

APPENDIX B. ENVIRONMENTAL ASSESSMENT AVAILABILITY AND  
PUBLIC HEARING DOCUMENTATION

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**State Highway 9 Iron Springs Alignment FONSI**  
**Appendix B – EA Availability and Public Hearing Documentation**

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# State Highway 9 Iron Springs Alignment FONSI

## Appendix B – EA Availability and Public Hearing Documentation

### CDOT WEBSITE CAPTURE

Environmental Assessment for the SH 9 Iron Springs Alignment — CDOT

**CDOT** Taking care to get you there  
DEPARTMENT OF TRANSPORTATION

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- State Highway 9 Frisco to Breckenridge
- Environmental Assessment for SH 9 Iron Springs Alignment**
- Previous Projects
- Current Design
- Future Projects
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- Public Meetings
- Corridor Photographs
- News

## Environmental Assessment for the SH 9 Iron Springs Alignment

The Colorado Department of Transportation (CDOT) and Federal Highway Administration (FHWA) are proposing to realign a portion of State Highway (SH) 9 south of Frisco. CDOT and FHWA have prepared an Environmental Assessment (EA) to evaluate this Proposed Action. With the Proposed Action (also known as the Iron Springs Alignment), a 1.3 mile stretch of SH 9 would be realigned, rather than widened on the existing alignment, shortening the roadway by approximately 0.4 mile. The Proposed Action would improve safety by removing a tight compound curve, which contributes to accidents.

If the Proposed Action is not built, SH 9 would be widened along the existing alignment as previously approved by CDOT and FHWA in the SH 9 Record of Decision (2004) and referred to in this EA as the “No Action Alternative.”

The Proposed Action would realign a portion of the existing Blue River Bikeway, by moving it to the existing SH 9 alignment. The realigned bikeway would be approximately 0.4 mile longer than the existing one but would be at a much gentler grade than the current alignment. In addition, the existing US Forest Service Dickey Day Use Parking Lot would be moved west to a proposed new parking lot, allowing for safer access via an existing signalized intersection (at SH 9 and Recreation Way). A proposed new Dickey trail connection would provide connectivity between the new parking lot and realigned bikeway, as well as shoreline access. The Proposed Action would improve water quality protection by realigning SH 9 away from Dillon Reservoir.

### EA Availability and Public Hearing

The EA is available for public review and comment from July 9 to August 8, 2014. CDOT will hold a Public Hearing on July 29, 2014, from 4:30 p.m. to 6:30 p.m. at the Summit County Community and Senior Center, located at 0083 Nancy’s Place, Frisco (access is from Peak One Boulevard).

[Click here](#) to download the EA and technical appendices. The EA is also available for public review at the following locations:

- Summit County Main Library - County Commons Building 0037 County Road 1005, Frisco
- Summit County South Branch Library - 504 Airport Road, Breckenridge
- CDOT Headquarters Library - Shumate Building 4201 East Arkansas Avenue, Denver
- CDOT Region 1 Office - 2000 South Holly, Denver
- CDOT Region 3 Office - 222 South 6th Street #317, Grand Junction
- FHWA Colorado Division Office - 12300 West Dakota Avenue #180, Lakewood

#### Public Meeting

CDOT will be hosting a Public Hearing:

July 29, 2014  
4:30 p.m. to 6:30 p.m.  
Summit County Community and Senior Center  
0083 Nancy’s Place, Frisco  
(Access is from Peak One Boulevard)

#### Contact Information

Grant Anderson  
Resident Engineer  
CDOT - Mountain Residency  
P.O. Box 2236  
Frisco, CO 80443  
(303) 512-5601  
Grant.Anderson@state.co.us

Colin Dinsmore, P.E.  
CDOT Project Engineer  
Colin.Dinsmore@state.co.us

Tracy Trulove  
CDOT Public Relations Mgr.  
Tracy.Trulove@state.co.us

[http://www.coloradodot.info/projects/hwy9\[2b/sh-9-iron-springs-alignment-enviro-mental-assessment\[8/15/2014 12:54:08 PM\]](http://www.coloradodot.info/projects/hwy9[2b/sh-9-iron-springs-alignment-enviro-mental-assessment[8/15/2014 12:54:08 PM])

# State Highway 9 Iron Springs Alignment FONSI

## Appendix B – EA Availability and Public Hearing Documentation

Environmental Assessment for the SH 9 Iron Springs Alignment — CDOT

[Click here](#) to view the July 29, 2014 Public Hearing display boards and presentation.

### Ways to Comment – We Want to Hear from You!

Public comments are encouraged and will be accepted from July 9 to August 8, 2014, in the following ways:

- At the public hearing on July 29, 2014 (written and verbal comments will be accepted)
- Online: [Click here](#) to submit a comment to the SH 9 EA project team
- In writing to either of the following:

Grant Anderson, P. E.  
Colorado Department of Transportation  
PO Box 2236  
Frisco, CO 80443  
Fax 303-512-5675  
[Grant.Anderson@state.co.us](mailto:Grant.Anderson@state.co.us)

Stephanie Gibson  
Federal Highway Administration - Colorado Division  
12300 W. Dakota Avenue, Suite 180  
Lakewood, CO 80228  
Fax 720-963-3001  
[Stephanie.Gibson@dot.gov](mailto:Stephanie.Gibson@dot.gov)

### Project Timeline

Construction funding is available for this project. If the Proposed Action is approved, construction is anticipated to start in 2016 and would take approximately two years to complete.

#### Resources

- **ACCESSIBILITY**  
Relay Colorado: 711 or (800-659-3656)
- [Get Connected - CDOT Communication Tools](#)
- [Employment](#)
- [Request a Colorado state highway map.](#)
- [State of Colorado Website](#)

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- [QTIS - Online Transportation Information System](#)

#### Transparency

- [CDOT Financials](#)
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Last modified Jul 31, 2014

<http://www.coloradodot.info/projects/hwy92b/sh-9-iron-springs-alignment-environmental-assessment>[8/15/2014 12:54:08 PM]

**PRESS RELEASE**

**CDOT RELEASES SH 9 IRON SPRINGS ALIGNMENT  
ENVIRONMENTAL ASSESSMENT, SEEKING PUBLIC INPUT**

Today, July 9, 2014, the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) released the State Highway (SH) 9 Iron Springs Alignment Environmental Assessment (EA) for a 30-day comment period to collect public input on a Proposed Action for highway improvements. With the Proposed Action (also known as the Iron Springs Alignment), a 1.3 mile stretch of SH 9 south of Frisco would be realigned, rather than widened on the existing alignment, shortening the roadway by approximately 0.4 mile. The Proposed Action would improve safety by removing a tight compound curve, which contributes to accidents.

The Proposed Action would realign a portion of the existing Blue River Bikeway, by moving it to the existing SH 9 alignment. The realigned bikeway would be approximately 0.4 mile longer than the existing one but would be at a much gentler grade than the current alignment. In addition, the existing US Forest Service Dickey Day Use Parking Lot would be moved west to a proposed new parking lot, allowing for safer access via an existing signalized intersection (at SH 9 and Recreation Way). A proposed new Dickey trail connection would provide connectivity between the new parking lot and realigned bikeway, as well as shoreline access. The Proposed Action would improve water quality protection by realigning SH 9 away from Dillon Reservoir.

If the Proposed Action is not built, SH 9 would be widened along the existing alignment as previously approved by CDOT and FHWA in the SH 9 Record of Decision (2004) and referred to in this EA as the “No Action Alternative.”

This EA is guided by the National Environmental Policy Act process, which includes opportunities for public comment prior to FHWA making a decision. CDOT and FHWA invite public input during the 30-day comment period from July 9, 2014, through August 8, 2014. The EA is available on the project website at [www.coloradodot.info/projects/hwy9f2b](http://www.coloradodot.info/projects/hwy9f2b), and it can be viewed at the following locations:

- Summit County Main Library – County Commons Building, 0037 County Road 1005, Frisco
- Summit County South Branch Library – 504 Airport Road, Breckenridge
- CDOT Headquarters Library – Shumate Building, 4201 East Arkansas Avenue, Denver
- CDOT Region 1 Office – 2000 South Holly, Denver
- CDOT Region 3 Office – 222 South 6th Street #317, Grand Junction
- FHWA Colorado Division Office – 12300 West Dakota Avenue #180, Lakewood

CDOT will host a Public Hearing on July 29, 2014, from 4:30 p.m. to 6:30 p.m. at the Summit County Community and Senior Center, located at 0083 Nancy’s Place, in Frisco to allow members of the community to learn about the project from CDOT representatives and comment on the EA. Those who are unable to attend the Public Hearing are encouraged to submit written comments via the project website at [www.coloradodot.info/projects/hwy9f2b](http://www.coloradodot.info/projects/hwy9f2b), by facsimile (303-512-5675) or by mail to CDOT Region 3, c/o Grant Anderson, PO Box 2236, Frisco, CO 80443.

Following the 30-day comment period and the Public Hearing, FHWA and CDOT will consider public comments and prepare a decision document, which is anticipated to be completed later in 2014.

NEWSPAPER AD PLACED IN SUMMIT DAILY NEWS JULY 23, 26 AND 28, 2014

**SH 9 Iron Springs Alignment Environmental Assessment**



**Public Hearing**

You are invited to attend a Public Hearing for the State Highway 9 (SH 9) Iron Springs Alignment Environmental Assessment (EA), conducted by the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA). CDOT and FHWA are proposing to realign a 1.3 mile stretch of State Highway 9 south of Frisco, rather than widen on the existing highway alignment. This will shorten the roadway, improve safety, reduce wetland impacts, and provide water quality benefits. The Bikeway will also be realigned, providing a gentler grade closer to Dillon Reservoir.

**When?**  
Tuesday, July 29, 2014  
4:30 pm - Doors Open  
5:30 pm - Brief Presentation  
Open comment period until 6:30 pm

**Where?**  
Summit County Community and Senior Center  
0083 Nancy's Place, Frisco  
(access is from Peak One Boulevard)

**Please Share Your Thoughts!**  
Public comments are encouraged at the Public Hearing and through August 8, 2014. For more information on ways to comment, visit the project web site: [www.coloradodot.info/projects/hwy9f2b](http://www.coloradodot.info/projects/hwy9f2b)

**ADA Assistance:** The Public Hearing is ADA accessible. To request special accommodation or project information, please contact Grant Anderson (303-512-5601 or [grant.anderson@state.co.us](mailto:grant.anderson@state.co.us)) at least 48 hours prior to the event.



PUBLIC HEARING FLYER

**PUBLIC HEARING**

**SH 9 Iron Springs Alignment Environmental Assessment**

**When?** **Tuesday, July 29, 2014**  
**4:30 pm - Doors Open**  
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**Open comment period until 6:30 pm**

**Where?** **Summit County Community and Senior Center**  
**0083 Nancy's Place, Frisco**  
**(access is from Peak One Boulevard)**

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**Please Share Your Thoughts!**  
Public comments are encouraged at the Public Hearing and through August 8, 2014  
For more information on ways to comment, visit the project web site:  
[www.coloradodot.info/projects/hwy9f2b](http://www.coloradodot.info/projects/hwy9f2b)

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PUBLIC HEARING DISPLAY BOARDS



# WELCOME

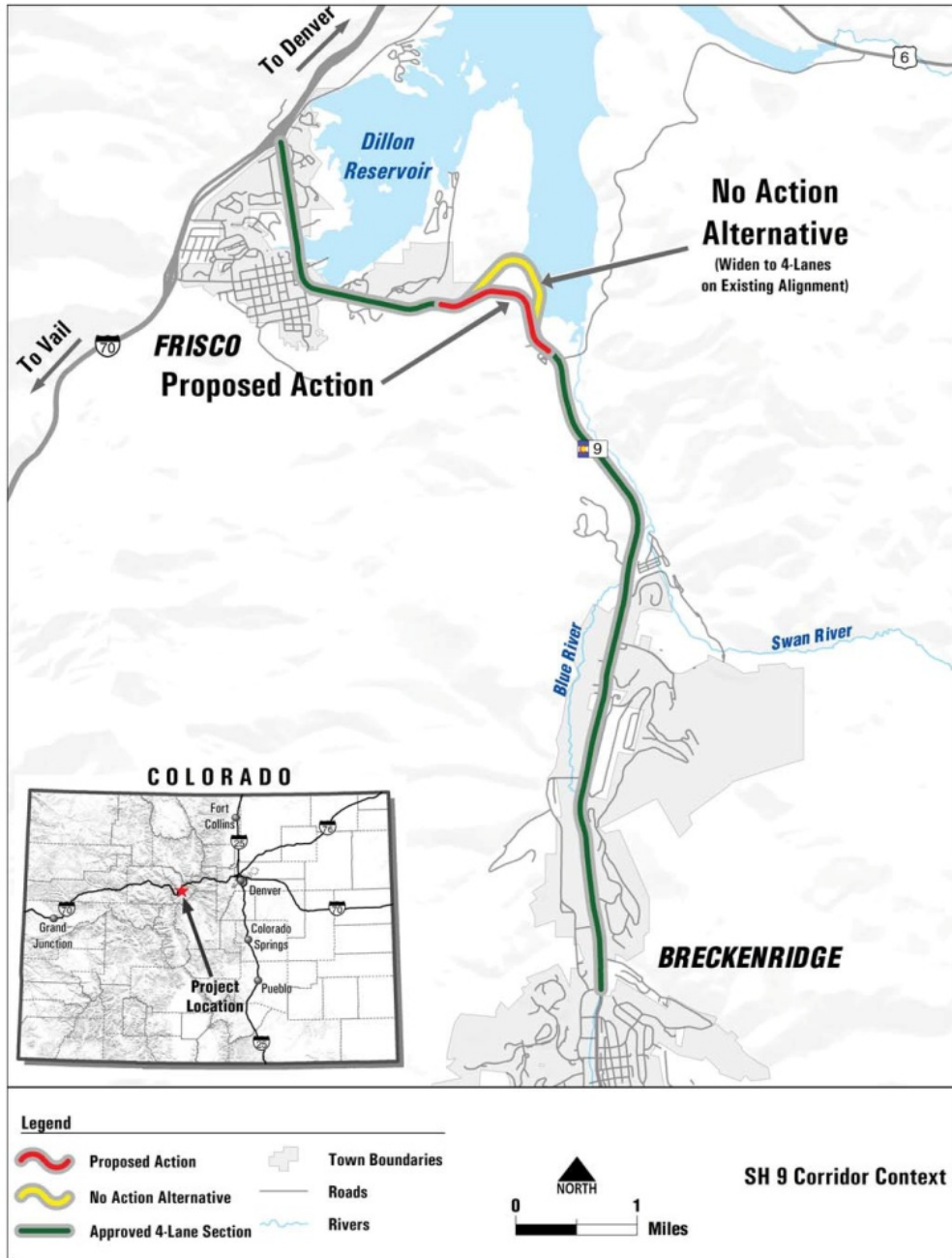
to the  
SH 9 Iron Springs Alignment  
Environmental Assessment  
Public Hearing

Today's Schedule  
Doors Open at 4:30pm  
Brief Presentation at 5:30 pm  
Comment period until 6:30 pm



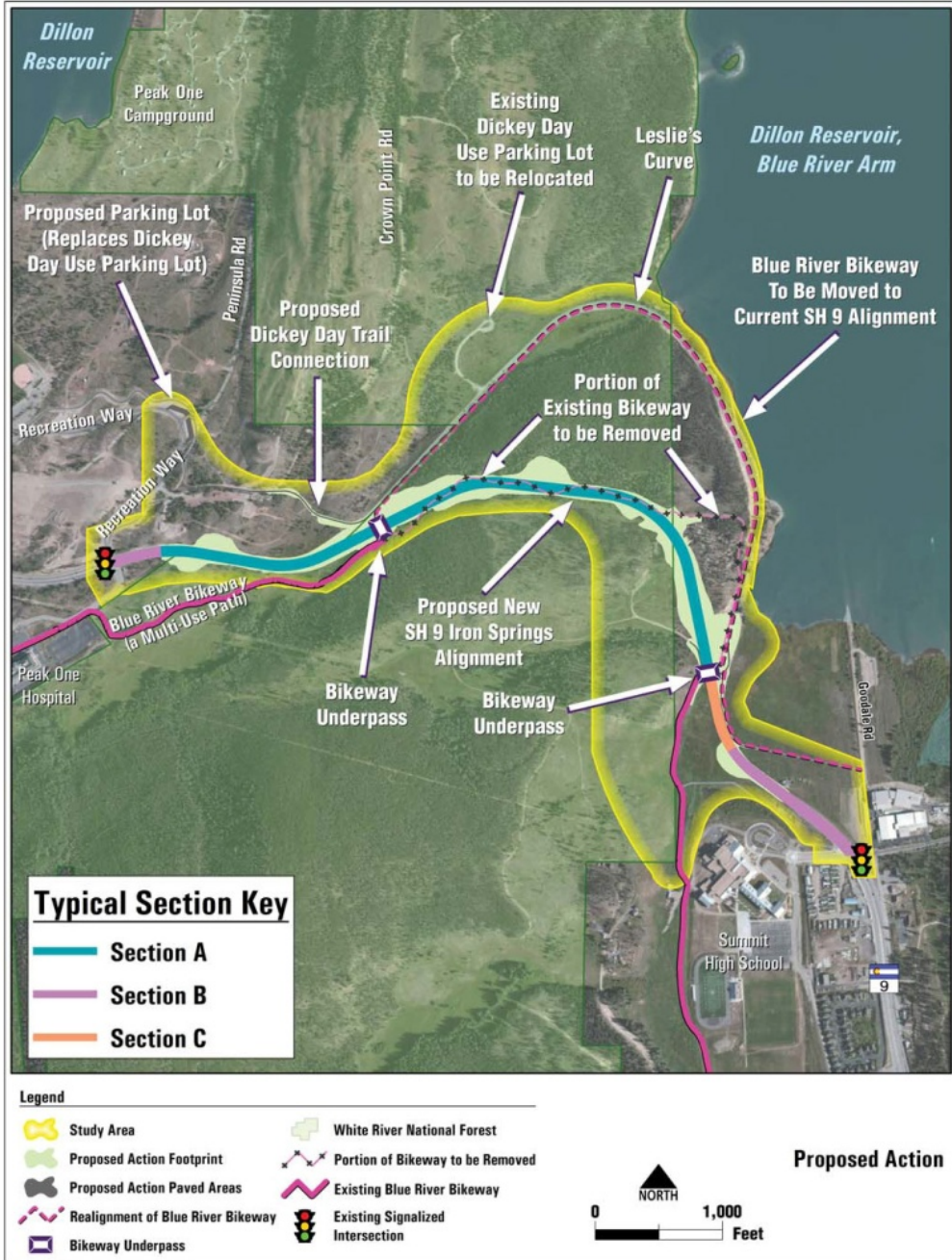
July 29, 2014

## State Highway 9 Corridor Context





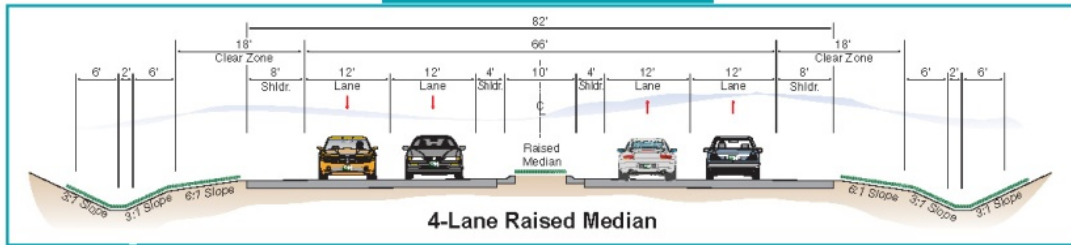
## Proposed Action - Iron Springs Alignment



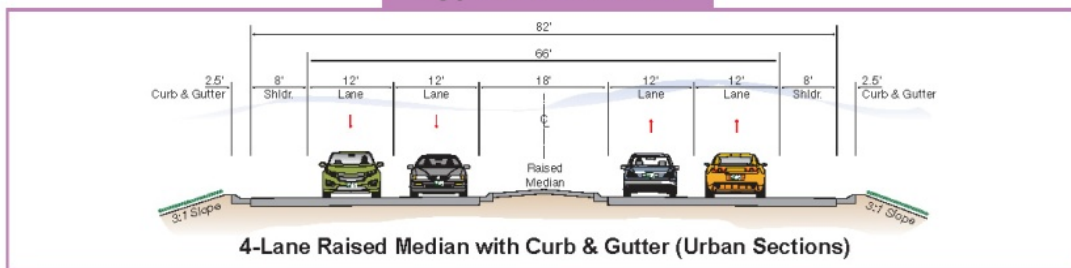


# Proposed Action Typical Sections

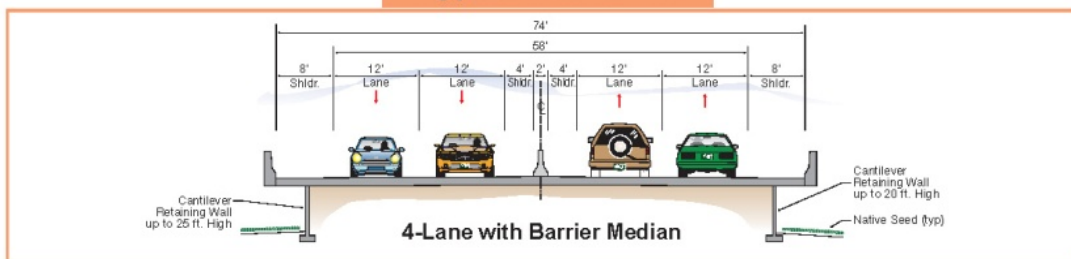
## Typical Section A



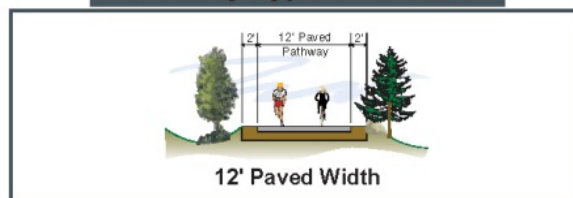
## Typical Section B



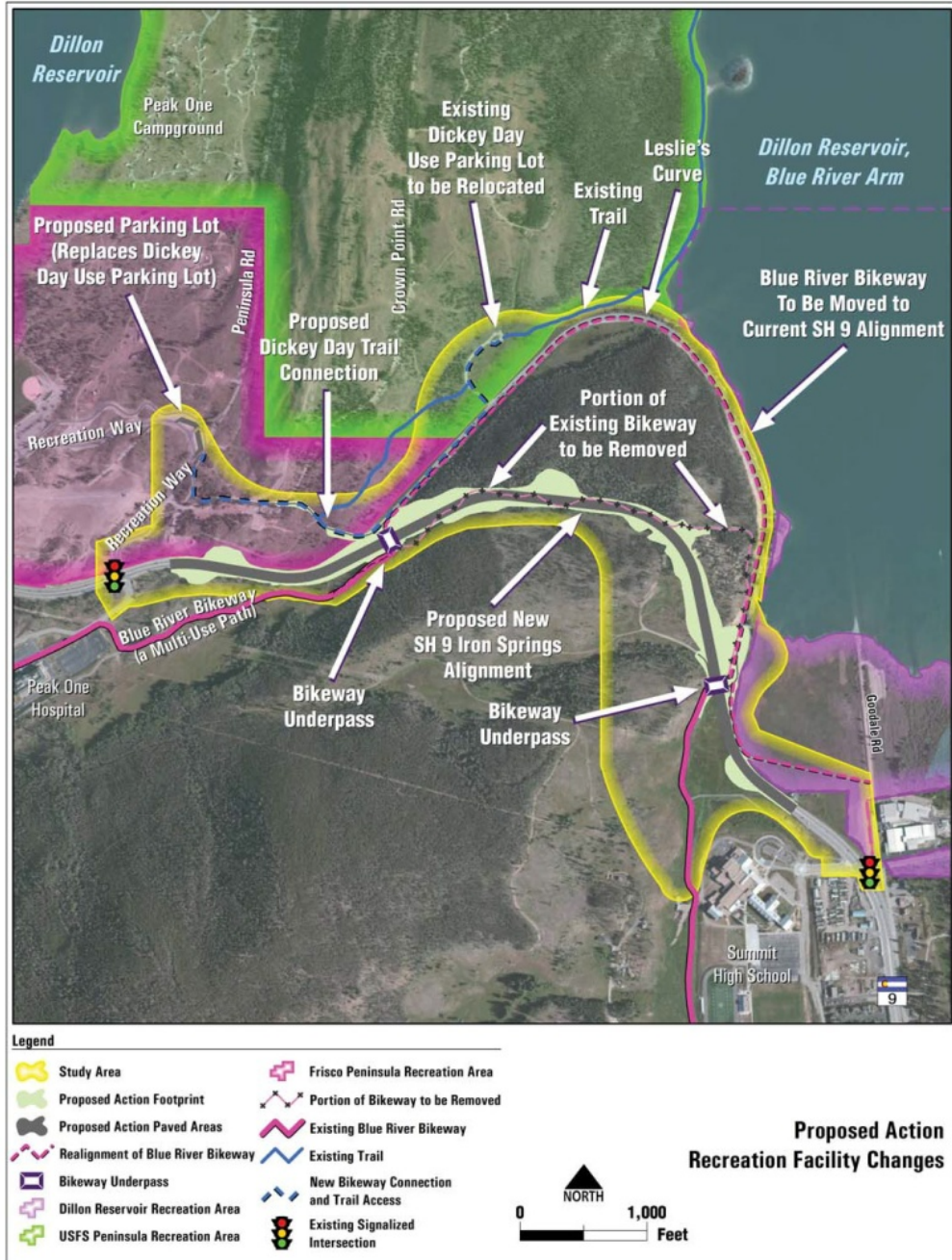
## Typical Section C



## Bikeway Typical Section



## Proposed Action - Recreation Facility Changes





## Proposed Action - Recreation Site Detail

**Blue River Bikeway**



**Frisco Peninsula Recreation Area**



**USFS Peninsula Recreation Area**



**Dillon Reservoir Recreation Area: Blue River Inlet**



## Benefits of the Proposed Action

- ▶ Easier to construct, less traffic disruption
- ▶ Improve safety by eliminating dangerous curve
- ▶ Reduced wetland impacts
- ▶ Bikeway at gentler grade with reservoir overlook
- ▶ Water quality protection
- ▶ Improved recreation experience at shoreline
- ▶ Reduced barrier to wildlife
- ▶ Shorter highway would reduce maintenance
- ▶ Less extensive retaining walls needed



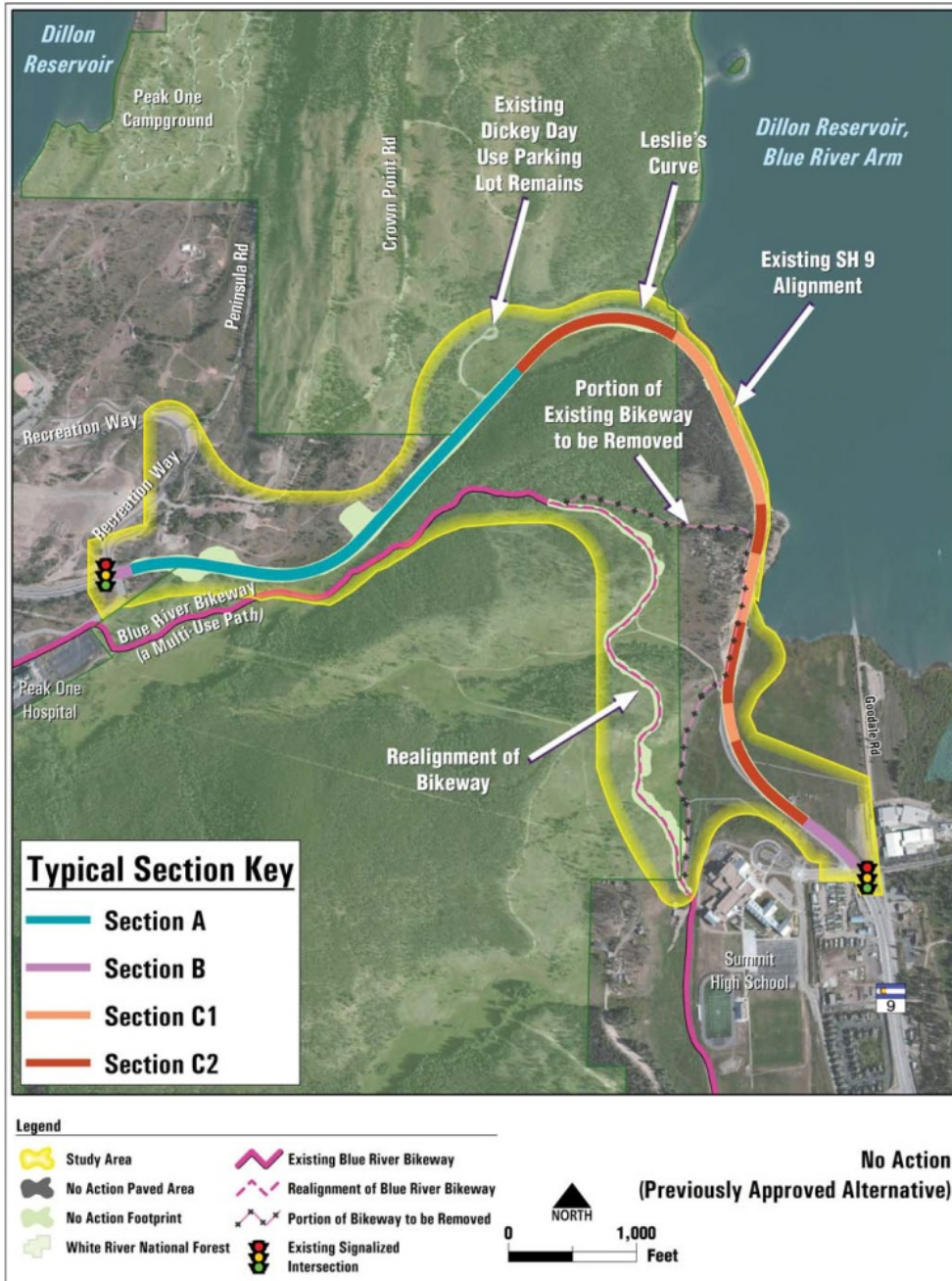
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State Highway 9 Iron Springs Alignment  
Environmental Assessment

July 29, 2014

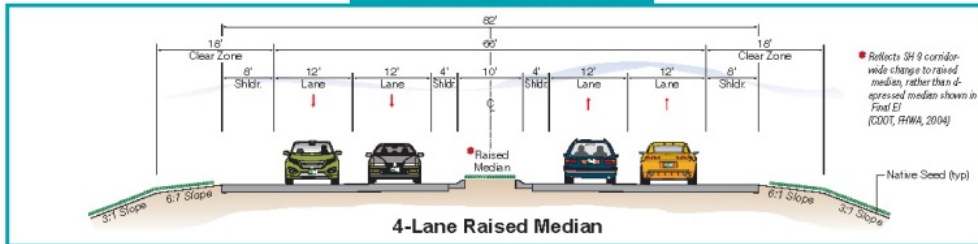
## No Action Alternative - Widen Existing SH 9



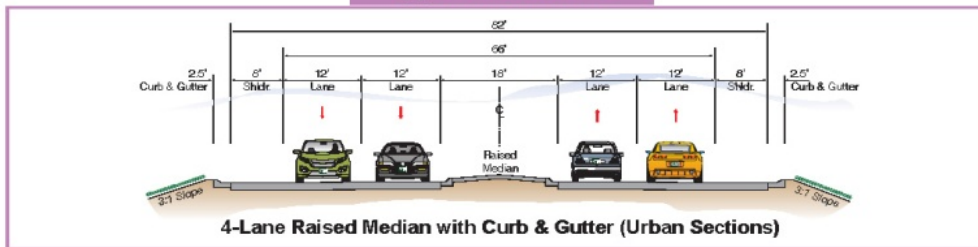


## No Action Alternative Typical Sections

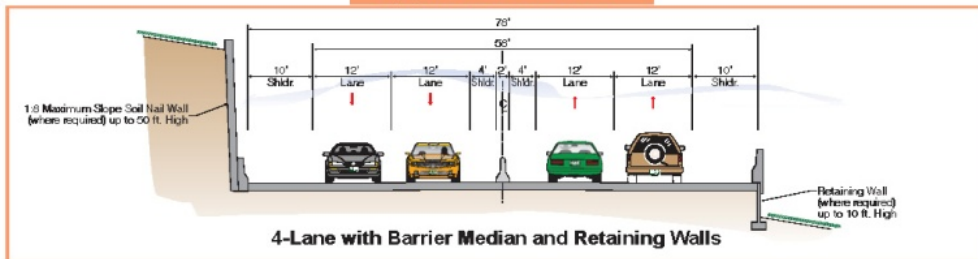
### Typical Section A



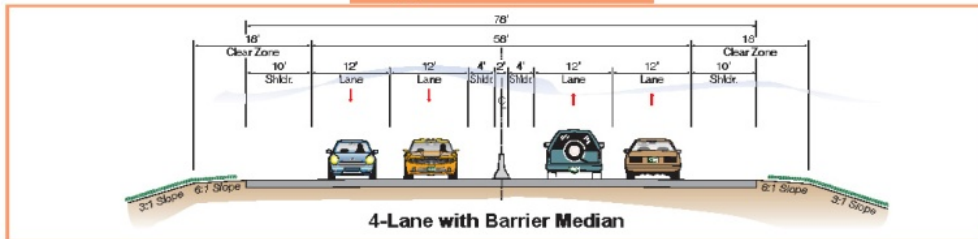
### Typical Section B



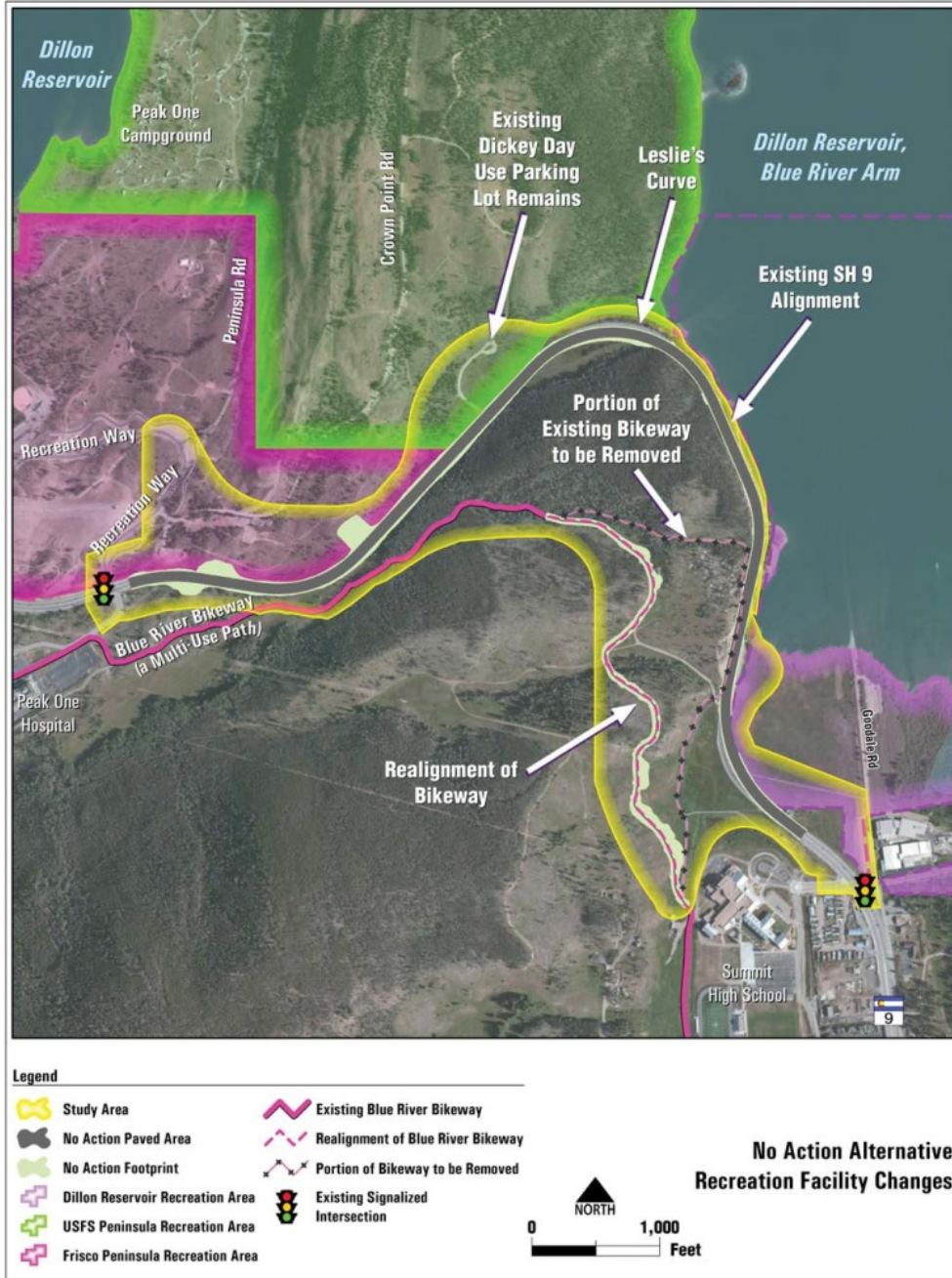
### Typical Section C1



### Typical Section C2



## No Action - Recreation Facility Changes



## Purpose & Need Comparison

### *What is the Purpose of the Project?*

Improve transportation along SH 9 by decreasing travel time and improving safety, while minimizing impacts to the surrounding environment and communities.

### *Why is the Project Needed?*

**Roadway Capacity/Mobility:** Currently operating at capacity in peak travel hours; traffic volumes are expected to grow by 2 percent per year, exceeding the existing road capacity

**Safety:** Accident rate exceeds the statewide average. Increased congestion, multiple accesses, and inconsistent lane and shoulder widths contribute to this high accident rate

**Transit:** transit service would be impeded as congestion increases and as traffic volume increases

Project Needs	No Action Alternative <small>(widen to four-lane reduced section highway on existing alignment)</small>	Proposed Action <small>(construct four-lane reduced section highway on new alignment)</small>
Roadway Capacity/ Mobility	<p>Would provide sufficient roadway capacity to meet projected traffic needs and improve traffic flow.</p> <p>The tight Leslie's Curve would remain, resulting in slightly slower speeds than on other sections of SH 9 between Frisco and Breckenridge.</p>	<p>Would provide sufficient roadway capacity to meet projected traffic needs and improve traffic flow.</p> <p>Would remove the tight Leslie's Curve and shorten the roadway by approximately 0.4 mile, which would result in slightly shorter travel time (approximately 30 seconds time savings between Frisco and Breckenridge) relative to the No Action Alternative.</p>
Safety	<p>Would provide a safe roadway for vehicles.</p> <p>The tight Leslie's Curve would remain with a center barrier provided to prevent vehicles from crossing the center line. The tight curve may continue to produce accidents, particularly in icy conditions.</p> <p>Dickey Day Use Parking Lot would remain at its existing location and access from SH 9 would remain unsignalized and at its current location.</p>	<p>Would provide a safer roadway for vehicles.</p> <p>With the removal of the tight Leslie's Curve, accidents may be reduced relative to the No Action Alternative, particularly in icy conditions.</p> <p>Dickey Day Use Parking Lot would be closed and a new parking lot would be established, with access from SH 9 via the signalized intersection at Recreation Way, which would be safer.</p>
Transit	<p>Would provide sufficient roadway capacity and a safe roadway for transit vehicles, as for other vehicles.</p> <p>The tight Leslie's Curve would remain with a center barrier provided to prevent vehicles from crossing the center line. The tight curve may continue to produce accidents, particularly in icy conditions, which would affect transit vehicles, as well as other vehicles.</p>	<p>Would provide sufficient roadway capacity and a safer roadway for transit vehicles, as for other vehicles.</p> <p>Would provide the travel time and potential safety benefits to transit vehicles, as other vehicles.</p>





## Bird's Eye View Simulations from South

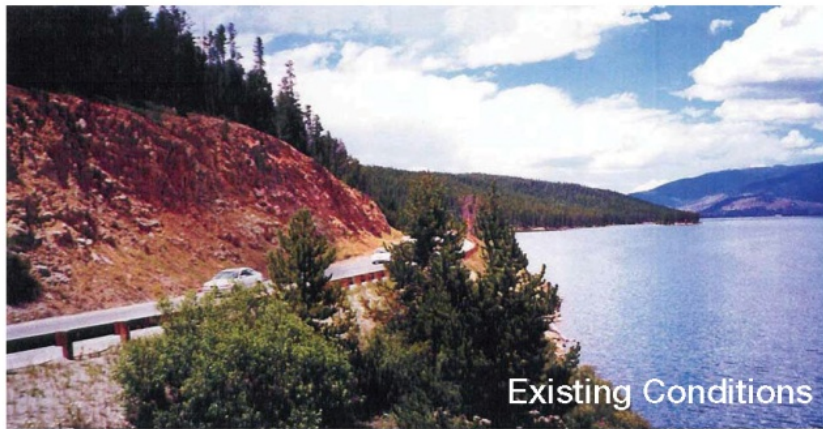
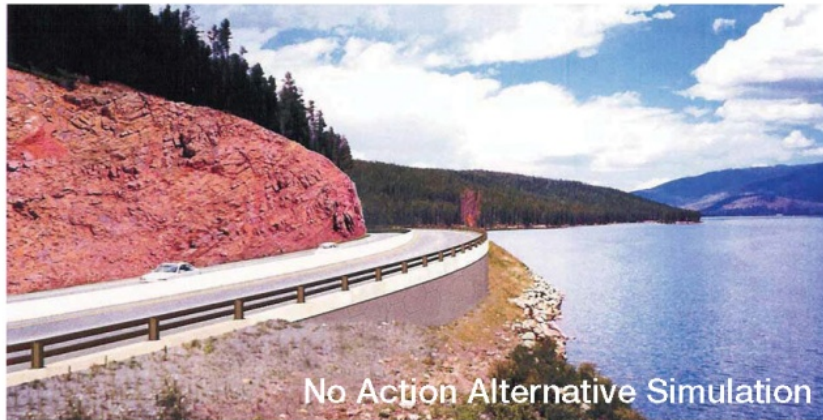


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## Leslie's Curve Concept Simulations



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## Concept Simulations - North End (looking northwest)



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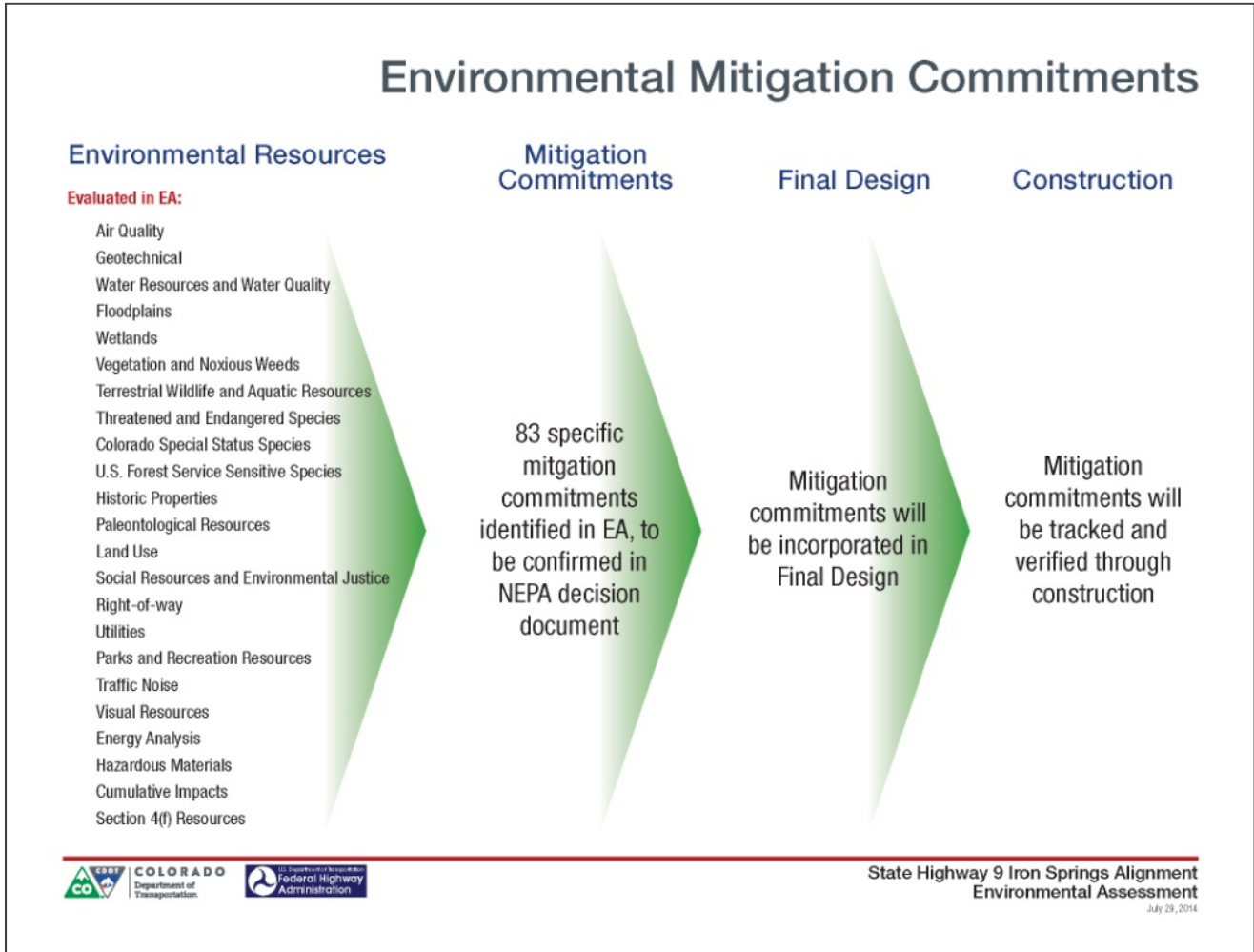
## Concept Simulations - South End (looking southwest)



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State Highway 9 Iron Springs Alignment  
Environmental Assessment  
July 29, 2014





**State Highway 9 Iron Springs Alignment FONSI**  
**Appendix B – EA Availability and Public Hearing Documentation**

# Right-of-Way

## Proposed Action



Temporary Easement (TE)					
TE Area	Approx. SF	Acre	Grantor of Easement	Grantee of Easement	Description of Use
TE-1	37,852	0.87	Town of Frisco	CDOT	To construct Proposed Parking Lot
TE-2	90,861	2.27	Town of Frisco	CDOT	To construct Proposed Driveway Trail Connection
TE-3	46,177	1.06	National Forest/USFS	CDOT	For reclamation of area
TE-4	33,976	0.76	Summit County/CDLT	CDOT	To reclaim area along existing bikeway
TE-5	24,810	0.56	Summit County/CDLT	CDOT	To construct bikeway connection to SH 9 underpass
TE-6	43,092	0.99	Denver Water Board	CDOT	To construct bikeway connection to Water Board property
<b>Total Temporary Easement 6.51 acres</b>					
Permanent Easement (PE)					
PE Area	Approx. SF	Acre	Grantor of Easement	Grantee of Easement	Description of Use
PE-1	56,192	1.29	Town of Frisco	CDOT and Summit County	CDOT easement for a portion of area (to be determined in final design) will be needed to construct relocated bikeway and maintain CDOT fiber optic and water quality facilities
PE-2	286,831	6.51	National Forest/USFS	CDOT and Summit County	CDOT easement for a portion of area (to be determined in final design) will be needed to construct relocated bikeway and maintain CDOT fiber optic and water quality facilities
PE-3	324,146	7.38	Town of Frisco	CDOT	Slope/maintenance easement to accommodate expanded SH 9 roadway
<b>Total Permanent Easement 14.18 acres</b>					
Right-of-Way (ROW)					
ROW Area	Approx. SF	Acre	Property Ownership	To be Acquired by	Description of Use
ROW-1	322,779	7.43	Summit County/CDLT	CDOT	To widen/realign SH 9 roadway
ROW-2	30,482	0.70	Summit County/CDLT	CDOT	For water quality pond
ROW-3	93,238	2.14	Private 16354 SH 9	CDOT	To be determined during final design
ROW-4	548,727	12.62	CDOT	Summit County/CDLT	CDOT easement for a portion of area (to be determined in final design) will be needed to construct relocated bikeway and maintain CDOT fiber optic and water quality facilities
<b>Total Right-of-Way 22.87 acres</b> —Total includes 10.25 acres to be acquired by CDOT and 12.62 acres to be transferred by CDOT to Summit County (CDLT).					

Note: The findings above are for information only and are approximate; these shall be finalized after the EA, during ROW process, see text. National Forest lands are managed by the USFS. SFSquare Feet. USFS=U.S. Forest Service. CDLT=Continental Divide Land Trust. HED=Highway Easement Dead.

## No Action Alternative



Temporary Easement (TE)					
TE Area	Approx. SF	Acre	Property Ownership/Grantor of Easement	Grantee of Easement	Description of Use
<b>Not Applicable</b>					
<b>Total Temporary Easement None</b>					
Permanent Easement (PE)					
PE Area	Approx. SF	Acre	Property Ownership/Grantor of Easement	Grantee of Easement	Description of Use
PE-1	362,311	8.32	National Forest/USFS	Summit County	To construct and maintain bikeway relocation
PE-2	151,589	3.46	Town of Frisco	CDOT	Slope/maintenance easement to accommodate expanded SH 9 roadway
*HED-1	29,291	0.68	National Forest/USFS	CDOT	To widen SH 9 roadway
*HED-2	53,827	1.24	National Forest/USFS	CDOT	To widen SH 9 roadway
*HED-3	23,006	0.53	National Forest/USFS	CDOT	To widen SH 9 roadway
<b>Total Permanent Easement 14.20 acres</b>					
Right-of-Way (ROW)					
ROW Area	Approx. SF	Acre	Property Ownership	To be Acquired by	Description of Use
ROW-1	531	0.01	Summit County/CDLT	CDOT	To accommodate expanded roadway section SH 9
ROW-2	28,285	0.65	Summit County/CDLT	CDOT	To accommodate widen SH 9 roadway and Iron Springs Road Access
ROW-3	48,721	1.11	Denver Water Board	CDOT	To accommodate expanded roadway section SH 9
ROW-4	7,839	0.18	Summit County/CDLT	CDOT	For water quality pond
ROW-5	93,411	2.14	Private 16354 SH 9	CDOT	To be determined during Final Design
<b>Total Right-of-Way 3.89 acres</b>					

Note: The findings above are for information only and are approximate; these shall be finalized after the EA, during ROW process, see text. National Forest lands are managed by the USFS. SFSquare Feet. USFS=U.S. Forest Service. HED=Highway Easement Dead. CDLT=Continental Divide Land Trust.



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Appendix B – EA Availability and Public Hearing Documentation**

## Wetlands

### Proposed Action



### No Action Alternative



State Highway 9 Iron Springs Alignment  
Environmental Assessment  
July 20, 2014

## Agency Coordination and Permitting

### Agency Coordination to Date

- ▶ Colorado Parks and Wildlife
- ▶ Continental Divide Land Trust
- ▶ Denver Water
- ▶ History Colorado/State Historic Preservation Officer
- ▶ Northern Arapaho Tribe
- ▶ Summit County
- ▶ Town of Frisco
- ▶ U.S. Army Corp of Engineers
- ▶ U.S. Environmental Protection Agency
- ▶ U.S. Fish and Wildlife Service
- ▶ U.S. Forest Service - A cooperating agency for this EA

### Additional Clearances and Permits Required

- ▶ Construction Access Permits
- ▶ Easements
- ▶ Section 404 Permit - Clean Water Act
- ▶ Permits from Local Jurisdictions - access, survey, utility and construction
- ▶ Senate Bill 40 Certification - wildlife certification for streams
- ▶ Section 401 Water Quality Certification
- ▶ Section 402 Permit - water quality
- ▶ Stormwater Construction Permit
- ▶ Survey Permit
- ▶ Traffic



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State Highway 9 Iron Springs Alignment  
Environmental Assessment

July 29, 2014



## How to Comment on the EA

### Comments will be accepted through August 8, 2014

#### Verbal Comments this Evening

- Sign up to speak after the presentation
- Provide comments to the court reporter

#### Written Comments through August 8, 2014

- Submit comment form in the comment box this evening
- Via the project website  
[www.coloradodot.info/projects/hwy9f2b](http://www.coloradodot.info/projects/hwy9f2b)
- Mail, e-mail or fax comments to:

Grant Anderson, P.E.  
Colorado Department of Transportation  
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Frisco, CO 80443  
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COLORADO  
Department of  
Transportation



State Highway 9 Iron Springs Alignment  
Environmental Assessment

July 29, 2014

## Project Status and Next Steps

### Public Comments and NEPA Decision

- ▶ Public comments through August 8, 2014
- ▶ CDOT and FHWA will consider all comments and respond
- ▶ CDOT and FHWA decisions to be made:
  - Section 4(f) *de minimis* finding pending for rec sites
  - Proposed Action or No Action Alternative
  - NEPA decision document

### Final Design and Construction

- ▶ Following decision proceed with final design
- ▶ Continue agency and stakeholder involvement
- ▶ Right-of-Way process to be initiated in 2015
- ▶ RAMP Program funding available for construction
- ▶ Construction could occur in 2016 and 2017




PUBLIC HEARING PRESENTATION



**COLORADO**  
Department of  
Transportation


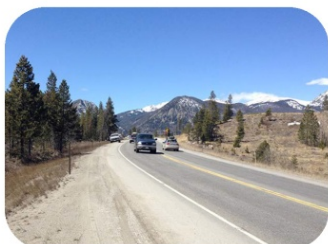



**SH 9 Iron Springs Alignment  
Public Hearing July 29, 2014**



**Welcome!**

Thank you for attending  
Your interest and comments  
are important to us






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## Agenda

- Corridor background
- Proposed Action
- Project status and next steps
- Comments

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## SH 9 Corridor Background

SH 9 Frisco to Breckenridge EIS and ROD - 2004

- Established Purpose and Need for Corridor
  - Safety
  - Congestion
  - Transit
- Evaluated broad range of alternatives
- Selected widening of existing SH 9 to 4 lanes
- Construction has progressed as funds became available
- Current phase will complete SH 9 south of Summit HS

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## SH 9 Iron Springs Alignment EA

### Request to Evaluate Realignment of SH 9

- Summit County made initial request to CDOT
  - Changed conditions noted
  - Mountain pine beetle epidemic
  - Heightened water quality concerns
  - Renewed safety concerns
- Discussion began with agencies and stakeholders
- CDOT/FHWA prepared Environmental Assessment
- Iron Springs Alignment is the “Proposed Action”

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## “No Action Alternative”

- EA compares Proposed Action to “No Action Alternative”
- “No Action Alternative” is 4 lane widening per 2004 ROD
- This will be built if Proposed Action is not selected
- Widen to 4 lanes on the existing SH 9 alignment
- Leslie’s Curve would remain with center safety barrier
- USFS Dickey parking lot would remain, limited access
- Portion of Bikeway on the south end would be realigned
- Large rock cuts and retaining walls required

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## Proposed Action

- Presented in the EA and Display Boards
- Construct 4 lane SH 9 on new “Iron Springs Alignment”
- SH 9 would be shortened by 0.4 mile
- Tight compound curve (Leslie’s Curve) removed
- Bikeway moved to current SH 9 alignment
- Bikeway would be 0.4 mile longer with gentler grade
- USFS Dickey lot replaced with new lot on Recreation Way
- Trail connection added to new parking lot
- Construction could occur mostly off-line

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## Benefits of the Proposed Action

- Easier to construct, less traffic disruption
- Improve safety by eliminating dangerous curve
- Reduced wetland impacts
- Bikeway at gentler grade with reservoir overlook
- Water quality protection
- Improved recreation experience at shoreline
- Reduced barrier to wildlife
- Shorter highway would reduce maintenance
- Less extensive retaining walls needed

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## Project Status and Next Steps

### Public Comments and NEPA Decision

- Public comments through August 8, 2014
- CDOT and FHWA will carefully consider all comments
- CDOT and FHWA decisions to be made:
  - Proposed Action or No Action Alternative
  - Section 4(f) *de minimis* finding for recreation sites
  - NEPA decision document

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## Project Status and Next Steps (cont.)

### Final Design and Construction

- Following decision proceed with final design
- Continue agency and stakeholder involvement
- Right-of-Way process to be initiated in 2015
- RAMP Program funding available for construction
- Construction could occur in 2016 and 2017


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## Ways to Comment

- At this hearing:
  - Open comments - please sign up
  - Verbal comments to court reporter
  - Written comments in comment box
- Through August 8, 2014
  - Mail, fax or e-mail
  - Project website:  
[www.coloradodot.info/projects/hwy9f2b](http://www.coloradodot.info/projects/hwy9f2b)



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## Open Comment Time

- To present your comments:
  - Please sign up to comment at the table
  - Speakers will be called in order of sign up
  - Please state your name and affiliation, if any
  - Please be concise and respect others time (3 min. limit)
- CDOT and FHWA will:
  - Carefully consider all comments
  - Respond in writing in the NEPA decision document
- Thank you!







**State Highway 9 Iron Springs Alignment FONSI**  
**Appendix B – EA Availability and Public Hearing Documentation**

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1           So get ready for this. I'm not going to read  
2 these slides, but I wanted to fill in a couple details.  
3 We've been working on the corridors, most people know,  
4 since 1999 when we did the environmental impact statement.  
5 This project that we're talking about right now won't be  
6 the last corridor project. There'll be one more to finish  
7 the four-lane between Frisco and Breckenridge, but this is  
8 kind of the last real major one that's on our plate.

9           So we're going to spin through these four items  
10 rather quickly and then get some questions and answers and  
11 comments going. The purpose and need for this particular  
12 project is the same as it is for the whole corridor. We  
13 want to improve safety. We want to relieve some  
14 congestion and make it so the transit system works in the  
15 corridor.

16           You know, in 1999 through about 2003, we studied  
17 a lot of different alternatives for the corridor, and so  
18 we have a record of decision on the four-lane from Frisco  
19 to Breckenridge. We've progressed in construction, you  
20 know, starting with the south end in Breckenridge, and now  
21 we're marching north. So if anybody has comments on the  
22 current construction, that's my baby too, so if you want  
23 to report to me about that.

24           This topic came up as we started trying to plan  
25 the next project after the high school. You know, it was

**State Highway 9 Iron Springs Alignment FONSI  
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1     thrown out early in the planning in 1999, 2000, because  
2     the forest was in such pristine condition, nobody thought  
3     it was even an option to run a four-lane highway up  
4     through this area. But as time progressed, things  
5     changed, and so that's why we're here today.

6             The county -- and Thad's here -- actually  
7     proposed this project to CDOT, what was it, Thad, about  
8     two years ago, we walked it?

9             THAD NOLL: More than that.

10            GRANT ANDERSON: Maybe two, two and a half,  
11     three, so we've been studying this for a long time. Thad  
12     and I were walking on the bike path and trying to envision  
13     what a highway would look like up there, and what really  
14     got my gears turning was how could we look at this from an  
15     engineering perspective and would it be doable, feasible,  
16     what would the environmental impacts and resources be?  
17     And the more we dug into it, the more we found that there  
18     were a lot of opportunities with this option. So the  
19     proposed -- well, let me back up. I'm getting ahead of  
20     myself.

21            The -- initially, I want to say right off the  
22     bat, you know, this goes through a conservation easement,  
23     so that was a big kind of red flag when we first started  
24     looking at it. The Continental Divide Land Trust holds a  
25     conservation easement on the county parcel where this



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1 highway would go, and Leigh, as the director, was pretty  
2 opposed, I think, right up front. So CDOT was kind of  
3 like, well, you know, how could this work? And we really  
4 started having some detailed conversations and trying to  
5 figure out what the intent of the easement was and how  
6 could we make it work, if we could convince Leigh and her  
7 group that it maybe is a benefit to those guys.

8           So we can talk about that more later, but you  
9 know, I think the group has come around to accept this as  
10 maybe a less impactful solution to get the four-lane done.  
11 And we can talk with the Land Trust people after the  
12 meeting as well.

13           The -- I want to talk about the no-action  
14 alternative, just because that's the baseline. The  
15 no-action alternative widens the highway on the existing  
16 alignment, and it's -- as everybody drove it yesterday  
17 maybe, everybody saw that it's a pretty difficult area to  
18 work. So we were just doing a maintenance patch there  
19 yesterday, and it's so constrained it's like you start to  
20 try and imagine building a four-lane highway in that  
21 segment.

22           We're cleared, essentially, to do that right now,  
23 and so that's what we're comparing this new proposal to is  
24 trying to compare apples to apples. What are the impacts  
25 to all the resources, if we widen on the existing, that's

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1     what we're calling the no-action, versus widening on this  
2     new alignment, which is, what -- you know, four-tenths of  
3     a mile shorter.

4             From an engineering perspective, both of them are  
5     doable. But as we've flushed out through the last couple  
6     years, the proposed action seems like the better solution.  
7     I don't want to read these but, you know, we really don't  
8     want to discount the fact that even though it's only a  
9     four-tenths of a mile shorter road, over time that's -- I  
10    think we calc'd it -- a 6-percent reduction in energy  
11    costs for just that short reduction in length. It  
12    improves the geometry dramatically, so that's always a  
13    good thing for highway engineers like myself. You know,  
14    it improves the curve -- curvature and all that good  
15    stuff.

16            So the pivotal section's also way better. We --  
17    if we were going to align on the existing alignment, we'd  
18    have a center barrier, kind of like Vail Pass, the  
19    concrete Jersey barrier dividing the highway because we're  
20    so constrained. And in one section, you'd have barrier  
21    through a wall on the cut side, barrier in the middle, and  
22    then barrier on the outside, which, you know, in the  
23    winter, we all know, coming around that corner, it's going  
24    to pinball off that.

25            So the proposed action really solves a lot of

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1     that. And then the big change, moving the bike path over  
2     where the highway is now, it's hard to envision that.  
3     I've had the chance to look at it for two years, so I kind  
4     of can see it now, but I know it's hard to visualize. We  
5     think it's in general a big improvement to the existing  
6     bike path. Everybody's familiar with it. It's right next  
7     to the highway, kind of near the high school. We really  
8     spent a lot of time figuring out if we were going to widen  
9     on the existing, what would we do with that bike path?

10           And it turns out, and you can see it on the  
11     boards, that it becomes a real challenge to bring that  
12     bike path down around the back, kind of tie it in behind  
13     the high school. It gets pretty steep and curvy, so it's  
14     a visual impact. It's a dangerous section of path. We  
15     met with some bike groups, and there's a little back and  
16     forth, you know, some of the experienced riders like that  
17     section, like steep, like curves, but the tourists seem to  
18     crash there a lot. So with the proposed action, we think  
19     we can solve a lot of that and make a safer and better  
20     bike path.

21           The other big piece of this project is the Dickey  
22     Day Lot, the forest service parking area. I've had a lot  
23     of comments just so far today about extending that trail  
24     another half mile, parking your cars over at the Peninsula  
25     Rec Area versus parking right there close to the

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1     reservoir. That's -- you know, some people should  
2     definitely comment on, but we feel it's, you know, kind of  
3     a tradeoff. The experience down by the reservoir's  
4     probably going to be better once this is done, if it's  
5     done, because the highway is so far removed you won't get  
6     all that highway noise. And you'll be able to ride your  
7     bike down there, and it kind of completes the lake loop  
8     and a couple different bike path connections.

9             The underpass, we shouldn't discount either. I  
10    think not having to cross a four-lane highway on a bike  
11    with the kids in the trailer is a big benefit. These two  
12    underpasses are pretty wide. They're going to be pretty  
13    appealing for all levels of bike-path users.

14            So, you know, I don't -- I'm not trying to sell  
15    the proposed action, I just think it's important to  
16    understand that a lot of thought was put into all these  
17    impacts and resources.

18            So -- and then the last one, you know, it's big  
19    for everyone. If we could build the majority of this  
20    project outside of traffic, keeps the traffic flowing for  
21    the community and we don't have so much impact on the  
22    economy, tourism, and all the rest.

23            So I probably got ahead of myself again. We've  
24    got a bunch of benefits, we feel, for the proposed action  
25    over the no-action. One of the big ones is the wetland



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1     impact. Any time we try and fill over wetlands, we have  
2     to mitigate those impacts. And unfortunately, in this  
3     area near the high school, we have a special wetland  
4     called a "fen." Those wetlands are thousands of years  
5     old, and they can't be replaced. So when you impact them,  
6     it's kind of a net loss. And so this proposed action  
7     really minimizes the impact to the fen.

8             And then there's a slew of these other benefits,  
9     so we can get into these in detail in the comments and  
10    questions part of this. I didn't want to, you know, spend  
11    a lot of time kind of describing this. I'd rather get a  
12    conversation going and get you guys the answers that you  
13    need so you can make your comments.

14            I've got a couple things on the next one I have  
15    to mention. The public comment period extends through  
16    August 8, so please, please figure out a way to get  
17    comments in. We're going to -- I think we're legally  
18    required to respond to all the comments, so it's just  
19    going to make the project better, the more input we get  
20    from the community.

21            The third bullet here shows some items that are  
22    still kind of pending. Section 4-F -- for people that  
23    aren't familiar with NEPA, is part of the National  
24    Environmental Policy Act -- well, Stephanie, you can  
25    correct me. It has to do with recreation sites, and when

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1 we have impacts to, say, bike paths or parks, it's covered  
2 under Section 4F, which is probably Section 4F with some  
3 code. So we really want to get comments back on what  
4 people think about the impacts to the recreation sites  
5 because that's still a pending part of this process. And  
6 that's that.

7 I think the time line after the comment period is  
8 over is probably, what, a couple months before the  
9 decision is made with federal highways. Is that right,  
10 Stephanie? Maybe a rough time line? So it's not a done  
11 deal, but it's looking pretty good so far. And then, you  
12 know, obviously, we'll have to evaluate everybody's  
13 comments. So getting ahead of myself again.

14 We can't proceed with final design until we do  
15 get a decision and documents signed by the feds, so the  
16 Federal Highway Administration is the one that issues the  
17 decision document.

18 We want to continue to kind of keep everybody in  
19 the loop -- excuse me -- as that progresses. We can't  
20 start the right-of-way process until we're pretty much at  
21 a kind of 80-percent design level. So that's -- excuse  
22 me -- that's not until, you know, next January or  
23 February.

24 And then this -- I want to highlight the fact  
25 that this project is a true partnership through our RAMP

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1 program. Probably not everyone's familiar with that, but  
2 there's funding -- excuse me -- identified for this  
3 project because the county and the town of Frisco have  
4 partnered with CDOT to contribute in donation right-of-way  
5 for what we're going to need to build this job, so that's  
6 pretty critical and crucial to this project's success.

7 Thank you.

8 And then, yeah, the schedule, we wouldn't start  
9 construction until most likely spring of 2016. So we've  
10 got a ton of ways to comment. You know, for me the  
11 easiest would be online, but verbally's going to be great  
12 today. Written is always going to be good for us, and  
13 then through the mail or fax.

14 So I think I've got one more slide here. We -- I  
15 don't know if we did the signup sheet or not.

16 AUDIENCE: We've got it.

17 GRANT ANDERSON: You've got it? So I don't know  
18 if, Thor, if you want to call people up to the mic. I  
19 think we're around a three-minute limit. Kind of want to  
20 keep it cordial, and we'll respond if we can to a  
21 question. Or if you guys just want to get a comment on  
22 the record, we can do that as well.

23 THOR GJELSTEEN: So just logistics-wise, if you'd  
24 like to make a comment, come on over and sign up on the  
25 sheet, and then we'll just call people in order. Kurt

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1 will bring the mic to you, and then you can go ahead and  
2 comment. So we're happy to have as many people who would  
3 like to comment. I'll just keep the sheet, and we'll kind  
4 of go from there.

5 And I think the first to comment is Leigh Girvin.

6 LEIGH GIRVIN: The first person crossed their  
7 name off?

8 GRANT ANDERSON: That's good. I'm glad.

9 THE COURT REPORTER: Can you have her repeat her  
10 name?

11 GRANT ANDERSON: Yeah, we'll have you repeat your  
12 names to help with the record.

13 LEIGH GIRVIN: My name is Leigh Girvin. I'm with  
14 Continental Divide Land Trust, and Continental Divide Land  
15 Trust holds the conservation easement on the Iron Springs  
16 Open Space. As Grant mentioned, it's a 30-acre parcel  
17 along Highway 9 across from the reservoir between Leslie's  
18 Curve and Summit High School. So someone who's standing  
19 back by one of the maps, could you point that out? Brian,  
20 you're familiar with where that is located. Kind of a  
21 fish-shaped parcel about 30 acres.

22 So the Land Trust has been a stakeholder in this  
23 conservation. When Continental Divide Land Trust accepted  
24 the conservation easement on Iron Springs Open Space in  
25 2003, we knew that major changes were coming to the open



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1 space property. The original EA for the widening of  
2 Highway 9 to four lanes which Grant talked about, that's  
3 what they're calling the no-action alternative, that was  
4 in process at the time. And when we accepted the  
5 conservation easement, we knew that those major changes  
6 were coming. The rec path would have to be moved. The  
7 widened highway would take an acre of the Iron Springs  
8 Open Space property. A fen wetland would be adversely  
9 impacted, along with other potential impacts as Grant has  
10 also mentioned.

11 In 2011 -- so that's how long you guys have been  
12 working on this, probably since before that -- and we  
13 learned about the proposal to change the route of Highway  
14 9, which is the subject of today's hearing, the proposed  
15 new route would go through the middle of the Iron Springs  
16 Open Space. And at the time, the Land Trust was very  
17 opposed to that change and voiced our opposition to the  
18 board of county commissioners.

19 Over the course of the following years, the Land  
20 Trust was engaged as a stakeholder, and we had opportunity  
21 to provide input into the new alignment that helped  
22 address our concerns and issues for the conservation  
23 values on the property.

24 Conservation easements are intended to protect  
25 open space values of the land in perpetuity. When we

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1     accept a conservation easement, we accept that  
2     responsibility, and we also recognize that conditions  
3     change over the course of forever. All conservation  
4     easement agreements include an amendment clause to address  
5     exactly those potential future changes.

6             As a stakeholder, the Land Trust has worked  
7     cooperatively with Summit County and CDOT to identify  
8     issues of concern to our organization regarding the open  
9     space property. No matter how the property changes, and  
10    it will, it is important to Continental Divide Land Trust  
11    to preserve the conservation values that the easement was  
12    originally intended to protect, and that is the scenic  
13    qualities, natural resources, such as the fen, public  
14    recreation, and maintaining a buffer and community  
15    separator between Frisco and Breckenridge.

16            At this time, the Land Trust is evaluating the  
17    EA. We're listening to comments today at the public  
18    hearing, and we will be providing formal written comments  
19    by the August 8 deadline. And no matter the outcome, know  
20    that the Land Trust is engaged in this process. We are  
21    not abandoning the conservation easement on the Iron  
22    Springs. We want this to be the best possible project  
23    that it can be.

24            GRANT ANDERSON: Thank you. Who's next?

25            THOR GJELSTEEN: Next to comment is Steve

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1 Bainbridge.

2           STEVE BAINBRIDGE: Good afternoon. My name is  
3 Steve Bainbridge. I'm a resident of Water Dance. My wife  
4 and I bought property over there and built -- we bought  
5 property ten years ago and built and moved in five years  
6 ago. In ten years -- and this is probably contrary to  
7 some of the studies -- we had noted that the sound level  
8 on this highway has probably tripled since we bought the  
9 property. And so I may be a little early, but I'd better  
10 make these statements now than have it all happen.

11           As this project gets done and it dumps down in  
12 and people head to Frisco or back up to Breck, I suspect  
13 things are going to get louder. And I just know from --  
14 in the winter, I'm a ski instructor at Breck, and I know  
15 that traffic going over to Fairplay and Alma is  
16 increasing. Construction traffic, bus traffic, truck  
17 traffic, they're all adding to the volume and making our  
18 home less and less fun to sit on the deck or even in our  
19 bedroom.

20           So what I'd like to see done would be 35 miles an  
21 hour from the hospital turnoff down to Frisco, not 50.  
22 And there are various sections of sound wall that are on  
23 tap for Water Dance, but not all of Water Dance --  
24 unfortunately, my house is not included in that. So  
25 selfishly, I'm looking for some sound wall help.

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1           Just put that on record. It's a conversation  
2 maybe for two or three years from now, but I'd rather, you  
3 know, put a stake in the ground now. Thanks.

4           GRANT ANDERSON: Thank you for that. We  
5 actually -- just so you know, we're getting together -- I  
6 think it's getting set up at the end of August, to meet  
7 with your group and the HOA there with our noise  
8 specialist to try and flush that out, kind of converse --

9           STEVE BAINBRIDGE: Yeah, my house. 4:30, the  
10 28th of August.

11          GRANT ANDERSON: Okay. Good deal.

12          STEVE BAINBRIDGE: They can hear the noise.

13          GRANT ANDERSON: Who's next?

14          THOR GJELSTEEN: Martha Mackie.

15          MARTHA MACKIE: I'm Martha Mackie. I don't  
16 represent anybody except people who like to hike, but I  
17 would like to say that moving the parking lot by what  
18 seems like a small distance of a half a mile, is a mile on  
19 a round-trip trip. It's a hot, open, barren walk from  
20 there to the lake before you even get to the area where  
21 you'd like to go hiking. And for a senior citizen like  
22 me, it adds an hour to the trip.

23                 It therefore means people with dogs can't just go  
24 and enjoy the property because they've got that extra mile  
25 to walk before they even get to it. And it means that,



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1     yes, you can bike it, but then you can't take your dog,  
2     but you would have to go on a bike ride, lock your bike,  
3     and then begin the walk if you want to walk.

4             The Peninsula is terribly important to all of us,  
5     and everybody likes to hike out there. And I don't think  
6     they're going to enjoy the hike from that recreation area  
7     all the way out along the thing before they even get to  
8     the waterside where the views are beautiful and the hike  
9     is pleasant.

10            So it seems to me it ought to be possible to lead  
11    the existing road to the parking lot and wind it and make  
12    half of it a bike path and half of it a very limited  
13    access to the parking lot for the few cars that go in and  
14    out that way because cars share the bike path in Frisco.  
15    That would not be an unheard-of situation. When you ride  
16    through Frisco, all the homes along the bike path there  
17    share it in order to get to their driveways. So I'm just  
18    asking for some reconsideration of that because it really  
19    does make a difference.

20            **THOR GJELSTEEN:** Next is Mary Parrott.

21            **MARY PARROTT:** I just have one question. Is it  
22    still possible to really define no-action as really no  
23    action to the existing situation? Is that completely  
24    locked in stone, that four-lane widening?

25            **GRANT ANDERSON:** It's an interesting question.

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1       So I guess the question that I'm hearing is would we leave  
2       it a two-lane facility from Swan Mountain Road to Frisco.

3               MARY PARROTT: Yeah, could we go back? Is it too  
4       late to go back and consider just leaving it like it is?

5               GRANT ANDERSON: I think it kind of defeats the  
6       purpose of the need of a whole corridor, you know, looking  
7       at traffic projections that we would need a four-lane. So  
8       I --

9               MARY PARROTT: Because I'm looking at, you know,  
10      traffic is --

11              AUDIENCE MEMBER: Give her the mic.

12              MARY PARROTT: -- traffic is zipping through the  
13      four-lane thing and then coming to the first stop sign,  
14      stoplight in Frisco, and really asking whether or not, you  
15      know, this really will keep traffic flow to the interstate  
16      at an optimum.

17              And secondly, even if we make it 35 miles an  
18      hour, you know people, if it's a four-lane road, are going  
19      to go faster than that. So for the safety, you know, that  
20      is gained by eliminating that curve, I think you're going  
21      to have people speeding on a still icy road. And, you  
22      know, I haven't been privy to all the original arguments  
23      for widening it, but I'm just wondering is it too late to  
24      still consider just going -- having an option just to  
25      leave it the way it is?

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1           THOR GJELSTEEN: Thank you.

2           Phil Sanderman.

3           PHIL SANDERMAN: Basically, I'll repeat  
4 Mr. Bainbridge's comments. I'm also a resident of Water  
5 Dance --

6           THE COURT REPORTER: Excuse me. I can't hear  
7 him.

8           KURT KOLLETH: Can you speak up?

9           PHIL SANDERMAN: I'm also a resident of Water  
10 Dance in the single-family home section, and I've been  
11 there for 12 years and noticed traffic has at least  
12 tripled in 12 years that what -- noise levels have gone  
13 up, and any improvements that we do would just increase  
14 the speed of vehicles.

15           So, you know, I'd ask that consideration be given  
16 to extending the proposed noise barrier to include the  
17 single-family home section of Water Dance and to lower the  
18 speed limit. There are times when I cannot exit even with  
19 the green light because cars are coming down that hill at  
20 60, 70 miles an hour or more. And the noise level, as  
21 vehicles become larger and more and more sports utilities  
22 on the road, have just increased astronomically.

23           So, you know, while I'm not opposed to the  
24 realignment, I would ask that consideration be given to  
25 lowering the speed limit and installation of noise

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1 barriers. I know that will be the subject of another  
2 meeting in August. Thank you.

3 THOR GJELSTEEN: Thank you.

4 Next is Sol Boutet.

5 THE COURT REPORTER: Sol what?

6 GRANT ANDERSON: Yeah, Sol, just repeat your  
7 name.

8 SOL BOUTET: My name is Sol Boutet, and I'm a  
9 resident of Piney Acres, which is in between Dillon and  
10 Dillon Valley. I live off of I-70 north of my place, so I  
11 can sympathize with some of the comments that have come so  
12 far.

13 But I just wanted to say that I'm generally in  
14 favor of the project. I think there's a few recreation  
15 routing bugs that need to be ironed out or maybe modified,  
16 but overall, I think it's a pretty good proposal.

17 I wanted to bring up this -- a water-quality  
18 issue, and I'm sure it's being addressed. It has to do  
19 with Dillon Dam. 40 percent of Dillon's water -- or  
20 Denver's water comes from that reservoir, and here we have  
21 an outside curve that -- what's the name of the curve --  
22 Leslie's Curve. And sooner or later, if we keep that  
23 alignment, something's going to tip over and spill into  
24 the reservoir. So I'm in favor of getting that alignment,  
25 that roadway away from the edge of the reservoir just for



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1 water-quality reasons. And so hazardous materials  
2 transport, I don't know how much we have going on Highway  
3 9, but I think it's just a good idea to get that road away  
4 from the edge of the reservoir.

5 THOR GJELSTEEN: Thank you.

6 Laura Rossetter.

7 LAURA ROSSETTER: I just have a question, and if  
8 you could provide some detail on what the location  
9 alignment setup of the bike path will be during the two  
10 years of construction or during the time period you're no  
11 longer using the existing but won't be able to use the  
12 future.

13 GRANT ANDERSON: Yeah, it's -- that's a really  
14 good question. So with that being a recreation facility,  
15 we have to maintain that use during construction. So  
16 right now, it's looking like we would set some barrier on  
17 the existing highway -- I'm not sure which side yet -- and  
18 then the bike path would be moved to behind a barrier next  
19 to the existing road so we could go build a new highway  
20 where the existing path is.

21 So that would last as long as it would take to  
22 get traffic switched on to the new road, and then we could  
23 do all our work on the existing highway to make it into  
24 the final configuration of that new bike path. So we'll  
25 maintain that connectivity the entire time. That bike

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1 path is a really important facility that we can't just  
2 close, as I should have mentioned.

3 LAURA ROSSETTER: Grant, will it be at the  
4 current width? Will you be able to maintain that width?  
5 You know --

6 GRANT ANDERSON: So the question is would it be  
7 the same as the 12-foot now, or would we reduce the width.

8 Kurt, do you remember? Do we show a 10-foot or a  
9 12-foot behind the barrier?

10 KURT MORSCHER: 12-foot.

11 GRANT ANDERSON: I think it was the current  
12 width, yeah.

13 KURT MORSCHER: But I think once we get into the  
14 final design, as you all know, we have to work within the  
15 existing road perimeter that's there. So in some areas it  
16 opens up, and we can have the full 12-foot. In some  
17 areas, we may be reduced down to 10-foot. But we have  
18 enough width there to get live traffic, barrier, and then  
19 the temporary condition of the trail.

20 GRANT ANDERSON: It's going to be tight for a  
21 little while, but it will be a temporary condition.

22 THOR GJELSTEEN: Okay. We're getting towards the  
23 end of the list. Thad Noll is next, and anybody else who  
24 would like to speak, come on back and sign in.

25 THE COURT REPORTER: Can he say his name?

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1           THAD NOLL: Good evening. I'm Thad Noll, I'm  
2 with -- the assistant Summit County manager. Amazing  
3 turnout tonight. I really want to thank everybody for  
4 coming because this is the kind of input that we'd hoped  
5 to get and that CDOT needs in order to finalize the  
6 design.

7           So as Grant said earlier, we came to CDOT with  
8 this proposal knowing that the alignment that was approved  
9 already was along the existing highway. And we really  
10 felt that the recreation experience, the safety  
11 experience, water quality and other things could be  
12 significantly improved if we took a look at this new  
13 alignment over in Iron Springs. So after a few years'  
14 worth of work, CDOT's been working with a lot of the  
15 stakeholders, the forest service, wildlife experts,  
16 Colorado Parks and Wildlife, Continental Divide Land Trust  
17 and others, really to come up with a good alternative, in  
18 our mind.

19           We believe that the recreation experience along  
20 the reservoir on the new -- on the new bike path, rec  
21 path, that will be -- that is on the existing highway,  
22 that will be one of the shining stars, I think, in our  
23 whole system. Really with access to the water, with you  
24 know, some pull-off areas where people can enjoy the views  
25 over the reservoir, the safety improvements over the

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1 existing, lessened -- lessened wetland impacts. And we  
2 really are committed to making this new bike path along  
3 the reservoir seriously one of the great stars of Summit  
4 County's already really great rec path system.

5           So we're excited about this. We have committed  
6 both property and maintenance dollars on some other things  
7 in order to provide a match to help this -- to help this  
8 project get completed. And the state transportation  
9 commission saw the project and thought it was valuable  
10 enough to provide the funding through the RAMP program  
11 which is a partnership program that CDOT is doing.

12           So we're excited about it. We will -- we are  
13 committed to working with CDOT and the Land Trust and the  
14 forest service to really come up with a design that  
15 everyone in this county is proud of in the end. We're  
16 excited. We hope that you will be, and we -- we are  
17 committed to really making this a great, great amenity to  
18 Summit County. So thanks for the time, and thank you,  
19 everybody, for coming tonight.

20           THOR GJELSTEEN: Next, we've got Robert Franken.

21           ROBERT FRANKEN: Thank you. I'm Robert Franken.  
22 I live in Frisco. I just have one question, and then a  
23 comment. What is the -- you said there is another  
24 project, alignment project, coming following this one, so  
25 what is that project going to do?



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1           GRANT ANDERSON: Yeah, so there was a little  
2           misinformation. Some people thought this project would be  
3           the last corridor project. In fact, we would have to  
4           finish from the hospital access to Main Street Frisco to  
5           complete the corridor. So there would be, in that  
6           project, three new traffic signals -- one at the hospital,  
7           the Commons, and Main Street -- and then the noise walls  
8           at Water Dance, the median, and then all of our water  
9           quality of the four would be looked at.

10          ROBERT FRANKEN: So couldn't that be rolled into  
11          the same project? I mean, is there benefit in doing that  
12          rather than messing up our traffic one more time?

13          GRANT ANDERSON: Yeah, we've tried to break it  
14          into segments, so most likely, yeah, that will be a  
15          standalone challenge.

16          ROBERT FRANKEN: One of the questions that I  
17          would ask -- and this is as much for the town of Frisco as  
18          it is for anything else -- but especially as you put in  
19          new stoplights, whether or not timing stoplights and then  
20          listing that, you know, at 35 miles an hour, you could hit  
21          every traffic light green. And -- the City of Seattle did  
22          it years and years and years ago on Highway 99, and it was  
23          incredibly successful. Everybody stayed right at the  
24          speed limit because it was the way you avoided red lights.  
25          So that's one comment.

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1           The other one is, I know -- I had a conversation  
2     with someone about the underpasses for the bike lanes. Is  
3     there going to be lighting or some way to put so that we  
4     don't have people going from bright sunlight into a dark  
5     space? So that would be my other comment.

6           GRANT ANDERSON: Thank you. I think the signal  
7     question is a good one. I'm not a traffic engineer, so I  
8     think we would look at that for sure, how to, you know,  
9     time our signals, especially on Summit Boulevard, once  
10    that all gets finalized.

11          But the second question is definitely key. The  
12    wildlife folks would like to not see artificial lighting  
13    in those, so the goal is to make them really wide. I  
14    think right now, we're looking at 16 feet wide, so it  
15    would be 12 foot for the path and then a 4-foot kind of  
16    buffer for wildlife or whatever. And the thought is these  
17    are arched structures that are pretty wide, so natural  
18    light should be getting through both ends. You know,  
19    we'll be looking at that, but I understand your comment  
20    about the tunnel effect. If we had a really small  
21    crossing, it would be an issue.

22          THOR GJELSTEEN: James Ittner.

23          JAMES ITTNER: Yeah, I'm James Ittner from  
24    Breckenridge, and I -- the best -- I've traveled Highway  
25    82 to Aspen over the years, and especially -- at the time

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1     when they were just starting that project, now, that was,  
2     according to some, the busiest two-lane highway in the  
3     entire state. And a four-lane project over there seems to  
4     be a success from the point of a traveler, of an  
5     automobile traveler. But I think they faced the very  
6     exact same problems that we face here -- the wildlife,  
7     recreational access, and private property and easements.

8             And I wonder if the success and the problems that  
9     they had with that highway and all the things that we've  
10    heard could be incorporated to our project here to make it  
11    even more of a success.

12            THOR GJELSTEEN: Thank you. I'm down to the last  
13    name, so if anybody else would like to come and sign up,  
14    please do that.

15            George Resseguie.

16            GEORGE RESSEGUIE: I'm George Resseguie. I live  
17    in Silverthorne, so I'm not affected by the noise and all  
18    that, things we've talked about. However, in Silverthorne  
19    north, we have a very rich rancher who has taken a lot of  
20    effort to make overpasses for cars and underpasses for the  
21    animals. And I think I heard you mention -- you've got  
22    this little thing on -- hopefully, you'll work with  
23    whoever's doing the work up there as much as you can to  
24    get the animals across the four lanes instead of the two.

25            THOR GJELSTEEN: Thank you. More comments?

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1                   KURT MORSHER: I just was going to ask a question  
2     regarding --

3                   THE COURT REPORTER: What's your name?

4                   THOR GJELSTEEN: Say your name, and go ahead.

5                   KURT MORSHER: Kurt Morsher, Frisco, Colorado.  
6     And -- well, my question was going to be, although Leigh  
7     went into a little bit of detail, my concerns were  
8     regarding -- well, one of the foremost -- but it sounds  
9     like this project is not going to impact the Iron Springs  
10    fen itself. Until I was kind of cleared on that, I was  
11    adamantly against that because it's a very critical area  
12    for wildlife.

13                  And although he mentioned, I was going to ask if  
14    you could maybe go into a little bit more detail about the  
15    third -- besides the two bike path underpasses, which  
16    should have a little bit of leeway for wildlife, she was  
17    saying there might be a third natural depression or so  
18    which is going to allow -- it's something height-wise and  
19    everything that's going to --

20                  GRANT ANDERSON: Yeah, no, that's a great one.  
21    So on the fen issue, absolutely, that's one of the reasons  
22    why this proposed orient is better than widening on  
23    existing because it really minimizes the impact on the  
24    fen, so that's I think huge for people that understand the  
25    difficulty in impacting fens.



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1           And then, yes, I don't know that we identified it  
2   clearly in the boards, but there is a third crossing, kind  
3   of midway, almost halfway.

4           KURT MORSHER: Yeah, that's the one.

5           GRANT ANDERSON: It's really a drainage. We'd  
6   put a culvert in, typically. But after working with CPW,  
7   forest service, fish and wildlife, all that, we're going  
8   to put an arch in there as well, and most likely get a  
9   similar size arch as the other two. And that would allow  
10  for small game, probably -- maybe elk, there's some  
11  disagreement about elk, but at least in the area the small  
12  animals that use that as a crossing.

13          KURT MORSHER: Well, but the elk is going to be  
14  critical.

15          GRANT ANDERSON: Yeah.

16          KURT MORSHER: And they do use the Peninsula, and  
17  there is going to be a tremendous impact to four-laning.

18          GRANT ANDERSON: We know we have to look at the  
19  design to see how high we can get it. We know we can get  
20  the width, but it's a question on the height. But yeah,  
21  that's a -- you know, another example where we think  
22  there's more opportunity for wildlife to pass through this  
23  four-lane than even it would be if you widen on the  
24  existing, so yeah.

25          KURT MORSHER: Well, as long as I'm up here,

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1     though, then I'll mention one or two other things that I  
2     didn't mention on the comment card. I do have to support  
3     Mrs. Mackie's assessment that with the new Dickey  
4     recreation area parking, that is going to be quite a long  
5     hike. I know I'm not as young as I used to be, my  
6     11-year-old lab is not, and this is nice to be able to get  
7     down there. I do like the idea of having safer access up  
8     at the light, but if there might be a way to integrate a  
9     gravel road or some way that maybe we could get a little  
10    bit closer to the lake.

11           And my last thing, I do have to mention, I  
12    realize change is inevitable to growth, but it sounds like  
13    with all the lights and sound walls and such, it does kind  
14    of sound like we're turning our little county into a  
15    little Jersey.

16           THOR GJELSTEEN: Would anyone else like to sign  
17    up?

18           BRIAN WILSON: Hi. My name is Brian Wilson. I'm  
19    the resident at Antler House at Farmers Corner, so I'm  
20    probably the most impacted resident of this whole project.  
21    My family and I purchased it in 1977, and I'm not really  
22    opposed to this plan, but what I would like to see happen  
23    is my cabin picked up -- we have 2.14 acres -- picked up  
24    and taken to the far northeast end of our property and put  
25    a driveway in from the water treatment plant to the cabin.

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1           Otherwise -- I know how fast people go, and where  
2           my house is now -- it's just a matter of time before I get  
3           hit by -- gets run into by a semi or -- especially with  
4           the way the road necks down now, for safety purposes and  
5           sound purposes.

6           And also, I will have to come down to the  
7           stoplight at Recreation Way to go over Swan Mountain to  
8           Breckenridge. Thank you.

9           THOR GJELSTEEN: Next. The other gentleman.

10          JOHN GAWF: I'm John Gawf. I'm in Water Dance.  
11          I just have a question about, Grant, the grade because  
12          I've been on that bike path. And it may be on the boards,  
13          but I couldn't pick it up. Is it going to go over the top  
14          of that hill, or is it going to be cut into the hill  
15          or -- sorry if it's somewhere in the display boards, but I  
16          couldn't pick that up.

17          GRANT ANDERSON: Just to clarify, you're talking  
18          the grade on the highway; correct?

19          JOHN GAWF: Yeah.

20          GRANT ANDERSON: Yeah, it's interesting. Kurt  
21          and I looked at it pretty closely because that was a  
22          concern. The elevation closer to the hospital is much  
23          higher, on the order of 100 --

24          KURT MORSHER: 100 feet --

25          GRANT ANDERSON: -- 100 feet higher than, say,

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1     where the Antler House is. So over that distance, we have  
2     a pretty good general grade, like 1 percent, until we get  
3     over to the big cut near the fen. And then I think we  
4     held a 4 and a half?

5             KURT MORSHER: 4.

6             GRANT ANDERSON: Or 4, down to the Antler House,  
7     so that's pretty gentle in our world. So, yeah, if it was  
8     going to be 7 or 8, this thing probably wouldn't have  
9     gotten so much traction. No pun intended.

10            JOHN GAWF: So you weren't going to have to move  
11     much out of there, soil out of there, dirt?

12            GRANT ANDERSON: There's a pretty significant  
13     cut, and you can kind of see it in the visual simulation,  
14     just as you get -- you know, the dirt road coming down  
15     from the old church camp? That section of hillside right  
16     there gets a pretty significant cut, on the order of maybe  
17     30 feet. But you know, we've committed to kind of  
18     studying, trying to blend those cuts in and not to scrape  
19     where it cuts in, try and make it look slightly, as good  
20     as we can.

21            JOHN GAWF: Thank you.

22            THOR GJELSTEEN: Anybody else like to sign up to  
23     comment?

24            LAURA ROSSETTER: Iron Springs Road, which you  
25     just briefly touched on, how are you going to connect



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1     that? That's a very important dirt recreational corridor  
2     between Frisco and Farmers Corner. How are you going to  
3     connect it? And then during the two years' construction,  
4     what are your plans for keeping -- allowing recreational  
5     use to still go through there, because we have already  
6     been impacted on our use by the logging. It's going to be  
7     a pretty long time if that impact continues.

8             GRANT ANDERSON: We looked at it in fairly good  
9     detail, and we think we can maintain that connection. It  
10    just won't be a direct connect to the highway anymore. So  
11    it's also used as access for utility work on those  
12    transmission wires, so we think, you know, there'll  
13    probably still be a gate there. But mountain bikers  
14    coming down will still be able to get around it like they  
15    do today, but they'll just end up on the paved path  
16    system, either go to the signal or whichever way you're  
17    going. So we'll be able to maintain it.

18            LAURA ROSSETTER: How are the admin vehicles  
19    going to get up to Iron Springs Road?

20            GRANT ANDERSON: They can get there from the  
21    hospital on that end, but I think we can still allow --  
22    I'm guessing right now -- access to the bike path in some  
23    capacity. So then they'll have to follow the bike path to  
24    where they can get back on the highway.

25            LAURA ROSSETTER: Thanks.

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1           THOR GJELSTEEN: Other folks like to comment?

2           ROBERT FRANKEN: I have one more question.

3           What's the cost difference between the two proposals?

4           THE COURT REPORTER: What's your name, sir?

5           ROBERT FRANKEN: Robert Franken.

6           THE COURT REPORTER: Thank you.

7           GRANT ANDERSON: I don't have hard numbers. In  
8           general, we looked at it, and we think they're pretty  
9           close. So there's some tradeoffs for some really  
10          expensive walls around the reservoir for some of these  
11          structures and bigger moving activities. So we really  
12          weren't basing it on costs, but we did run some numbers,  
13          and we thought they were pretty similar costs with the  
14          proposed alignment being just a little bit shorter but  
15          having maybe some more earth work. And there's some  
16          savings in working outside of traffic and that, so it kind  
17          of balances out a little bit.

18          THOR GJELSTEEN: Anybody else?

19          MARY PARROTT: Mary Parrott. So you think in  
20          summary -- could you summarize and say that what you think  
21          the advantages of this project is over the really existing  
22          thing right now? What will it help, actually, and what  
23          will be the cost?

24          GRANT ANDERSON: Yeah, so, I guess -- I think we  
25          have a slide back here, the benefits of the proposed

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1       action.

2               MARY PARROTT:  Yeah.

3               GRANT ANDERSON:  Really, the top three for me are  
4       lessened wetland impact, better opportunities for water  
5       quality --

6               MARY PARROTT:  I mean -- okay, to the present  
7       day -- the present-day situation.

8               GRANT ANDERSON:  I guess I'm lost.

9               AUDIENCE MEMBER:  The do-nothing option.

10              MARY PARROTT:  Yeah, more detail.  What are the  
11       main benefits of the new project compared to what today --  
12       today, not doing anything?  Could you summarize?

13              GRANT ANDERSON:  Really, it would be a safer  
14       section of the road if we do the proposed action versus  
15       the no-action.  I think, you know, safety's number one,  
16       and then there's all these benefits.  So --

17              MARY PARROTT:  Like what?

18              GRANT ANDERSON:  Wetlands, water quality,  
19       wildlife --

20              MARY PARROTT:  Over today's?

21              GRANT ANDERSON:  -- wildlife, permeability,  
22       recreation improvements.  There's a whole slew of them, so  
23       we wouldn't get any of those with widening on the existing  
24       alignment.

25              MARY PARROTT:  No, I'm trying to compare it to --

**State Highway 9 Iron Springs Alignment FONSI**  
**Appendix B – EA Availability and Public Hearing Documentation**

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1           AUDIENCE MEMBER: She wants the two-lane highway.

2           GRANT ANDERSON: Oh, oh, I'm sorry.

3           MARY PARROTT: Is traffic going to move faster?

4           Is --

5           GRANT ANDERSON: If we didn't do a four-lane, is  
6 what you're saying?

7           MARY PARROTT: If we didn't do anything.

8           GRANT ANDERSON: Well, I think we continue to see  
9 big backups on these holiday weekends.

10          MARY PARROTT: And you don't think we'll have the  
11 backups once they hit the traffic lights?

12          GRANT ANDERSON: No, that's kind of getting to  
13 the purpose of the project and the whole corridor to be a  
14 four-lane down to Breckenridge. There's just so much  
15 traffic --

16          MARY PARROTT: I mean, on the way back though,  
17 getting to the interstate, where we have the backups now.  
18 You think this'll be an improvement?

19          GRANT ANDERSON: I think, yeah. I mean --

20          MARY PARROTT: To them getting to the interstate?

21          GRANT ANDERSON: Yeah, absolutely. We're adding  
22 lanes, we're going to increase mobility.

23          MARY PARROTT: Well, we have four lanes now  
24 through Frisco, but there're stoplights at every -- so  
25 many feet, so these cars will still have to stop, right,



**State Highway 9 Iron Springs Alignment FONSI**  
**Appendix B – EA Availability and Public Hearing Documentation**

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1 unless we incorporate the through lane? Okay, so safety,  
2 improved traffic flow --

3 GRANT ANDERSON: Safety and mobility are really  
4 behind the purpose and need of a four-lane for the whole  
5 corridor.

6 MARY PARROTT: Okay.

7 THOR GJELSTEEN: Anybody else like to comment?

8 Okay. There's comment forms all around the  
9 tables. Yeah, please fill out a form, drop it in the box.  
10 The Website is available for comments, and we'll be around  
11 to answer questions.

12 Thanks very much.

13 (The hearing adjourned at 6:20 p.m.)

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**State Highway 9 Iron Springs Alignment FONSI  
Appendix B – EA Availability and Public Hearing Documentation**

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1 STATE OF COLORADO )

2 )SS. REPORTER'S CERTIFICATE

3 COUNTY OF DENVER )

4

5 I, SHAYNA MONTGOMERY, do hereby certify  
6 that I am a Certified Shorthand Reporter and Notary Public  
7 within the state of Colorado.

8 I further certify that this meeting was  
9 taken in shorthand by me at the time and place herein  
10 set forth and was thereafter reduced to typewritten  
11 form, and that the foregoing constitutes a true and  
12 correct transcript.

13 I further certify that I am not related to,  
14 employed by, nor counsel of any of the parties or  
15 attorneys herein, nor otherwise interested in the  
16 result of the within action.

17 In witness whereof, I have affixed my  
18 signature this 5th day of August, 2014.

19

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25

\_\_\_\_\_  
PATTERSON REPORTING & VIDEO  
Shayna Montgomery  
Certified Shorthand Reporter  
and Notary Public

**PUBLIC HEARING SIGN-IN SHEET**

**Public Hearing**

July 29, 2014 4:30 PM – 6:30 PM  
 Summit County Community and Senior Center  
 0083 Nancy's Place, Frisco, CO

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3	HOWARD BROWN			BROWN.HOWARD@GMAIL.COM
4	GERRY & CAT HUTTNER	Box 2425 FRISCO 80443	389-6175	ghuttner@colorado.net
5	SOL BOUTBT	POB 3164 DILLON CO 80435	303 842-5682	solboutbt@yahoo.com
6	Ira Cox	119 Woods Dr. Breck	913 2714362	ICOX3@kc.rr.com
7	Charlie Kercher	119 Woods Dr Breck	913 2714362	ICOX3@kc.rr.com
8	JO ANNE NADALIN	2922 OSPREY LANE SILVERTHORNE CO 80498		



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9	Luisa Stafford Summit Srs.	853 Hunter Circle Frisco	970 389 1256	_____
10	Henry Kircher	119 Woods Drive Breck	913 271 4362	fcx3@kc.rr.com
11	Tod Hunt (in Wooden Canoe Ho A Water Drive)	P.O. Box 5325 Frisco, CO 80443	970 - 668-4573	thuntjr@trcmc.net
12	Thea Tupper	Po Box 641 Frisco, CO	303-887 8832	tupperthea@ tupper@gmail.com
13	Mary Parrott	P.O. Box 4020 Dillon, CO 80435	(727) 412- 4588	canoeparrott@gmail.com
14	STEVE BAINBRIDGE	P.O. BOX 2491 520 PENMICKAY CT 80443	970-297- 8995	BAINBRIDGE.STEVE@ YAHOO.COM
15	TIM JENKINS	PO 120 FRISCO CO 80443	303-475- 2218	_____
16	HOWARD CARVER	PO BOX 2743 SILVERTHORNE, CO 80498	970-468- 7973	hcarver@comcast.net



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17	Steve & Paula Wilson	PO Box 351383 Westminster, CO 80035	303-877-3698	pe.wilson230@gmail.com
18	Donna Bagneris	PO Box 2499 Silverthorne, Co 80498	970-468-5454	
19	Don Buxton	PO Box 1795 Frisco, CO 80443	970-6683308	albarado@comcast.net
20	John & Jodi Gawf	11045 Dobbins Run Lafayette CO	303.828.3254	jgawf@mac.com
21	Jeanne Jenkins	Box 120 Frisco CO 80443	970 389-0008	
22	Jon Kirkpatrick	PO Box 1549 Silverthorne 80498	—	
23	Gay Kutz	160A Rivercrest Frisco, CO	—	—
24	Ken Blackburn	590 WaterDance Dr Frisco, CO 80443	—	—

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25	LEIGH GIRVIN <sup>Continental</sup> Trust	Land Trust	on file	director@cdlt.org
26	BRIAN D. WILSON	16359 Hwy 9 POB 802 Frisco, CO	970-390 5012	BLACKHAWKVENTURES @LYCOS.COM
27	JEANNE BROWN	440 DELAWARE BRICK	453- 6400	taylorb8@g.com
28	Kasey Provorse	PO 1108 Frisco CO 80443	668- 4380	Kaseykeg@yahoo.com
29	Carl Scofield	Breckenley Box 5457	970 453 9430	Carl@CarlScofield.com
30	Joe Moyn	331 Main, Frisco	668-7630	jmoyn@SummitDaily.com
31	A.S. Patton	24 Crystal Cove Dillon, CO 80435	214-663- 5746	patton@sbcglobal.net
32	MARCO C. SPATINI	Box 1377 Frisco, CO 80443	970-468 8065	MARCO@COLORADO.NET



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33	Amy Jacobs			ajacobs@verizon.net
34	MJ Wurster	PO Box 5278 Breckenridge CO	547-4623	mj.wurster@comcast.net
35	CÉCILE WARNER	290 TALLYHO CT DILLON, CO 80435	303-443-3648	keywestfarms@yaho.com
36	SUSAN JUERGENSMIEER	P.O. Box 1607 DILLON CO 80435	970-513-1557	wsjurgens@comcast.net
37	Karen Nielsen	PO Box 929 Frisco CO 80443	970-668-9982	Karensn2@aol.com
38	Dennis Clauer	Box 1439 Frisco CO 80443	389 5165	dennis@realestateofthestate.com
39	Thad Noll	Summit		
40	ROBERT FEUERZIEGEL	PO Box 2393 Frisco, CO 80443	970-668-0627	BobF3@me.com

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41	JOHN NIELSEN	Po Box 929 FRISCO 80443	970 668- 9982	wegesman4@aol.com
42	Laura Rossetto	PO BOX 5384 FRISCO, CO 80443	970- 390-7118	laurarossetto@msn.com
43	Kurt Moischer	Bx 1813 FRISCO, CO.	970 389-6389	kmorsch@GMAIL.com
44	James Ittner	PO Box 4197 Breckenridge		
45	Randall Mott	PO 746 Bleck		rjmott@WCS.com
46	DAVID BENSON Carol Douglass	1520-A Point Dr. Frisco		bensondaivid@comcast.net carold003@aol.com
47	Caroline McHugh	PO Box 1244 FRISCO, CO 80443		caro.mchugh@gmail.com
48	DAVID DWENS	PO BOX 2864 FRISCO 80443		DAVE@OURMTHOME.COM



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49	BRAD PROVORSE	PO Box 1108 FRISCO CO 80443	970-389-4722	bradprov@msn.com
50	David Oliver	P.O. Box 5534 Breck, CO. 80424	970-393-2802	Doliver@vailresorts.com
51	LARRIE MACKIE (EMARTHA)	PO BOX 1636 FRISCO, CO 80443	970-668-1604	LARRIEMAC@aol.com
52	Diana Cooper	PO Box 212 Silverthorne Co 80498	303-881-8151	dianacooper303@gmail.com
53	WALT KREIAT	PO BOX 307 SILVER CO 80435	970-468-8705	WKREIAT@SILVERTHORNE.ORG
54	Jan Pro	PO Box 313 FRISCO CO 80443	970-390-9590	dpins@slifersummit.com
55	MW	PO BOX 4626 FRISCO	852 668-7390	teesummit@AOL.COM
56	Joy ZPECHLIK	421 FRISCO STREET	970-668-0408	jonz@townoffrisco.com



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74 Jocelyn Mills TOWN OF FRISCO	Apoex 4100 FRISCO CO	970 6689130	jocelynmills@frisco.com
75 Nathan Nasari	Po Box 4145 Dillon CO 80435	970 406 1895	
76 Lisa Bennison Nell	PO Box 2242 Breckenridge CO 80424	970-389- 6115	lisabennisonnell@gmail.com
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82	DIANE McBRIDE	P.O. Box 2727 Breckenridge, CO 80424	970-947-7132	dianemcbride@gmail.com
83	GEORGE/KATHARYN RESSEGUIE	Po Box 1787 Silverthorne 80498	970-406-1483	gressegvie@comcast.net
84	RACHEL WINKLER/CDLT	P.O. BOX 591 BRECKENRIDGE	970-232-4683	COLO.WINKLER@gmail.com
85	Brian Lorch	P.O. Box 5660 Frisco CO	970-668-4067	BrianL@co.summit.co-us
86	DOUG HARVEY Dillon, CO	831 Summit Dr DILLON, CO 80435	468-3689	dharvey@summit.com
87	ROBERT JACOBS SUMMIT COUNTY ENGINEERING DEPT	POB 5660 FRISCO 80443	668 4212	robertj@co.summit.co.us
88	PHILIP SANDERMAN	POB 934 FRISCO (WATER DANCE)	668 4389	HAMPTONBUILDER@COMCAST.NET