in Wendy's place. Michelle Halstead, CDOT local government liaison would also be leaving CDOT. Angie Drumm would take her place. Consultant Project Manager R.A. Plummer provided a brief overview of past and upcoming project activities, explaining that the project team was focused on completing criteria based on public input and completing a draft existing conditions report, which would provide the foundation for the Evaluate Phase. The PLT agreed to regroup at the next PLT meeting to begin alternatives development and analysis. Minutes from this meeting are included in Appendix Section A, page 31.

3. LAUNCH PHASE OUTCOMES

At the completion of the Launch Phase, the project team had gathered significant public input regarding the I-70 Silverthorne/Dillon Interchange Project.

At the completion of the Launch Phase, this input was used to:

- Identify and confirm project-specific issues for consideration
- Create project-specific alternatives evaluation criteria
- Develop a broad range of potential alternatives for analysis in the Evaluate Phase
- Develop design refinements applicable to all potential alternatives

The following table illustrates how public input was addressed and/or incorporated into criteria and design requirements made applicable to all alternatives. (This table is included in Appendix Section I, page 309.)

Topic/What We Heard	Areas of Concern/ Suggestions	How is the Team Addressing the Specific Areas of Concern and Suggestions? Alternative Evaluation Criteria and/or Design Refinements Applicable to All Alternatives
Protect Straight Creek and the Blue River	Pollutants (deicers, silt, hazardous materials, etc.)	CDOT water quality protection commitments and adherence to State and Federal laws will address impacts from pollutants.
	Implement strategy to restrict runoff	Project designs and specifications will direct runoff and manage flows.
	Establish insect base line and monitor health of stream relative to fish count	Monitoring to prevent adverse effects on fisheries and aquatic species may be included.
	Prevent events catastrophic to Summit County fishing industry	A variety of measures will be applied to protect fish and fish habitat.
Make Safety a Priority	Cars turning left up westbound off-ramp are an issue	Improved pavement markings, signage and other measures will be included in the final design.
	Trucks with overheated brakes exiting the westbound off-ramp present a serious threat	Existing truck runaway facilities and associated signage plus compliance with applicable engineering design standards at the interchange will help address this issue.
	Improve lighting and signage to get people into correct lanes	Improved lighting and signage would be included in the final design for the project.
	Need a longer light on eastbound exit to US 6 so traffic is not backed up onto a major interstate	Customized signal timing will address ramp and interchange capacities. Designing the project such that back-ups on to the interstate do not occur is a key component of the project.

Topic/What We Heard	Areas of Concern/ Suggestions	How is the Team Addressing the Specific Areas of Concern and Suggestions? Alternative Evaluation Criteria and/or Design Refinements Applicable to All Alternatives
Address Traffic and Access Issues	Include projected Lowe's traffic and other new development traffic	Traffic from the Lowe's development and other future development has been included.
	Accommodate pedestrians	Pedestrian pathways, sidewalks and bike routes are included.
	Address potential congestion on SH 9/I-70 exit ramps, SH 9/Wildernest, and Adams/Wildernest intersections.	The interchange designs will increase capacity at ramp intersections and other intersections and address weaving issues along SH 9 and US 6.
	Consider WB on-ramp near Wildernest offices	One of the westbound on ramp options provides access to I-70 near the Wildernest offices.
	Consider traffic caused by left turns at the Dillon Ranger District	Traffic and turning movements along SH 9 from the interchange to 6th Street are within the study area. Movements north of 6 th Street are not directly related to project improvements.
	Do not restrict access (final or during construction)	Existing access and impacts to business are included in the evaluation process. Construction phasing is also considered and included in the evaluation process.
	Need to get through interchange without stoplights	Measures to minimize travel times on SH 9 and US 6 may include fewer signals. The alternatives with roundabouts reduce the number of signals.
	Improve north/south connectivity	All of the alternatives under consideration improve north/south (SH 9/US 6) connectivity.
	Preserve space for rail	All of the alternatives under consideration would preserve regional rail options.
	Consider roundabouts	Roundabouts are under consideration.
	Include Brian Ave. from 2 nd to 6 th in Study Area	The study area boundary was based on potential alternatives. Brian Ave was not included.
	Exit 205 should consider using Adams Ave as a bypass	The westbound on-ramp and eastbound off-ramp designs provide route options using the local street network.
	SH9 should become Main St.	The purpose and need and primary focus of the project is on interchange improvements. The project is considering how interchange improvements would tie in with both US 6 and SH 9.
	Consider new access point off I-70 west of existing interchange	An on -amp west of the existing interchange is an option under consideration.

Topic/What We Heard	Areas of Concern/ Suggestions	How is the Team Addressing the Specific Areas of Concern and Suggestions? Alternative Evaluation Criteria and/or Design Refinements Applicable to All Alternatives
	Warn eastbound I-70 traffic before Dillon Interchange of backups at the tunnel (message sign, post police officer, build turn-around	Variable message signs (VMS) are in place on the I-70 Corridor. Additional signs, travel management by Colorado Highway Patrol and local police, and improvements to I-70 such as a turn-around can be considered by CDOT but are not directly linked to the purpose of this project.

4. EVALUATE PHASE (FEBRUARY 2011 – OCTOBER 2011)

4.1 PLT Meeting: March 17, 2011:

Project Purpose & Need and potential interchange improvement solutions

The PLT met on March 17, 2011 to discuss the project purpose and need relative to alternative evaluation criteria, as well as potential interchange improvement solutions, which were vetted by category. Consultant Project Manager R.A. Plummer began the meeting with a brief overview of the public involvement schedule for the Evaluate Phase, which would include a Technical Team meeting to focus on technical issues related to alternatives development on April 21. Bill Linfield also provided an update regarding Town of Silverthorne improvements, which he explained should be included in existing conditions. R.A. explained the updated purpose and need document (included in Appendix Section A, page 33) and solicited input on the document from the PLT.

R.A. explained that – following the gathering of public input in the Launch Phase -- the consultant team had begun to develop ideas regarding potential interchange solutions. The consultant team then led the PLT in a discussion regarding the potential interchange improvements under initial consideration, including:

- Tight diamond interchange
- Single-point urban interchange
- Diverging diamond interchange
- Roundabouts at diamond interchange
- Split diamond

The PLT and the project team discussed the initial interchange options at length before discussing potential solutions in relation to the following categories:

- Bike/pedestrian
- Safety
- Transit
- I-70 ramp/mainline improvements
- Traffic flow on US 6/SH 9
- Interchange types

Following these PLT discussions, guest Jim Buckler from Cutthroat Anglers addressed the PLT. He explained his concerns regarding the discharge of deicers and other pollutants into the Blue River from the bridges. (Formal comments submitted by Mr. Buckler are included in Appendix Section A, page 33.) The PLT agreed to reconvene in May, following the April 21 Technical Team Workshop.

4.2 Technical Team Workshop – April 21, 2011

A Technical Team Workshop was held on April 21, 2011, which focused on technical issues related to alternatives development. Workshop participants were divided into three discussion groups as follows:

- **Design, Cost, Maintenance:** Dean VanDeWege, Tyler Weldon, R.A. Plummer, Dan Burroughs, Thad Noll
- **Motor Vehicle Traffic and Safety:** Don Holloway, Bill Scheuerman, Clark Robert, Alan Eckman
- **Multimodal, Community & Environmental Effects:** Beth Vogelsang, Brian Kennedy, Bill Linfield, Marc Martin, Steve Swanson

Participants in this workshop performed an initial evaluation of four interchange alternatives and eight options (additional ramp-changing concepts that could be mixed and matched with alternatives), which were developed by the project team with consideration of public and stakeholder input on project issues and evaluation criteria, as well as input gathered from the PLT at the March PLT meeting. These alternatives and options included:

- Alternative 1: Improved diamond
- Alternative 2: Roundabout
- Alternative 3: Single point urban interchange
- Alternative 4: Diverging diamond
- Eastbound Options: A, B, C
- Westbound Options: A, B, C
- Straight Creek Options: A, B

The alternatives and options were screened through feasibility- and concept-level criteria questions intended to determine whether alternatives had fatal flaws. Alternatives were compared with other alternatives and those with fatal flaws were removed. Alternatives were then compared against one another again, and some scenarios were eliminated, leaving the following recommended alternatives and options:

- Alternative 1: Improved diamond
- Alternative 3: Single point urban interchange
- Alternative 4: Diverging diamond
- Eastbound Options: A, B
- Westbound Options: A, B
- Roundabout element

During scoping, the public identified roundabouts as a potential option they would like the team to consider in an interchange solution. The initial roundabout alternative was found in the Technical Team Workshop to require trucks to make a series of relatively sharp turns, require a substantial amount of right of way, displace and disrupt existing businesses, and potentially impact the Blue River Trail and wetlands. To that end, the team recommended that roundabouts be considered as an element in each of the other three alternatives going forward.

A comprehensive Technical Team Workshop Meeting report is included in Appendix B of the I-70 Silverthorne/Dillon Interchange Project report.

4.3 PLT Meeting: May 19, 2011

Review of Technical Team Workshop Findings/Discussion of Upcoming Public Open House

The PLT met on May 19, 2011 to review the findings of the technical team workshop and discuss how to best present the various recommended alternatives and options to the public. Bill Scheuerman began the meeting with an update on CDOT staffing changes, explaining that he would be retiring from CDOT and that CDOT would be developing a formal team for I-70 Mountain Corridor Projects. Jim Bemelen would come on as manager for the I-70 Mountain Corridor Team; CDOT would also fill project team vacancies. Consultant Team Project Manager R.A. Plummer provided an update on the Technical Team Workshop, which he explained would be followed by a public meeting in July to present findings and potential alternatives to the public. The PLT agreed the public meeting would be held July 20th at the Silverthorne Pavilion. Dean VanDeWege of Jacobs walked the PLT through the Technical Team's findings. The PLT decided on an open house format for the public meeting, and discussed the various ways information could be presented. The team agreed that the convening of two Issue Task Forces (ITFs) – a business access ITF and a roundabouts ITF -- may also be beneficial. Minutes from this meeting are included in Appendix Section A, page 41.

4.4 PLT Meeting -- June 23, 2011:

Preparation for July 20th Open House

The PLT met on June 23, 2011 to prepare for the public open house, which was scheduled for July 20, 2011. AECOM consultant Alan Eckman provided an overview of the project schedule, explaining that the project was currently in the concept-level analysis phase. Detailed analysis, he explained, would occur following the July 20 public open house and may include an August Technical Team Workshop and subsequent September charrette (these were scheduled but canceled with the suspension of the project.). The goal, he explained, was to develop one preferred alternative to present to the public at a November 2011 public meeting. Public Involvement Consultant Tom Schilling provided an overview of the July 20th public open house and reviewed related materials. The PLT reviewed the draft public open house display boards and provided comment. Minutes from this meeting are included in Appendix Section A, page 47.

4.5 Elected Officials Briefing

Elected officials from the Dillon Town Council, Silverthorne Town Council and Summit County Commissioners were briefed at their meetings by CDOT and AECOM in June of 2011. The officials were provided with a project fact sheet (included in Appendix Section I, page 311). This activity occurred prior to the July public meeting.

4.6 Public Open House

The Project Team held a Public Open House on July 20, 2011.

The purpose of this meeting was to:

- Present to the public the various alternatives and options under consideration following feasibility- and initial concept-level screenings
- Gather input on alternatives for consideration in the development of a preferred alternative
- Obtain confirmation on the project purpose and need

- Obtain acknowledgment that the team has considered and identified the right set of alternatives, that the team is taking the right alternatives forward, and that nothing has been missed

The meeting was held at the Silverthorne Pavilion from 5-7 p.m. Forty three people attended. The public open house was conducted in an open-house format consisting of four stations – process and schedule, alternatives and options, next steps, and comments. A total of 17 display boards were shown and stations were staffed by project team members who helped explain information, answer questions, and encourage members of the public to submit comments.

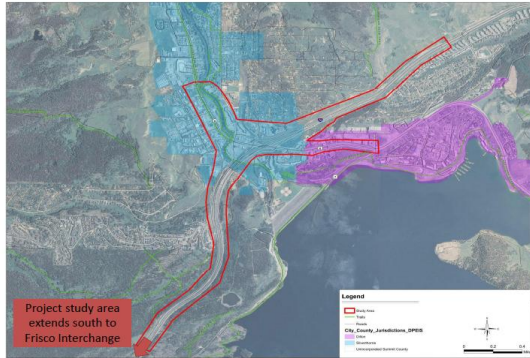
The project team presented all four of its original alternatives (improved diamond, roundabouts, single point urban interchange, and diverging diamond) and six of its original options (Eastbound Options A,B, and C and Westbound Options A,B, and C) -- providing an illustration, a description, a discussion of advantages and disadvantages, and a status for each. This approach helped participants to understand which alternatives and options the team was recommending for further evaluation, as well as the team's reasoning for its recommendations. Example simulations were shown for the Single Point Interchange and Diverging Diamond Alternatives, and a true simulation was shown for the Roundabout Alternative. A description of stations and display boards are included below. All applicable materials related to this meeting, including handouts (Frequently Asked Questions, Glossary of Terms, and Public Comments and Project Team Responses) are included in Appendix Section I, page 282.

4.6.1 July 20, 2011 Public Open House Stations and Display Boards

The project team presented the following materials during the open house, which are available in Appendix Section I, page 282:

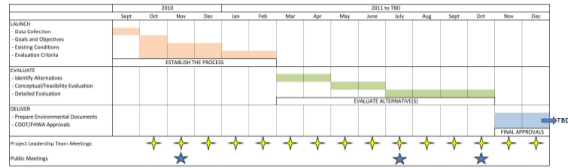
- **Station 1: Process/Schedule** –The process and schedule station provided participants an overview of the project study area, issues addressed by the project , the project evolution and CSS Process, the Evaluate Phase, and evaluation criteria. The following boards were displayed:

Project Study Area



I-70 Silverthorne/Dillon Interchange Project

Project Development – Look Ahead Schedule



I-70 Silverthorne/Dillon Interchange Project

What issues are we trying to address?

- Safety**
 - The high number of crashes on I-70 near the Silverthorne/Dillon Interchange
 - The cluster of accidents at and near the interchange ramp intersections
 - The need for improved pedestrian and bicycle facilities along SH 9 and US 6 under I-70
- Capacity**
 - Decreasing levels of service on I-70 in both directions
 - Decreasing levels of service at ramp intersections
 - Inadequate ramp stacking distances
 - Inadequate lane capacity and width for new lanes under I-70
 - Inadequate capacity at SH 9 and US 6 intersections
- Accessibility**
 - Improving regional traffic flow while addressing local traffic needs
 - Tradeoffs involving driveway access and methods to improve traffic flow along SH 9 and US 6
- Multimodal Connectivity**
 - Accommodate existing and future Summit Stage routes and passengers
 - Avoid precluding future regional transit options (Advanced Guideway System)
 - Optimize the Blue River Trail and other bike and pedestrian facilities as travel options

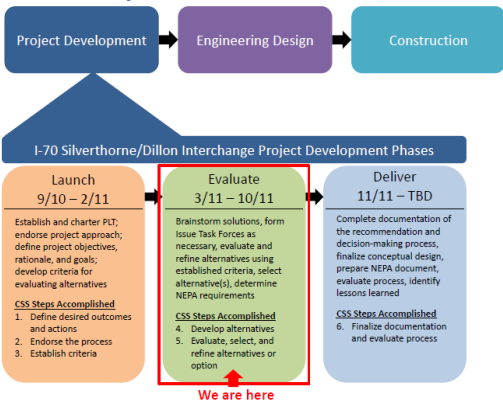
I-70 Silverthorne/Dillon Interchange Project

Evaluation Criteria

Evaluation Criteria	Feasibility – Level Evaluation	Concept – Level Evaluation	Detailed – Level Evaluation
Sustainability	<ul style="list-style-type: none"> Preserves future transportation options? 	<ul style="list-style-type: none"> Life-cycle cost? Capital cost? Integrates sustainable construction practices? 	<ul style="list-style-type: none"> Life-cycle cost Capital cost Phased to meet available funding? Length of road needed lighting and maintenance? No. of proposed high-crash locations
Safety	<ul style="list-style-type: none"> Improve safety? 	<ul style="list-style-type: none"> Reduce crashes? Follows design standards? Maintains a safe work environment? Reduces conflict points? 	<ul style="list-style-type: none"> No. conflict points between bike/ped and vehicles Interchange works in inclement weather? No. of design features resulting in more maintenance
Healthy Environment	<ul style="list-style-type: none"> Environmental/ natural resource impacts avoided? 	<ul style="list-style-type: none"> Environmental, wetlands, Gold Medal Fisheries, recreational resources avoided? Minimize ROW needs? How addresses water quality? Best Management practices accommodated? 	<ul style="list-style-type: none"> Acres of new ROW Acres of disturbed riparian habitat Hours of delay at intersections Hours of LOS C No. of sensitive receptors impacted Acres of disturbed wildlife habitat & fishery No. of linkage interference zones Acres of wetlands impacted No. of recreation resources
Historic Context	<ul style="list-style-type: none"> Archaeological/ paleontological resources avoided? 	<ul style="list-style-type: none"> Paleontological and archaeological resources avoided? 	<ul style="list-style-type: none"> No. of impacted paleontological resources No. of impacted archaeological resources
Communities	<ul style="list-style-type: none"> Compatible with local land use plans? Provide good identity for communities? 	<ul style="list-style-type: none"> Level of community support? Compatible with local comprehensive plans? Disproportional impacts to low-income or minority communities? Effects on local businesses? 	<ul style="list-style-type: none"> Supports economic investments? Supported by community? No. businesses impacted No. homes impacted Construction impacts minimized?
Mobility and Accessibility	<ul style="list-style-type: none"> Improve mobility? Provide access for local trips? Compatible with existing/ planned transportation systems? 	<ul style="list-style-type: none"> Improves mobility? Address local access traffic? Address cut-through traffic? Promote freight movement? Interchange easy for non-local drivers? Accommodate existing/future transit? Accommodate bike/ped mobility? 	<ul style="list-style-type: none"> Projected LOS & ADT for I-70, US 6, SR 9 Projected no. person trips on alternate modes Enhanced bike/ped usage? Summit Stage/Local transit accommodated? No. access points hindered Ramp backups shorter?
Aesthetics	<ul style="list-style-type: none"> No aesthetic criteria was used to evaluate alternatives at feasibility level 	<ul style="list-style-type: none"> Consistent with I-70 CSS Aesthetic guidance? 	<ul style="list-style-type: none"> Support the goals of I-70 CSS Aesthetic guidance?

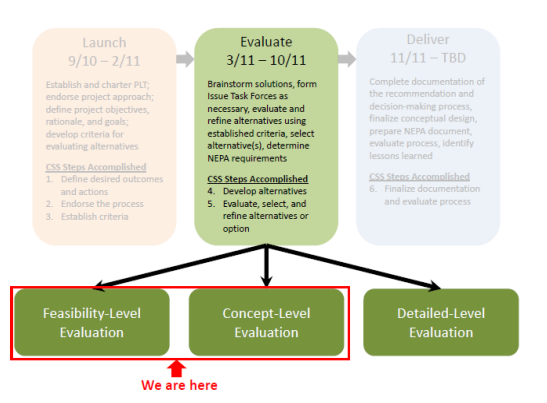
I-70 Silverthorne/Dillon Interchange Project

Project Evolution - CSS Process









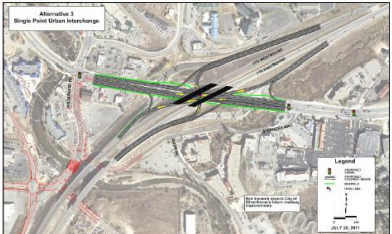



I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"

Evaluate Phase



I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"

- Station 2: Alternatives and Options** – This station was dedicated to boards summarizing the alternatives and options under consideration, along with example computer simulations of the single point urban interchange and diverging diamond alternatives and an actual computer simulation of the roundabouts. The following boards were displayed:

<h3 style="text-align: center;">Alternatives and Options</h3> <p>What is an Alternative? There are four Alternatives that make physical changes at the interchange location. They include:</p> <ul style="list-style-type: none"> No-Build Alternative Alternative 1: Improved Diamond Interchange Alternative 2: Roundabouts Alternative 3: Single Point Urban Interchange (SPUI) Alternative 4: Diverging Diamond Interchange <p>What is an Option? Options include other concepts that make changes to the ramps that can be mixed and matched with the Alternatives and could provide additional operational/safety benefits. They include:</p> <ul style="list-style-type: none"> Westbound On-Ramp Options <ul style="list-style-type: none"> Option A: Improved On-Ramp Grade (less than 5%) Option B: Second Westbound On-Ramp from Wilderwest Road Option C: Slip Ramp to Wilderwest Road Eastbound Off-Ramp Options <ul style="list-style-type: none"> Option A: One-way Frontage Road Option B: Two-way Frontage Road Option C: Combined Frontage Road with Stephens Way Eastbound Auxiliary Lane <ul style="list-style-type: none"> Auxiliary lane from Frisco Interchange to Silverthorne/Dillon Interchange <p>Other Considerations Overpass and Underpass ideas east of the interchange were considered but eliminated because they do not significantly reduce the amount of traffic at the interchange to meet the Purpose and Need.</p> <p style="font-size: small;">I-70 Silverthorne/Dillon Interchange Project "Results through Partnerships"</p> 	<h3 style="text-align: center;">Alternative 1 - Improved Diamond Interchange</h3> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Description The Improved Diamond Interchange alternative maintains the existing ramp locations. The I-70 bridge would be replaced, allowing additional left turns and better separation of pedestrians from traffic.</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Advantages</p> <ul style="list-style-type: none"> Little change in footprint Easily understandable to drivers unfamiliar with the interchange </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Disadvantages</p> <ul style="list-style-type: none"> No reduction in conflict points Lower capacity than other alternatives Requires bridge reconstruction Does not significantly improve existing weaving traffic problems </div> </div> <div style="text-align: right; margin-top: 10px; border: 1px solid black; padding: 5px;"> <p>STATUS Continue to evaluate</p> </div> <p style="font-size: small;">I-70 Silverthorne/Dillon Interchange Project "Results through Partnerships"</p> 
<h3 style="text-align: center;">Alternative 2 - Roundabout Interchange</h3> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Description The Roundabout Interchange Alternative replaces four signalized intersections with roundabouts.</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Advantages</p> <ul style="list-style-type: none"> No bridge reconstruction Provides opportunity for unique character and aesthetics Provides U-turn movements </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Disadvantages</p> <ul style="list-style-type: none"> Roundabouts at the interchange intersections do not handle the traffic unique character and aesthetics Designated HazMat route with series of curves that are difficult for trucks to navigate Substantial right-of-way required Displaces/disrupts businesses May impact trails/wetlands Ped/bike crossings are difficult </div> </div> <div style="text-align: center; margin-top: 10px; border: 1px solid black; padding: 5px;"> <p>STATUS Roundabouts at the ramps were removed from evaluation but will be evaluated at Wilderwest Road and Little Beaver Trail in combination with the other remaining interchange alternatives.</p> </div> <p style="font-size: small;">I-70 Silverthorne/Dillon Interchange Project "Results through Partnerships"</p> 	<h3 style="text-align: center;">Roundabouts 101</h3> <p>Appropriate conditions for roundabout installation:</p> <ul style="list-style-type: none"> At intersections where traffic is not so high that traffic does not flow To replace four-way-stop intersections Intersections with more than four roadway approaches At intersections where high left-turn flows are unopposed by through traffic <p>Conditions that may require special design consideration or make installation infeasible:</p> <ul style="list-style-type: none"> Locations where the size of the roundabout cannot be large enough Locations where the grades approaching and in the roundabout would exceed 4% A high number of pedestrians, a high percentage of large trucks, intersection junction at the top or bottom of a grade, or close proximity to adjacent signals Traffic is so high that traffic will not flow, and causes backups to other intersections or a highway <p>Why have roundabouts been eliminated at the interchange ramp intersections?</p> <ul style="list-style-type: none"> Insufficient capacity at ramp intersections due to high left turn volumes and high through traffic Traffic backup on to I-70 High volume of trucks and HazMat route Difficult for pedestrians/bicycles given the high traffic volumes <p>How can we use roundabouts?</p> <ul style="list-style-type: none"> Continue to evaluate at Wilderwest Road and Little Beaver Trail in combination with other interchange alternatives <p style="font-size: small;">I-70 Silverthorne/Dillon Interchange Project "Results through Partnerships"</p> 
<h3 style="text-align: center;">Alternative 3 – Single Point Urban Interchange</h3> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Description The Single Point Urban Interchange alternative combines the eastbound and westbound ramp intersections into one signal-controlled intersection under the I-70 bridge.</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Advantages</p> <ul style="list-style-type: none"> Improvements to weaving traffic with the increased distance between intersections Number of ramp signals reduced from 2 to 1 Smallest footprint High capacity Easiest for trucks/HazMat vehicles to negotiate </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Disadvantages</p> <ul style="list-style-type: none"> High construction cost Skew of interchange requires longer structure Longer lengths for left turns reduces intersection efficiency Requires larger bridge to be constructed </div> </div> <div style="text-align: center; margin-top: 10px; border: 1px solid black; padding: 5px;"> <p>STATUS Continue to evaluate</p> </div> <p style="font-size: small;">I-70 Silverthorne/Dillon Interchange Project "Results through Partnerships"</p> 	<h3 style="text-align: center;">Alternative 4 – Diverging Diamond Interchange</h3> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Description The Diverging Diamond Interchange alternative reconfigures the interchange and changes the way left turn movements occur, allowing left turns to be more free-flow.</p> </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Advantages</p> <ul style="list-style-type: none"> Increased traffic capacity for intersections Simplifies signal operation Increases left turn capacity May provide a safer pedestrian environment </div> <div style="width: 45%; border: 1px solid black; padding: 5px;"> <p>Disadvantages</p> <ul style="list-style-type: none"> Requires bridge reconstruction Possible driver confusion - especially in bad weather May not improve weaving traffic because of shorter distance between intersections Requires limiting Stephens Way to right-in/right-out </div> </div> <div style="text-align: right; margin-top: 10px; border: 1px solid black; padding: 5px;"> <p>STATUS Continue to evaluate</p> </div> <p style="font-size: small;">I-70 Silverthorne/Dillon Interchange Project "Results through Partnerships"</p> 

Eastbound Off-Ramp Options

	<p>Option A: One-way Frontage Road</p> <p>Advantages</p> <ul style="list-style-type: none"> Provides direct local access from eastbound I-70 No at-grade Blue River Trail crossing Reduces traffic at the interchange <p>Disadvantages</p> <ul style="list-style-type: none"> High construction cost Conflicts with local land use planning - limits redevelopment potential in southwest quadrant Additional bridges over Adams Ave., Blue River, and Stephens Way 	Status Continue to evaluate
	<p>Option B: Two-way Frontage Road</p> <p>Advantages</p> <ul style="list-style-type: none"> Provides best direct local access from eastbound I-70 More consistent with local land use planning Reduces the most traffic at the interchange for EB off-ramp options <p>Disadvantages</p> <ul style="list-style-type: none"> Eastbound exiting traffic must go through added signal to reach US 6 Blue River Trail at-grade crossing Additional bridge over Blue River 	Status Continue to evaluate
	<p>Option C: Combined Frontage Road with Stephens Way</p> <p>Advantages</p> <ul style="list-style-type: none"> Provides direct local access from eastbound I-70 Eliminates signal on US 6 Reduces traffic at the interchange <p>Disadvantages</p> <ul style="list-style-type: none"> Eastbound exiting traffic must go through added signal to reach US 6 Driver confusion More highway traffic and trucks mixing with local roadway traffic Not consistent with local land use Blue River Trail at-grade crossing Additional bridge over Blue River 	Status Removed from evaluation

Westbound On-Ramp Options

	<p>Option A: Improved On-Ramp Grade</p> <p>Advantages</p> <ul style="list-style-type: none"> Improves westbound on-ramp grade and merging traffic maneuver Improves ramp safety Easier to use in bad weather <p>Disadvantages</p> <ul style="list-style-type: none"> By itself, does not significantly improve capacity 	Status Continue to evaluate
	<p>Option B: Second Westbound On-Ramp</p> <p>Advantages</p> <ul style="list-style-type: none"> Provides additional on-ramp from Wildernest Road to I-70 Reduces the most traffic at the interchange for westbound on-ramp options <p>Disadvantages</p> <ul style="list-style-type: none"> Most expensive westbound option including a new bridge over Blue River, extensive walls, and long auxiliary lane Very long on-ramp distance before entering I-70 Mixing of variable speed traffic at the new Wildernest Road on-ramp - potential safety issue 	Status Continue to evaluate
	<p>Option C: Slip Ramp to Wildernest Road</p> <p>Advantages</p> <ul style="list-style-type: none"> Reduces weaving traffic on SH 9 <p>Disadvantages</p> <ul style="list-style-type: none"> Adds an inadequate weave Doesn't improve safety or reduce conflict points Land use impacts Doesn't improve mobility or local access Creates cut-through traffic Difficult for freight movements and confusing for non-local drivers 	Status Removed from evaluation

No Action – No Build Alternative



Description
There would be no modifications to the interchange.

The map points out areas with existing traffic and safety issues. These issues will worsen as traffic increases.

<p>Advantages</p> <ul style="list-style-type: none"> No change in footprint Zero cost 	<p>Disadvantages</p> <ul style="list-style-type: none"> Does not address existing weaving traffic problems Does not address left turning capacity issues Does not improve vehicle safety Does not improve pedestrian safety Does not improve back-ups from ramps on to freeway
--	--

I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"



- Station 3: Next Steps** – This station provided information on how alternatives and options would be packaged and further evaluated. Handouts were also available that showed how previous public input was and will be addressed in evaluation criteria and design refinements. The following boards were displayed:

How will the Alternatives and Options come together?

Alternatives will be mixed and matched with Options to be further evaluated during the Detailed-Level Evaluation.

		Options to evaluate further					
Alternatives to evaluate further		Eastbound Off-Ramp Option A: One-way Frontage Road	Eastbound Off-Ramp Option B: Two-way Frontage Road	Westbound On-Ramp Option A: Improved On-Ramp Grade	Westbound On-Ramp Option B: Second Westbound On-Ramp	Roundabouts at Wildercrest Road and Little Beaver Trail	Eastbound Auxiliary Lane from Frisco Interchange to Silverthorne/Dillon Interchange
	Improved Diamond Interchange	✓	✓	✓	✓	✓	✓
	Single Point Urban Interchange	✓	✓	✓	✓	✓	✓
	Diverging Diamond Interchange	✓	✓	✓	✓	✓	✓

*I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"*

How will a Recommended Alternative be selected?

Evaluation Criteria	Detailed – Level Evaluation
Sustainability	<ul style="list-style-type: none"> • Life-cycle cost – including construction phasing costs • Capital cost • Will project be phased to meet available funding? • Length of road needing additional lighting and maintenance
Safety	<ul style="list-style-type: none"> • Number of improved high-crash locations • Number of conflict points between bike/ped and vehicles • Does the interchange works in inclement weather? • Number of design features resulting in more maintenance
Healthy Environment	<ul style="list-style-type: none"> • Acres of new right-of-way required • Acres of disturbed riparian habitat • Hours of delay at intersections • Hours of Level of Service C • Number of sensitive receptors impacted • Acres of disturbed wildlife habitat and fishery • Number of linkage interference zones • Acres of wetlands impacted • Number of recreation resources impacted
Historic Context	<ul style="list-style-type: none"> • Number of impacted paleontological resources • Number of impacted archeological resources
Communities	<ul style="list-style-type: none"> • Supports economic investments? • Supported by the community? • Number of businesses impacted • Number of homes impacted • Are construction impacts minimized?
Mobility and Accessibility	<ul style="list-style-type: none"> • Projected Level of Service and Average Daily Traffic for I-70, US 6, SR 9 • Projected number of person-trips on alternate modes • Enhanced bike/ped usage? • Accommodates Summit Stage/Local transit? • Number of access points hindered • Are ramp backups shorter?
Aesthetics	<ul style="list-style-type: none"> • Supports the goals of I-70 CSS Aesthetic Guidance?

The remaining Alternatives will be mixed and matched with Options for evaluation using the Detailed-Level Evaluation criteria. The criteria are:

- Based on I-70 Mountain Corridor Context Sensitive Solutions (CSS)
- A mix of qualitative measures (Good, Fair, Poor) and quantitative measures

*I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"*

How are Public Comments Addressed?

```

    graph TD
      Letters((Letters)) --> COMMENTS((COMMENTS))
      WebSite((Web Site)) --> COMMENTS
      PublicMeeting((Public Meeting)) --> COMMENTS
      Email((Email)) --> COMMENTS
      COMMENTS --> Eval[Alternative Evaluation Criteria]
      COMMENTS --> Design[Design Feature, Issue, or Alternative to be considered]
  
```

*I-70 Silverthorne/Dillon Interchange Project
"Results through Partnerships"*

- **Station 4: Public Comments** – All meeting attendees were given comment forms. Pens and a basket to hold completed forms were made available at two tables in the middle of the room.

Participants provided the following answers (verbatim) to questions provided on the comment forms. Eight comment forms were submitted, and additional comments were received from two participants – one who submitted comments on a blank sheet of paper at the open house and one who submitted comments via e-mail the following day. Public comments received are included in Appendix Section J, page 332.

- Do you have any reactions to the process used to develop and screen the alternatives?
 - PLT process working well. Just do what Bill Linfield tells you!
 - OK
 - The process seems to have identified viable alternatives and options.
 - Excellent job. Thanks for the presentation.
 - Valid process. Keep it moving forward.
 - Too far in the future. MagLev or Monorail does not serve the needs of Coloradoans or tourists. Why? You can't haul your trailer with boat, motorcycle, four-wheelers, snowmobiles, bicycles, snowboards, canoes, camping equipment, animals, kayaks, etc.
- How do you feel about the project team's recommendation to continue evaluating three interchange alternatives with various options that could potentially be applied to each of them?
 - Pretty good. Some options that have been discussed locally for years were not presented.
 - OK to eliminate Alternative 2.
 - OK. I prefer Alternative 3 or 4 with a BIG roundabout at Wilderndest Road. Alternative 4 is very interesting and I like it a lot. Alternative 3 looks very good also. Much improved over current situation. Drop Alternative 1. Need something better. Consider something from Dillon Dam Road going into Wilderndest Road (avoid wetlands and Elk calving) or into something where Home Depot was going to go. Keep traffic between Frisco and Silverthorne off I-70.
 - Their recommendations seem well thought out.
 - I agree with the three selected for further analysis and evaluation.
 - We need a cloverleaf interchange and ANOTHER on and off-ramp to serve Wilderndest and Lowes so traffic does not clog Routes 6 and 9. Condemn land and just DO IT!
- Are there any specific issues or enhancements that you would like the project team to consider as the alternatives and options are further refined?
 - Westbound options: 1. frontage road from Wilderndest Road to scenic overlook (or around it) to take traffic westbound or, 2. flyover from Wilderndest at Buffalo to Frisco interchange. Either option will relieve thousands of cars from the I-70 Highway 9 interchange from the densest residential subdivisions in the county.
 - SPUI is best option. Works best for traffic and local business access.

- Eastbound Off-ramp Option B has advantages. Think about designing this off-ramp to handle traffic when I-70 closes at Silverthorne and everyone gets off there. Make sure whatever is designed can handle tons of vehicles in the winter (maybe a two-lane off-ramp into three lanes versus one lane into two).
 - No.
 - The design needs to be simple for the large amount of visitors. Many drivers are not familiar with the area and make illogical, erratic movements. Also, must make it easy for the trucks using Highway 6. Alternative 4 will never meet these requirements.
 - Westbound Option B and Eastbound Option B. We are residents of Mesa Cortina. The Westbound and Eastbound On-ramp Option “B” would take pressure off the Highway 9/I-70 interchange and could be built independent of the I-70 interchange. Much less expensive.
 - Roundabout to replace some lights on Routes 9 and 6.
- Do you have any other comments or feedback for the project team?
 - Diverging Diamond too confusing for drivers, especially in winter when snow covers the road and lane striping.
 - Whatever you consider, remember big trucks move very slowly up the westbound on-ramp and up Silverthorne hill. Often, one truck is in the middle lane passing a slower truck. Remember how icy Silverthorne hill can be. Cars without decent tires or four-wheel drive are spinning their wheels, trucks are stopped. These facts all affect improving the westbound on-ramp. Having a fourth separated lane as a second on ramp has potential. Definitely make the existing westbound on-ramp a lower grade.
 - I prefer Alternative 4 with Option B for both the westbound on-ramp and the eastbound off-ramp. Seems to provide the best traffic flow and keeps unnecessary traffic off Highway 9.
 - We like the Single Point Urban Interchange redesign option, along with options B (commented on B in question 3). (Comments from three residents in Wilderndest/Mesa Cortina.)
 - This project is too far down the road. We need help NOW because of Lowes and HazMat trucking. It is IRRESPONSIBLE for CDOT to leave the BUSIEST intersection on I-70 in such deplorable condition!

Other comments submitted:

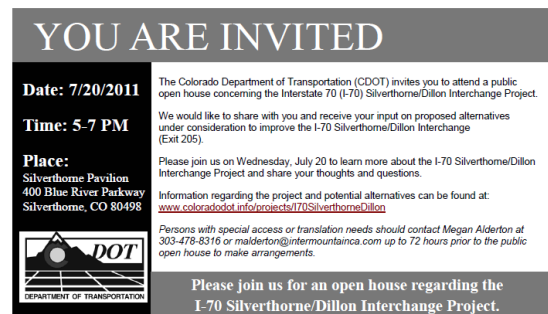
- Wilderndest: Westbound – right-in, right-out OK. Eastbound – make a flyover and link it in with your eastbound off-ramp options. Silverthorne – Make a link to the road in front of Old Chicago. This will eliminate some traffic from having to go on Highway 9.
- I spoke with Bill Linfield and Thad Noll at the meeting on July 20 so they have details. I propose a westbound frontage road to I-70 using existing Wilderndest Rd, and closing the westbound I-70 scenic overlook and using that pavement too. This is one of the few proposals that removes traffic from the interchange area including Stevens Way while providing a huge extra benefit to the county: During winter when there is an accident on I-70 between exit 205 and Frisco during bad weather, both I-70 and the Dam Road are closed so there is no emergency route between Silverthorne and Frisco, nor a way to route cars off I-70 westbound around the accident. This idea creates an important alternate route; takes

Lowes, outlet mall, Wilderndest/Mesa Cortina traffic going to Frisco and beyond completely out of the intersection area as well as away from Wilderndest Rd by the outlet mall which is only 1 lane way and will have very high traffic demand, and uses existing pavement for over half of the roadway. One final economic benefit to Summit county is by closing the westbound scenic overlook, travelers just may exit I-70 and buy drinks, food, gas, etc. which stimulates the local economy!!

4.6.2 Public Notification of the Public Open House

The public was notified of the public open house via the following channels. (All applicable materials are included in Appendix Section I, page 282.)

- Postcard invitations mailed to 750 stakeholders (the stakeholder list and business lists with duplicates removed)
- An E-mail invitation sent via CDOT Gov Delivery
- Notice on the I-70 Silverthorne/Dillon project website
- Notice on the Town of Silverthorne and the Town of Dillon websites
- An advertisement in the *Summit Daily News*, which ran 7-11-11 (English and Spanish language)
- A calendar alert distributed 6-29-11, and a news release distributed 7-11-11 to:
 - *The Denver Post*
 - *Summit Daily News*
 - *KYSL 93.1 & 93.9 FM*
 - *KSMT 102.1 & 102.7 FM*
 - *KSKE 95.3, 97.5 & 101.7 FM*



4.7 Elected Officials Notification – August 2011

Elected officials from the Dillon Town Council, Silverthorne Town Council and Summit County Commissioners were notified of the project’s postponement.

4.8 PLT Meeting -- August 25, 2011:

Postponement of the Project

The PLT met on August 25th to discuss the suspension of the project. Project Manager Tyler Weldon explained that the I-70 Silverthorne/Dillon Interchange Project was suspended in order to shift resources to the Twin Tunnels Environmental Assessment Project. While the project has been suspended, however, the team will conclude some detailed-level analysis and compile all analyses completed to date in a report that may be used in the future. All activities were scheduled for completion by November 18th. The PLT agreed to reassemble as needed in the meantime, and planned to hold a final meeting in November in conjunction with the finalization of project reports. To communicate to the public the status of the I-70 Silverthorne/Dillon Interchange Project, the team agreed to utilize the project website, the Town of Silverthorne newsletter, and an e-mail distribution to the project stakeholder list (the e-mail distribution did not occur). The team agreed that the website should remain active for the time being. Notice of project suspension was posted to the home page in September. Minutes from the meeting are included in Appendix Section A, page 52.

4.9 Website Update

The I-70 Silverthorne/Dillon Interchange Project website was updated in September 2011 to reflect the postponement of the project. (See Appendix Section E, page 179).

4.10 PLT Meeting – December 8, 2011: The PLT met to discuss the draft Detailed-Level Screening Analysis report. Peter Kozinski explained that the project team has been in the process of gathering information and completing the analysis of interchange alternatives and ramp options for the detailed-level analysis. The consultant team has prepared a report summarizing the analyses and findings, as well as the public involvement process. As the analyses were completed, CDOT staff and the consultant team reviewed the findings. Based on that review, the decision was made to call a meeting of the PLT to determine whether the analysis and process should continue to move forward, based on the findings of the detailed-level analysis. Peter indicated that there may be an opportunity to move the study forward, based on the detailed-level analysis. He said CDOT has not made a decision whether to move forward, pending input from its stakeholders. Peter suggested that the PLT review the detail-level analysis and its findings as a group, then determine what the next steps should be. He suggested that the PLT members might want to consult with their respective agencies concerning the future of the study and whether to move forward.

Consultant Alan Eckman reviewed the detailed-level analysis and its preliminary findings, as well as new intersection and ramp options the team developed as part of the analysis. They include interim and ultimate configurations for the SH 9/Wilderness Road intersection and a two-lane Westbound On Ramp.

The PLT reviewed a draft of a matrix of the alternatives and the findings of the analysis, as well as conceptual drawings.

After reviewing and discussing the results of the detailed-level analysis, the PLT felt further consideration should be given to moving forward. If the project moves forward, the consultant team would complete the detailed-level analysis and refine alternatives. Additionally, the public involvement process would continue, including a public meeting.

Thad Noll indicated that Summit County would support moving forward if Silverthorne concurs and its concerns are addressed. Bill Linfield said he would consult with his town manager and council. At Bill's request, the project team agreed to further analyze the impacts the alternatives and options would have on the town's street system.

4.11 PLT Meeting – January 11, 2012. The PLT discussed the feedback based on stakeholder discussions concerning the possibility of moving forward with the project. The members reported their feedback was unanimously positive, based on discussions with elected officials, planning commission members and citizens. Bill Linfield reported that the only caveat from Silverthorne is whether the options have significant impact on the town's street system.

The PLT agreed upon the following work plan for the project:

- The consultant team will complete the full evaluation of all alternatives and options, using the 35 criteria developed in conjunction with stakeholders and the public. In addition, the CDOT team will continue to prepare estimates on proposed drainage improvements to the I-70 bridge over the Blue River for further consideration.
- CDOT and the consultant team will meet with FHWA to provide a full update on progress to date, findings of the evaluation and next steps. The parties will discuss whether the project has met the requirements for a Planning and Environmental Linkage study, and discuss the framework of potential next step National Environmental Policy Act (NEPA) clearances.
- The PLT will convene in March to review the evaluation and its findings and determine whether further work is required. If not, the evaluation and its recommendations will be finalized.
- A public meeting will be held Wednesday, June 13 from 5-7 p.m. at the Silverthorne Pavilion to report on the study's findings and recommendations, as well as next steps.

Alan presented additional information from traffic modeling for improvements under consideration for the Wilderndest Road/U.S. Hwy. 9 intersection. Additionally, he presented traffic modeling projections for volume to capacity ratios for the Wilderndest/SH9 interchange, the westbound/eastbound ramps on the I-70 interchange and the Stephens Road/US 6 intersection. The modeling information will be used for further study and refinement of the alternatives and options under consideration, as well as for potential phasing packages.

4.12 PLT Meeting – March 15, 2012. The PLT discussed public outreach leading up to the June 13, 2012 meeting, the purpose of which is to report back the results of the detailed evaluation, recommendations and the next steps in the process. The PLT agreed that a 15-minute presentation combined with an open house would be the appropriate format. Another project will share the meeting time. Tom will prepare a meeting plan for review in April. Elected officials will receive briefings in advance of the public meeting.

Consultant R.A. Plummer explained the overall set of Detailed-Level evaluation tables that used modified CSS criteria and the updated table for the alternatives that uses criteria more closely aligned with the criteria set about one year prior to this PLT meeting.

Brian described how the quantitative criteria has been applied in the Detailed-Level Screening Analysis and talked through the updated table for the alternatives. The PLT made a variety of suggestions to refine the table and the supporting discussions in the Detailed-Level Screening Analysis. Some of the key issues and requested clarifications included:

4.13 PLT Meeting – May 10, 2012: *Preparation for June 13 Open House.* Alan summarized the results of the March 29th meeting with FHWA. The summary included a review of FHWA's comments on the project and PEL documentation and the team's progress responding to these comments. The goals of the FHWA meeting were as follows:

- To review and clarify FHWA’s PEL requirements for the project: *What is required to fulfill FHWA’s PEL requirements for this project?*
- To evaluate PEL and NEPA options and strategies given emerging project outcomes: *How can the team streamline and optimize the value of pre-NEPA efforts and the NEPA process given project outcomes and funding conditions?*
- To verify FHWA’s desired role in the project’s PEL process: *How does FHWA want to be involved?*
- Refer to the State Highway 9 and U.S Highway 6 Improvement Project at the Interstate 70 Interchange, March 29, 2012, FHWA Meeting Minutes for additional details.

The PLT reviewed the proposed June 13th Public Meeting materials, timeline, room layout, boards and PowerPoint presentation. Minor and editorial comments were suggested. Alan will make sure the recommended changes are incorporated into the final meeting documents.

The PLT also discussed the letter to be sent to key resource agencies along with the Environmental Resource Analysis, and the logistics for signing and sending the letter to the recipients. Alan will make sure the recommended changes are incorporated into the final letter and attachments.

4.14 Elected Officials Briefing

Elected officials from the Dillon Town Council, Silverthorne Town Council and Summit County Commissioners were briefed at their meetings by CDOT May and June of 2012. This activity occurred prior to the June public meeting.

4.15 Public Open House

The Project Team held a Public Open House on June 13, 2012.

The purpose of this meeting was to:

- **CLARIFY THE PROCESS AND OUTCOMES:** Communicate what’s needed and why, how the alternatives and options were develop and how did they compare, as well as the next steps.
- **SHARE RESULTS:** Provide members of the public and consulting agencies with an overview of the results of the detailed evaluation of alternatives and the recommended alternatives.
- **ANSWER QUESTIONS:** What’s missing or needs to be refined?
- **PROVIDE INFORMATION:** Provide an overview of other Summit County projects.
- **SET EXPECTATIONS:** There are next steps in the process to further refine the design.

The meeting was held at the Silverthorne Pavilion from 5-7 p.m. A total of 28 people signed in. The public open house was conducted in an open-house format consisting of three project stations – process and schedule, proposed improvements, and comments. A total of 12 display boards were shown and stations were staffed by project team members who helped explain information, answer questions, and encourage members of the public to submit comments. Included was a video simulation of how the proposed improvements would function, including a “drive through” simulation of the diverging diamond interchange.

All applicable materials related to this meeting, including presentation boards and handouts are included in Appendix Section K, page 363.

4.15.1 June 13, 2012 Public Open House Stations and Display Boards

The project team presented the following materials during the open house, which are available in Appendix Section K, page372.

- Station 1: Process/Schedule** –The process and schedule station provided participants an overview of the project study area, issues addressed by the project , the project evolution and CSS Process, the Evaluate Phase, and evaluation criteria. The following boards were displayed:

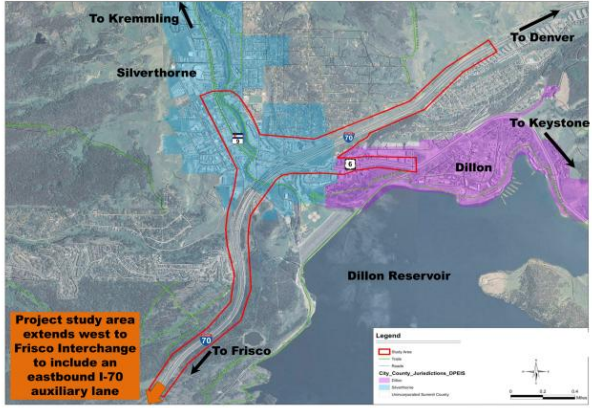
WELCOME

This is the Public Meeting for the SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange


There is also information about other CDOT Projects in Summit County



Project Study Area



SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"



Purpose and Need

PURPOSE:

- Develop transportation improvements for safety of motorists, pedestrians, and bicyclists
- Address anticipated traffic and congestion increases
- Address private property access needs
- Provide for future multimodal transit options and connectivity
- Improve pedestrian and bicycle mobility

NEEDS:

Safety

- High crash risks along SH 9 and US 6
- I-70 safety risks and accident rates
- High speeds and speed difference involving merging interchange ramp traffic
- Cycling on local sidewalks along SH 9 and US 6


Capacity

- Congestion along SH 9 and US 6 due to closely spaced intersections
- Reduced traffic capacity along SH 9 and US 6 due to skewed intersections
- Short weave distances from I-70 ramps to intersections
- Inadequate capacity/storage for I-70 ramp movements
- Steep grade and short weave limits westbound I-70 on-ramp capacity


Multimodal Connectivity

- Existing local bus service and future transit should not be limited or precluded
- Direct access for pedestrians and cyclists under I-70 is limited

SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"



Project Evolution - CSS Process



I-70 Silverthorne/Dillon Interchange Project Development Phases

Launch
9/10 – 2/11

Establish and charter PLT; endorse project approach; define project objectives, rationale, and goals; develop criteria for evaluating alternatives

CSS Steps Accomplished

1. Define desired outcomes and actions
2. Endorse the process
3. Establish criteria

Evaluate
3/11 – 7/12

Brainstorm solutions, form Issue Task Forces as necessary, evaluate and refine alternatives using established criteria; select alternative(s), determine NEPA requirements

CSS Steps Accomplished

4. Develop alternatives
5. Evaluate, select, and refine alternatives or option

We are here


Deliver
8/12 – TBD

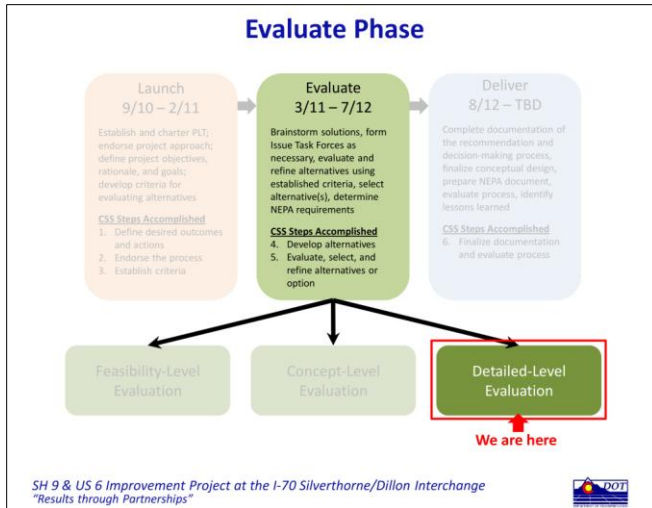
Complete documentation of the recommendation and decision-making process, finalize conceptual design, prepare NEPA document, evaluate process, identify lessons learned

CSS Steps Accomplished

6. Finalize documentation and evaluate process

SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"





Evaluation Criteria

Evaluation Criteria	Evaluation Criteria		We are here
	Feasibility – Level	Concept – Level	Detailed – Level
Sustainability	<ul style="list-style-type: none"> Preserves future transportation options? 	<ul style="list-style-type: none"> Life-cycle cost? Capital cost? Integrates sustainable construction practices? 	<ul style="list-style-type: none"> Life-cycle cost – including construction phasing costs Capital cost Level of project phasing relative Length of road way requiring more lighting and maintenance Number of traffic conflict points Number of conflict points: bike, pedestrian and motor vehicles (bike + ped) Effectiveness in inclement weather Number of features resulting in high maintenance Acres of new right-of-way Number of partial takes Number of full takes/business displacements Acres of wetland/riparian disruption Air quality: Delay Number: number of sensitive receptors (locations)/impacts Acres of wildlife habitat disruption Acres of fishery habitat disruption Acres of wildlife linkage zones Number of recreation resource impacts – Section 4(f) and 6(f) Number of paleontological resources Number of archeological resources Number of historical resources Support for economic investments Supported by the community Number of businesses impacted Number of homes impacted How well are construction impacts minimized? Environmental Justice: Equitable or inequitable effects Traffic congestion Ramp back-ups Potential number of person trips on alternative modes Potential for enhanced bicycle/pedestrian usage How well are Summit Stage/Local Transit service and stops accommodated? Support for CSS Aesthetics Guidance
Safety	<ul style="list-style-type: none"> Improves safety? 	<ul style="list-style-type: none"> Reduces crashes? Follows design standards? Maintains a safe work environment Reduces conflict points? 	
Healthy Environment	<ul style="list-style-type: none"> Avoids environmental/natural resource impacts? 	<ul style="list-style-type: none"> Avoids environmental/natural resource impacts? Fishery and recreation resource impacts? Minimizes riparian impacts? Accommodates Management Practices? 	
Historic Context	<ul style="list-style-type: none"> Avoids paleontological/archeological impacts? 	<ul style="list-style-type: none"> Avoids paleontological/archeological resource impacts? 	
Communities	<ul style="list-style-type: none"> Is compatible with local land use plans? Provides good identity for communities? 	<ul style="list-style-type: none"> Level of community support? Is compatible with local comprehensive plans? Avoids disproportionate impacts to low-income or minority communities? Minimizes effects on local businesses? 	
Mobility and Accessibility	<ul style="list-style-type: none"> Improves mobility? Provides access for local trips? Is compatible with existing/planned transportation systems? 	<ul style="list-style-type: none"> Improves mobility? Addresses local access traffic? Addresses cut-through traffic? Promotes freight movement? Interchange is easy for non-local drivers? Accommodates existing/future transit? Accommodates bike/ped mobility? 	
Aesthetics	<ul style="list-style-type: none"> No aesthetic criteria were used to evaluate alternatives at the feasibility level. 	<ul style="list-style-type: none"> Is consistent with I-70 CSS Aesthetic Guidelines? 	

- Station 2: Proposed Improvements** – This station provided information on the proposed improvements and how they would address the concerns identified in the Purpose and Need. The following boards were displayed:

Improved Diamond Interchange

Disadvantages

- High construction cost
- No reduction in conflict points
- Lower capacity than other alternatives
- Requires bridge reconstruction
- Does not significantly improve existing weaving traffic problems
- Larger footprint and impacts to wetlands and properties

STATUS
More Disadvantages

Single Point Urban Interchange

Disadvantages

- High construction cost
- No reduction in conflict points
- Longer lengths for left turns reduces intersection efficiency
- Requires largest bridge reconstruction
- Larger footprint and impacts to wetlands and properties

STATUS
More Disadvantages

SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"

Diverging Diamond Interchange

Description

The Diverging Diamond Interchange alternative reconfigures the interchange and changes the way left turn movements occur, allowing left turns to be more free-flow.

STATUS
More Advantages

Advantages

- Lowest cost
- Reduces conflicts for pedestrians and motorists
- Best traffic flow and interchange performance
- Improves existing weaving traffic problems
- No bridge replacement required
- Smaller footprint and less impacts to wetlands and properties

SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"

Eastbound Off-Ramp

One-way Frontage Road

Status
Not Required*

Two-way Frontage Road

Status
Not Required*

* The Diverging Diamond Interchange along with other recommended improvements fully meet the purpose and need and eliminates ramp back-ups on to I-70. The potential for an eastbound auxiliary lane to the west should continue to be considered.

SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"

Westbound On-Ramp

Grade Improvement and Two Lane Ramp

Advantages

- Lower cost
- Fewer conflict points resulting in better safety
- No right-of-way needed
- Less wetland impact

Status
More Advantages

Extended Ramp with Direct Access for Wildernest

Disadvantages

- Most expensive westbound option
- Mixing of variable speed traffic, not meeting design standards, and safety concerns at the new Wildernest Road on-ramp
- Long on-ramp before entering I-70
- Requires higher right-of-way and wetland impacts

Status
More Disadvantages

State Highway 9/Wildernest Intersection



Expanded Intersection

- Advantages**
- Lower cost
 - Better conditions for pedestrians and cyclists
 - Better traffic flow
 - No business displacements
 - Less right of way

Status
More
Advantages



Roundabout Intersection

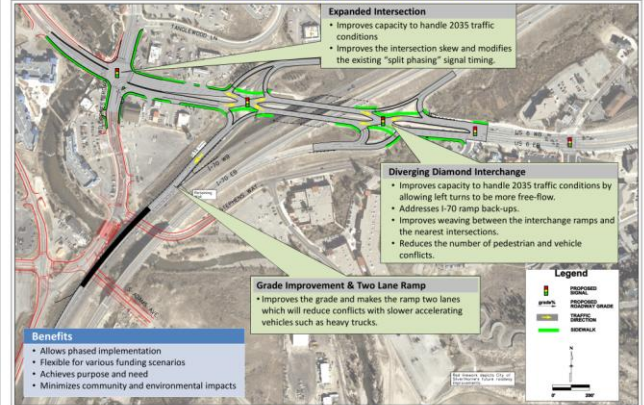
- Disadvantages**
- Higher cost
 - Higher pedestrian and cyclist conflicts
 - Inadequate capacity for 2035 traffic conditions
 - Eight business displacements
 - Twice as much right of way

Status
More
Disadvantages

SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"



How the Recommended Package of Improvements Meet the Purpose and Need



SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"



POTENTIAL EFFECTS OF THE PROPOSED IMPROVEMENTS AND MITIGATION MEASURES



Water Quality and Floodplains

- Comply with water quality permits
- Construct detention ponds within project area

Potential Right-of-Way Acquisition: BLUE

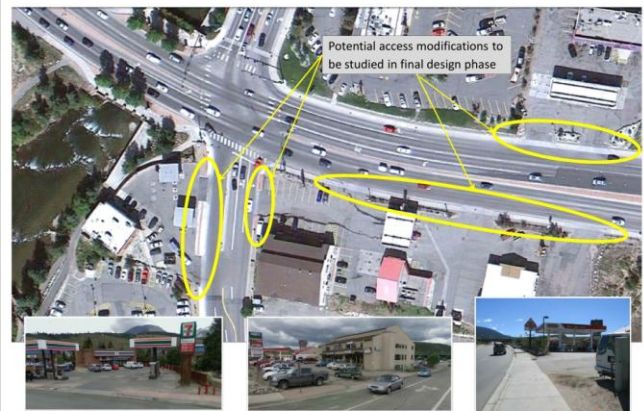
- Final design will add further detail and confirm the requirements



SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"



POTENTIAL EFFECTS OF THE PROPOSED IMPROVEMENTS AND MITIGATION MEASURES

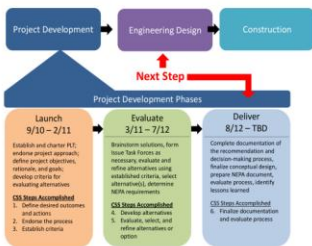


SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"



WHAT HAPPENS NEXT?

Project Evolution – CSS Process



- Funding
- NEPA Clearance
- Final Documentation
- Project Phasing, Final Design and Construction

SH 9 & US 6 Improvement Project at the I-70 Silverthorne/Dillon Interchange
"Results through Partnerships"



- **Station 3: Public Comments** – Comment forms were available on a table near the exit, with writing instruments. Three forms were submitted and the following verbatim comments were received:

Leah Girvin - leahgirvin@hotmail.com: Really like the proposed plans and the DDI. Agree that wildlife crossings need to be considered. Protect water quality.

Tom Kuehler- TomKuehler@gmail.com: Please consider texturing/molding panels used to create elevated roadway. Perhaps cobble/stone faux molds that could be used to look like stone masonry. This would be 1st class and fit in with our mountain culture theme/environment. I would not recreate what was done west of Aspen on Hwy 82. A full regenerative restoration should take place where old roadway is converted to a recreational path; natives trees, shrubs, and forest.

Wendy Magwire, wmagwire@fs.fed.us **USDA Forest Service, Glenwood Springs**: Please consider including some easy design measures into all/any of your construction projects that would benefit wildlife. Wildlife crossings don't have to be big projects focused on large mammals like lynx, bear, or elk. Even busy traffic intersections can be designed to allow small mammals like raccoons, skunks, weasels, etc to avoid collision with vehicles and safely move through even developed landscapes like housing developments and shopping areas and highway on/off ramps. Usually these measures are simple and don't cost a lot. For example, if culverts or other features are being designed to allow water flow, these culverts can be designed to allow wildlife movement through them. For example: Make culverts large enough to allow daylight to shine through to better entice wildlife use. Use bottomless arch culverts so that drainage substrate (creek bed, cobble, gravel) remains, promoting wildlife movement along the drainage (even if water drainage is ephemeral or intermittent). Use wide enough culverts that allow dry land on one or both sides of the drainage to accommodate terrestrial wildlife movement. You can also place boulders in culverts to provide dry substrate within the drainage bottom. There are many examples of simple yet strongly positive effects for wildlife. Thanks for the opportunity to comment.

4.15.2 Public Notification of the Public Open House

The public was notified of the public open house via the following channels. (All applicable materials are included in Appendix Section K, page 363).

- Postcard invitations mailed to 750 stakeholders (the stakeholder list and business lists with duplicates removed)
- An E-mail invitation sent via CDOT Gov Delivery, as well as a second email with a video explaining the purpose of the meeting and showing a simulation of how vehicles would travel through the proposed diverging diamond interchange improvements. The video was viewed well over 200 times prior to the meeting.
- Notice on the I-70 Silverthorne/Dillon project website
- Notice on the Town of Silverthorne and the Town of Dillon websites
- An advertisement in the *Summit Daily News*, which ran June 6, 12 and 13 (English and Spanish language)
- A calendar alert distributed May 15, and a news release distributed May 30 to:
 - *The Denver Post*

- *Summit Daily News*
- *KYSL 93.1 & 93.9 FM*
- *KSMT 102.1 & 102.7 FM*
- *KSKE 95.3, 97.5 & 101.7 FM*