

I-70 SILVERTHORNE/DILLON INTERCHANGE

PUBLIC COMMENTS AND PROJECT TEAM RESPONSES

July 20, 2011

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.

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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/Wilderness, and Adams/Wilderness 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 Wilderness offices	One of the westbound on ramp options provides access to I-70 near the Wilderness 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.
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.	