



***I-70 Silverthorne/Dillon Interchange Project
PLT Meeting Minutes***

5/19/2011, 1-3:30 PM
Silverthorne Town Hall

Meeting Participants

PLT Members:

Bill Linfield, Town of Silverthorne
Bill Scheuerman, CDOT Resident Engineer, Mountain Residency
Dan Burroughs, Town Engineer, Town of Dillon
R.A. Plummer, AECOM
Steve Swanson, Blue River Watershed Group
Thad Noll, Summit County
Tyler Weldon, CDOT Project Manager

Consultant Team Members:

Alan Eckman, AECOM
Dean VanDeWege, Jacobs
Megan Alderton, InterMountain Corporate Affairs
Tom Schilling, InterMountain Corporate Affairs

1. DISCUSSION

Bill Scheuerman started the meeting and announced his retirement from CDOT. He explained that CDOT is developing a formal team for I-70 Mountain Corridor projects, which will eventually oversee the I-70 Silverthorne/Dillon Interchange Project. Jim Bemelen will act as the manager for the I-70 Mountain Corridor Team. CDOT intends to fill vacancies left by Bill, Jim and Wendy Wallach; and the I-70 Silverthorne/Dillon Interchange Project will soon involve new people. R.A. Plummer briefly reviewed the purpose of the meeting and the meeting agenda.

Old Business/Housekeeping:

The PLT approved the minutes from the 3/17/11 PLT meeting.

Project and Schedule Update:

R.A. provided an update on the project and schedule. A Technical Workshop was held April 21 to perform an initial evaluation of interchange alternatives and options. The team will review the findings of the workshop at the PLT meeting today. Following, a PLT meeting will be held in June and a public meeting will be held in July to present findings and potential alternatives to the



public. The group agreed that the public meeting will be held on July 20th at the Silverthorne Pavilion (tentatively from 5-8 PM). A new Purpose and Need document has been developed. This document was distributed to the PLT (Handout: Purpose and Need). Thad Noll provided comments.

Review of Technical Team Findings:

Dean VanDeWege walked the PLT through boards showing four standalone alternatives and eight options, including those for the Eastbound Off ramp, Westbound On Ramp and Straight Creek.

The four standalone alternatives include:

1. Improved Diamond
2. Roundabouts
3. Single Point Urban Interchange
4. Diverging Diamond

The eight options include:

Eastbound Off Ramp –

- A. Split Diamond with One-Way Frontage Road
- B. Split Diamond with Two-Way Frontage Road
- C. Split Diamond, Combined Stephens Way/Frontage Road

Westbound On Ramp –

- A. New Structure with Improved Grade
- B. Split Diamond
- C. Slip Ramp to Wildernd Road

Straight Creek

- A. Flyover
- B. Underpass

R.A. mentioned that two other options were considered as well, including a flyover closer to the interchange and an extended split diamond. It was decided that neither of these options would necessarily address the project purpose and need (i.e., interchange improvement). The PLT discussed the potential of the second option, however, to address the need to get traffic west from Wildernd without required use of the interchange. This option will be run through screening.

Bill Linfield explained that he met with Beth Vogelsang and Town of Silverthorne Community Development Director Mark Leidal to examine alternatives from a land use standpoint. Mark preferred the roundabouts alternative. Dan Burroughs asked about the roundabout at Little



Beaver -- could it be moved closer to Stephens Way? Alan explained that this would be too close relative to the cars queuing. Tyler further explained that the hill at that location would require braking that may necessitate reengineering for safety purposes. Dan suggested that the roundabout at Little Beaver seems to be a design challenge. Thad expressed that he likes the idea if it is feasible.

R.A. explained how alternatives were evaluated at the Technical Workshop. 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. Findings were grouped accordingly by questions and issues.

Alan presented a handout (Handout: Technical Workshop Summary Findings) summarizing the more detailed findings of the workshop. He began with the screening process outcome summary, noting that the team first took each potential scenario through feasibility- and concept-level evaluations as R.A. explained. Any no statement in a given evaluation criteria eliminated the alternative/option.

The following scenarios were eliminated:

- Eastbound Off Ramp Option C
- Westbound On Ramp Option C
- Straight Creek Flyover Option
- Straight Creek Underpass Option
- Alternative 2: Roundabouts

Alan explained that Eastbound Off Ramp Option C was eliminated because it had fatal flaws associated with mobility and accessibility. Eastbound Off Ramp Option C was a clear winner in the Eastbound Off Ramp Options. Westbound On Ramp Option C also had fatal flaws, creating a confusing weaving requirement with safety and mobility issues and requiring land that may be needed for future transit operations. The team will continue to evaluate both remaining Westbound On Ramp Options. Both options relating to Straight Creek were eliminated because they were incompatible with the existing and planned roadway system, and did not meet the purpose and need

Alternative 2 was eliminated because two of the four roundabouts included in the alternative -- those closest to the interchange -- did not provide enough traffic capacity and because the roundabouts would be difficult for trucks to navigate safely. To that end, the roundabouts at the base of the ramps will no longer be considered. Those involving Wildercrest/Rainbow Drive and Little Beaver Trail, however, will be given further consideration as an option in other alternatives. They could work well with the Diverging Diamond alternative, for example, because they would reduce weaving traffic issues. Bill Linfield and Thad suggested that the team will need to be able to fully explain to the public why the roundabout alternative will not work



because many in the community favor or expect this alternative. The team agreed that roundabouts will be taken under further consideration and that challenges with trucks, pedestrians and operations will be modeled and before the next meeting and shown and explained at the public open house.

R.A. explained that the next step will be to mix and match alternatives and options. The team will have a model and an idea of how alternatives and options will be packaged before the next PLT meeting for PLT discussion.

Public Open House:

R.A. provided an overview of the activities completed since the November 2010 public meeting. The team has completed alternatives development and vetted alternatives through concept- and feasibility-level evaluation criteria. The team discussed the value of making a formal presentation at the July meeting and decided that an open house format with stations would be more appropriate. The team hopes the public will acknowledge that they have considered and come up with the right set of alternatives, agree the team is taking the right alternatives forward, and help to ensure that nothing has been missed. The team discussed various ways in which alternatives and options may be presented, including maps and matrices. It was agreed that the team may enact two Issues Task Forces – one for business access and one for roundabouts. The team will draft a public meeting plan and materials for review at the June PLT meeting. Calendar alerts and ads will be placed with local media prior to the public open house, and Tom will set up meetings to brief Bob Wilson and Angie Drumm.

Next Meeting (Thursday, June 23rd, at Town of Silverthorne):

The next PLT meeting is scheduled for Thursday, June 23rd, from 1-3:30 p.m.

ACTION ITEMS

- The team will model roundabouts
- The team will package alternatives and options
- The team will draft a public open house plan and materials
- Tom will set up briefing meetings with Bob Wilson and Angie Drumm

Minutes prepared by: M. Alderton, 5/25/11

Last Rev: 6/21/11