



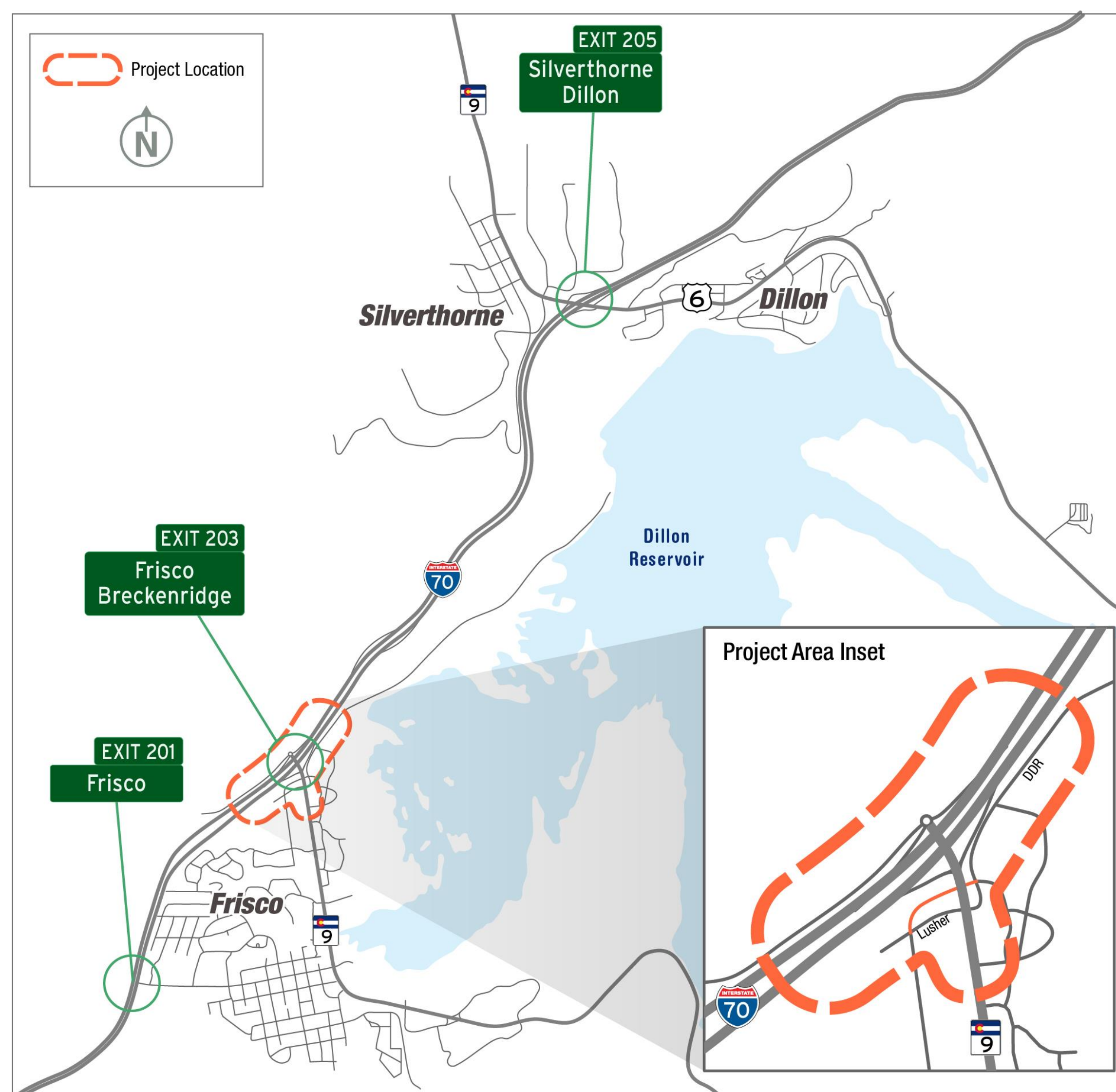
COLORADO

Department of Transportation

WELCOME

EXIT 203 (Frisco) and I-70 Design

PUBLIC OPEN HOUSE
5:00 pm to 7:00 pm



PURPOSE OF THE MEETING

The purpose of tonight's Open House is to provide information related to the CO 9 and I-70 Interchange EXIT 203 (Frisco) Project including:

- Overview and description of the project
- The goals of the Project
- The relationship to the I-70 Mountain Corridor Programmatic Environmental Impact Statement (PEIS)
- The critical success factors for the project
- A review of the current design and opportunity to comment
- The project schedule and next steps
- Gather input from the local community



PROJECT CONTEXT

In June 2011, the Federal Highway Administration (FHWA) signed the Record of Decision (ROD) for the Interstate 70 Mountain Corridor Final Programmatic Environmental Impact Statement (PEIS). This document focuses on a high-level vision of the I-70 Mountain Corridor for the horizon year of 2050.

Additional studies, including this project, are required to identify specific project alternatives, alignments, and interchange types consistent with the decisions made in the PEIS.

FEASIBILITY STUDY

A feasibility study was completed in 2020 which focused on improvements to three main study area elements:

1. The eastbound lanes on I-70 from Frisco to Silverthorne (**I-70 EB Aux Lane Project has been CONSTRUCTED**)
2. **The I-70 and CO 9 interchange (EXIT 203) (Todays Meeting)**
3. **The intersection of CO 9 and Lusher Ct / Dillon Dam Rd (Todays Meeting)**

EXIT 203 PROJECT

Safety, mobility, and operational improvements on I-70 at the Colorado State Highway 9 (CO9) Frisco interchange (Exit 203) and the adjacent intersection on Lusher Court/Dillon Dam Road (DDR) are needed.



I-70 EASTBOUND AUXILIARY LANE LOOKING TOWARDS SILVERTHORNE/DILLON (SEPT 2023)

Critical Success Factors (CSF) define the critical results or activities necessary to reach a positive or successful outcome to a project.

The feasibility study identified the following critical success factors for the I-70 Exit 203 Project:

- Address Safety and Capacity of I-70 Corridor
- Improve I-70 Corridor Operations
- Attend to the PEIS
- Consider Local Planning Efforts
- Evaluate CO 9 / Lusher Ct / Dillon Dam Road Intersection



CONTEXT SENSITIVE SOLUTIONS (CSS)

WE ARE HERE



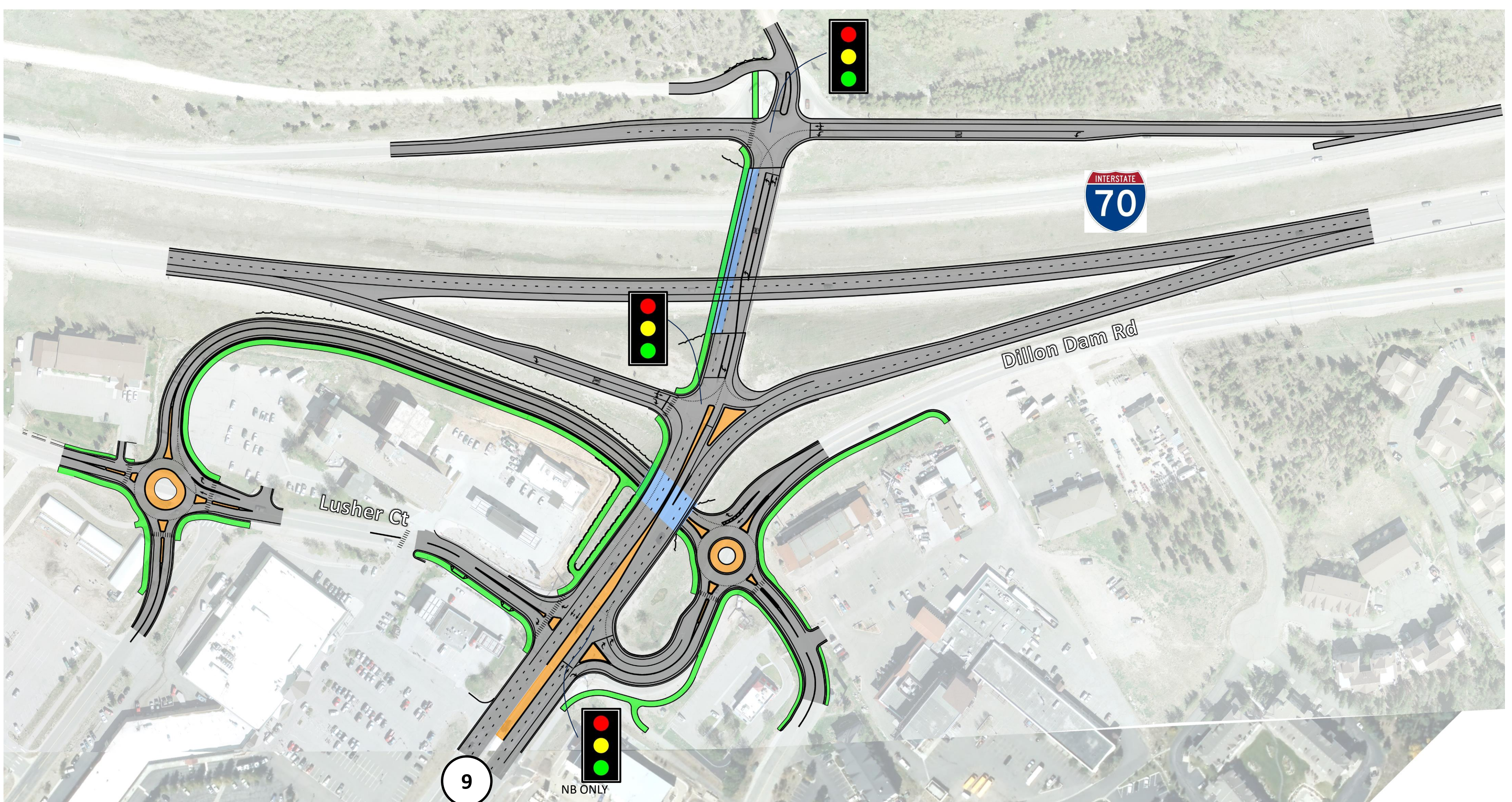
“CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.” - Federal Highway Administration

The Interchange experiences congestion during peak travel times with vehicles backing onto I-70 in the westbound direction. This project will improve capacity by widening the westbound ramps and bridge over I-70. It also improves the eastbound ramps and adjacent intersection that affect the operations. The project will improve:

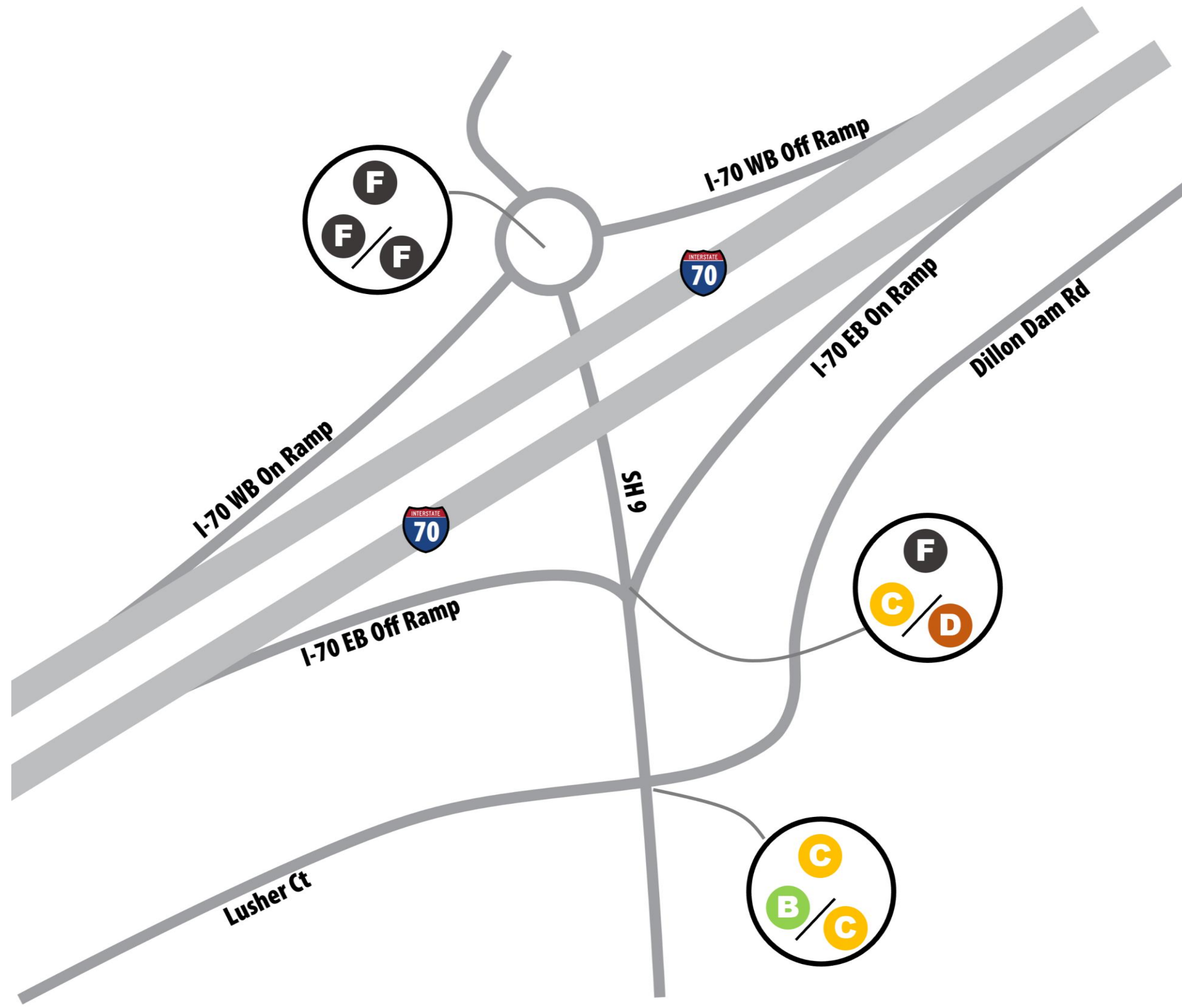
- **Mobility:** Interchange improvements enhance economic vitality and mobility by reducing travel delays caused by crashes and congestion for all users, including the freight industry and tourists. Mobility improvements help regional transit such as Bustang and Summit Stage, the local transit agency that uses I-70.
- **Safety:** The interchange improvements will increase traveler safety for all users, including new bicycle and pedestrian connections across CO 9 and I-70.

CDOT is advancing the DESIGN which includes:

- Widening the westbound on and off ramps and replacing the roundabout with a traffic signal
- Widening the existing bridge over I-70 to accommodate two-lanes in each direction and a new multi-use path
- Widening the eastbound off ramp and constructing a new traffic signal at the intersection with CO 9
- New frontage road bypass under CO9 connecting Dillon Dam Road and Lusher Court
- Modifying Access at CO 9 / Lusher Ct / Dillon Dam Road to right-in/right-out turns from and to CO 9. Displaced movements will be accommodated through the new frontage road bypass
- Add multi-use paths along the frontage road and across I-70 to existing hiking and biking destinations.



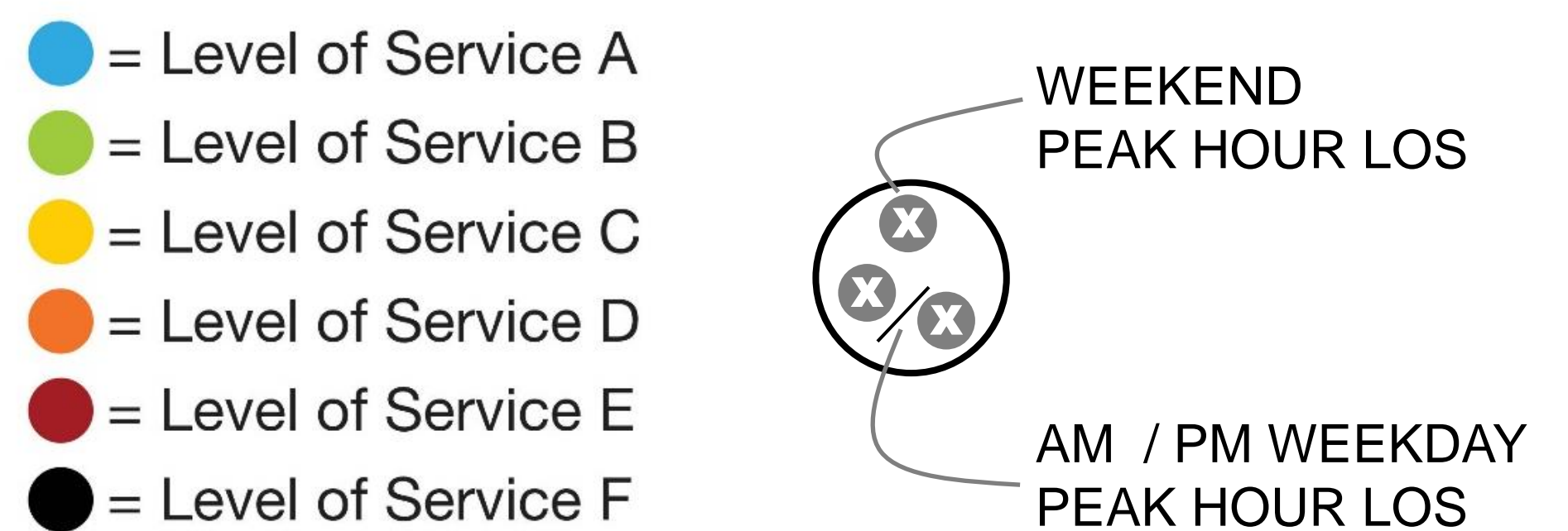
2023 Existing Configuration Operations



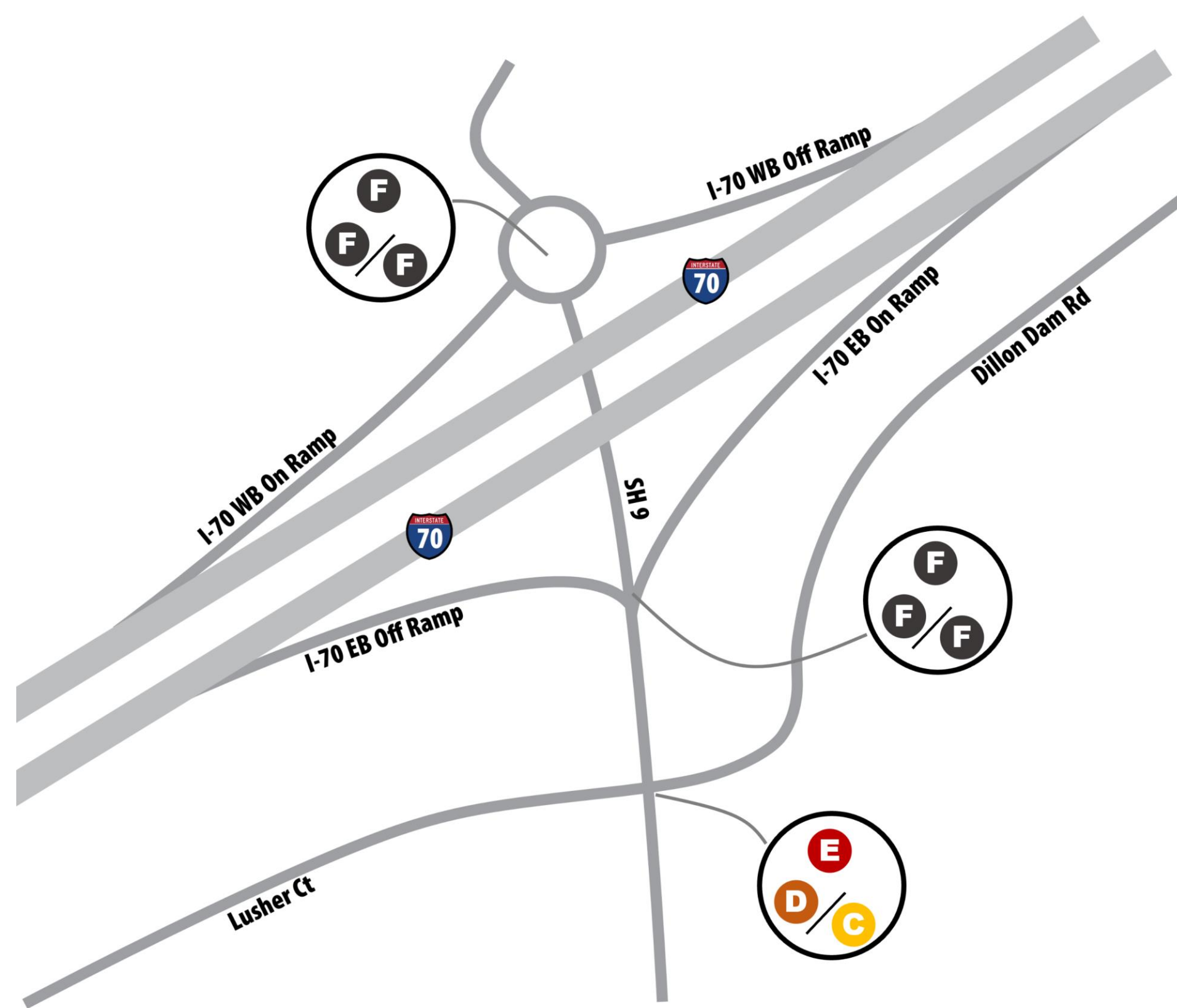
What is Level of Service (LOS)?

Level of service (LOS) is a quantitative scale used to determine how well a transportation facility is operating from the traveler's perspective.

Typically, six levels of service are defined and each is assigned a letter designation from A to F, with LOS A representing the best operating conditions, and LOS F the worst.



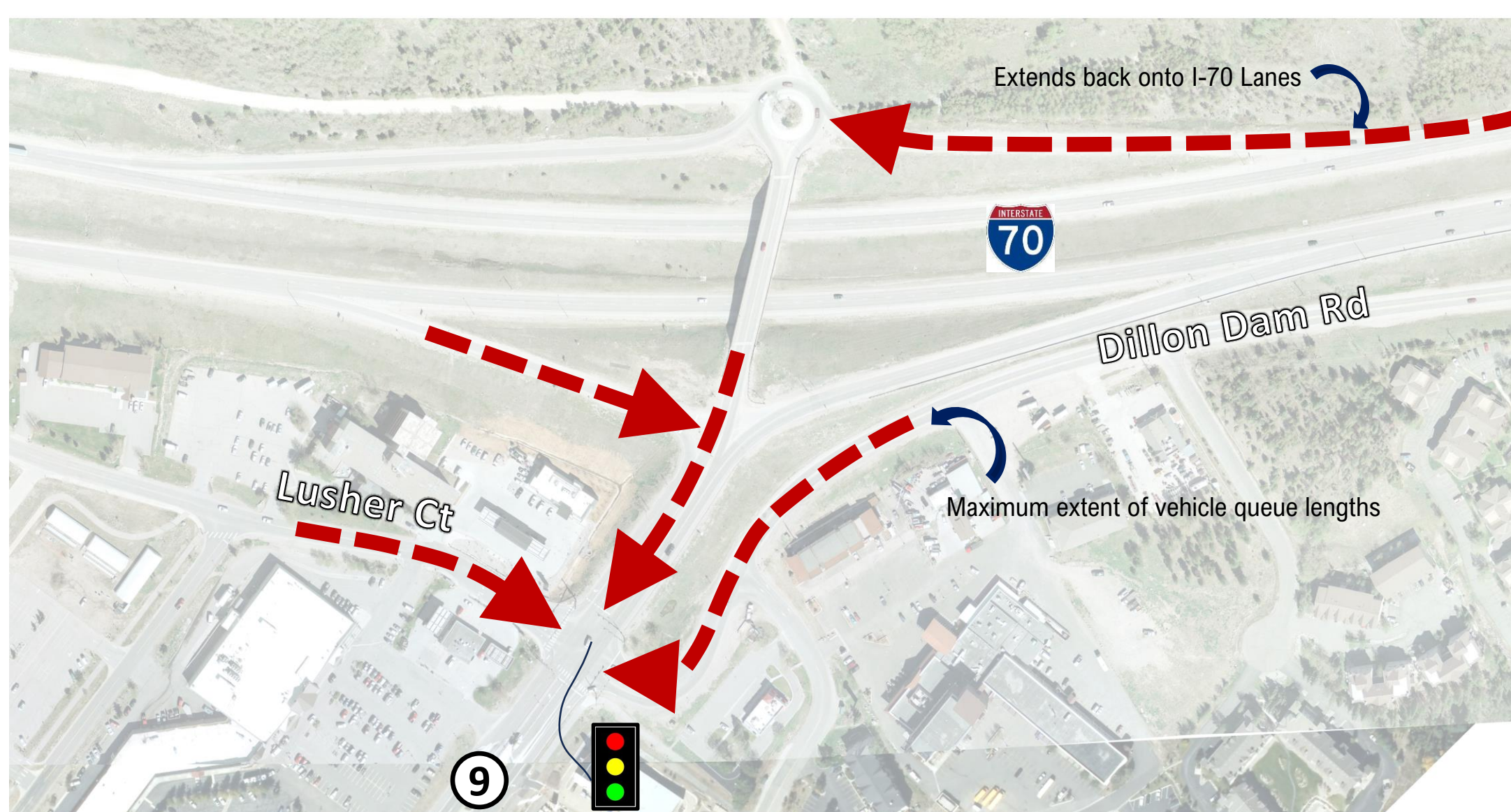
2045 Existing Configuration Operations



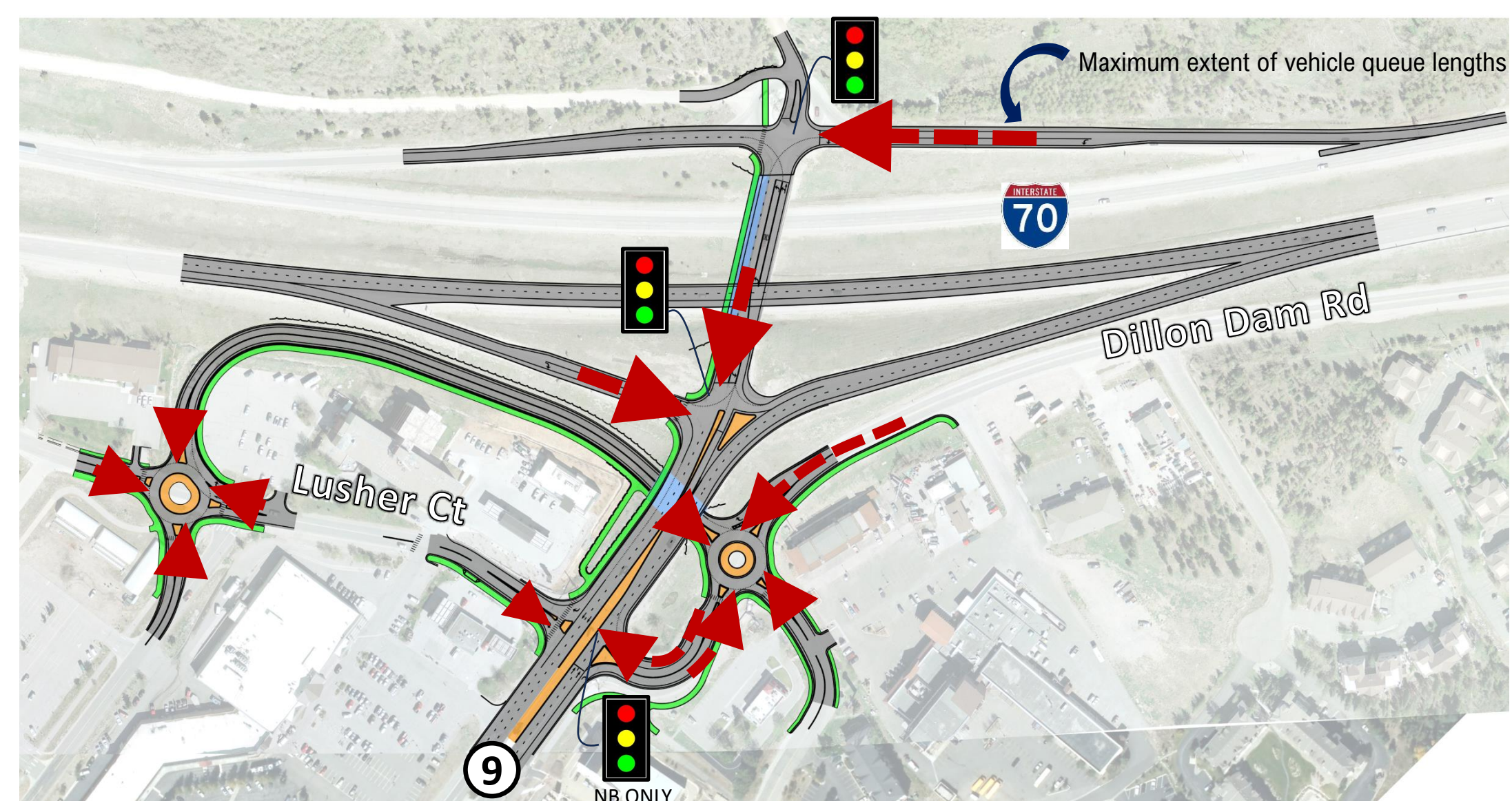
2045 Proposed Operations



2045 Existing Config. Queue Lengths (Weekend)



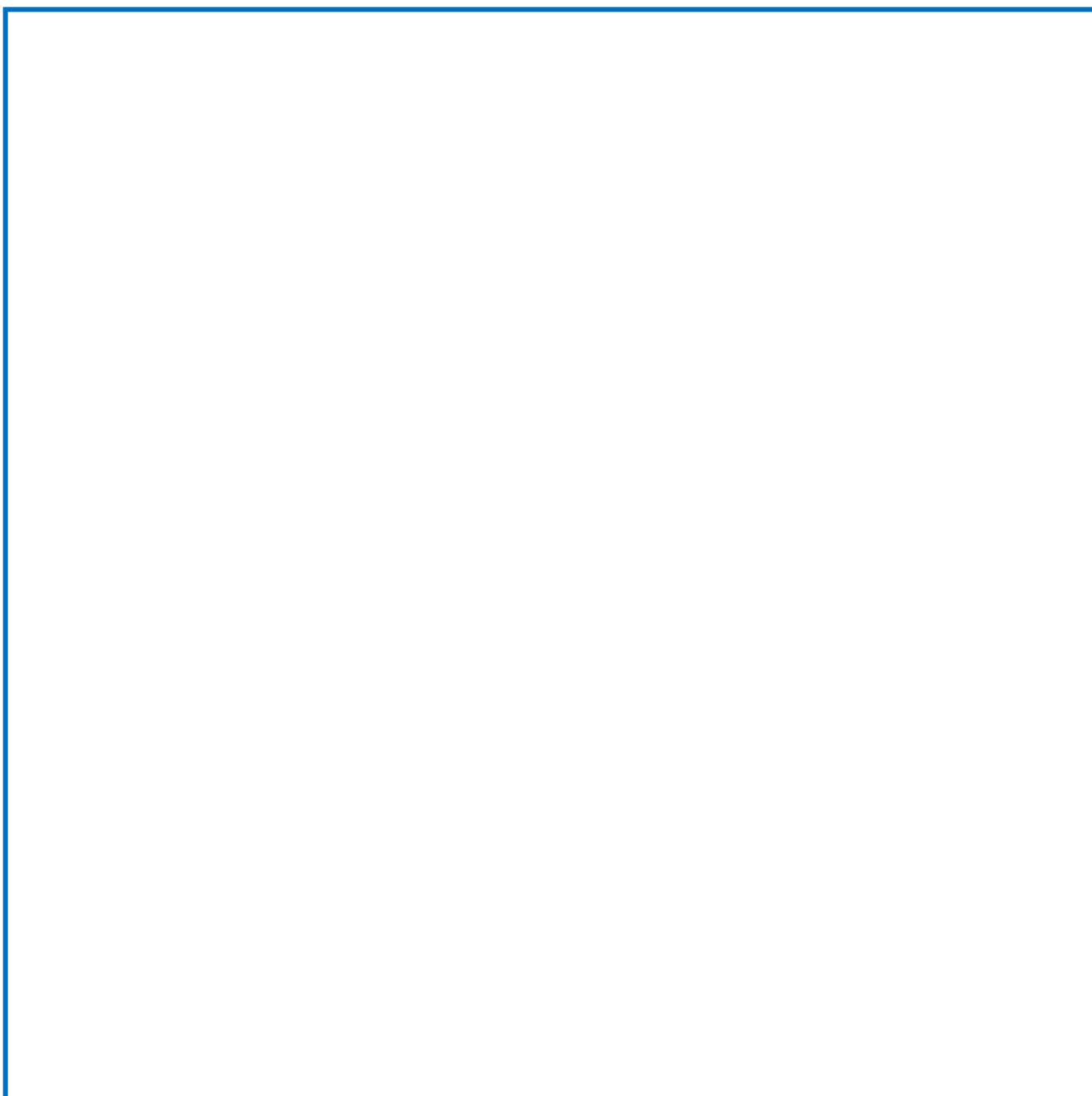
2045 Proposed Queue Lengths (Weekend)



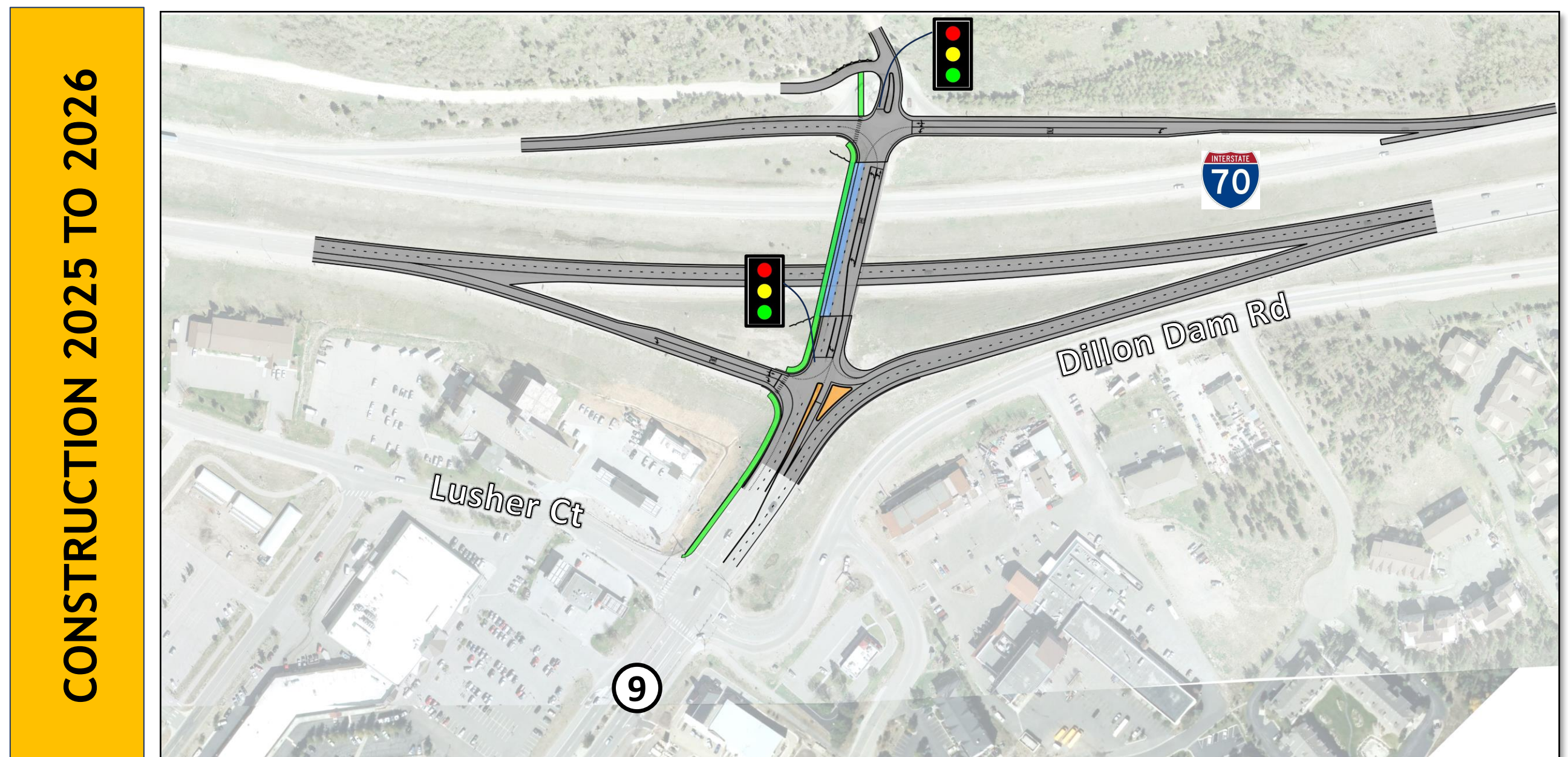
The project is identified as a priority project within the current CDOT 10-year plan. Depending on available funding the Project may be constructed in two phases with an initial phase to improve the I-70 Exit 203 interchange ramps and a second phase to construct the frontage road bypass and CO9 improvements. Complete funding will not be known until summer 2025. **WE WANT YOUR INPUT, PLACE A STICKER BELOW FOR WHICH IMPLEMENTATION OPTION YOU PREFER.**

OPTION 1:

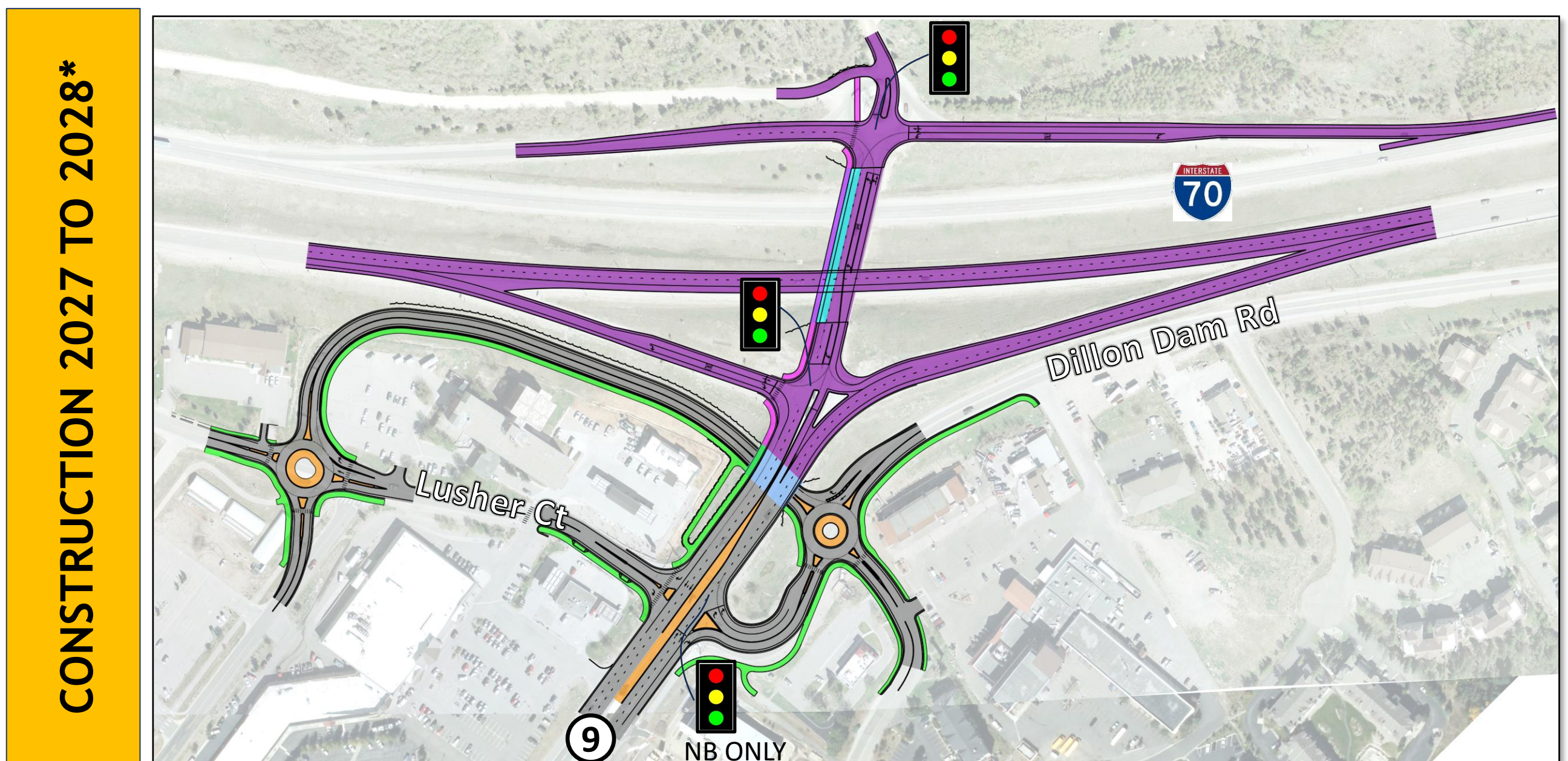
Deliver the project in 2 phases.
(Note Phase 2 timing of funding is not guaranteed)



PHASE 1 (Interchange Improvements)

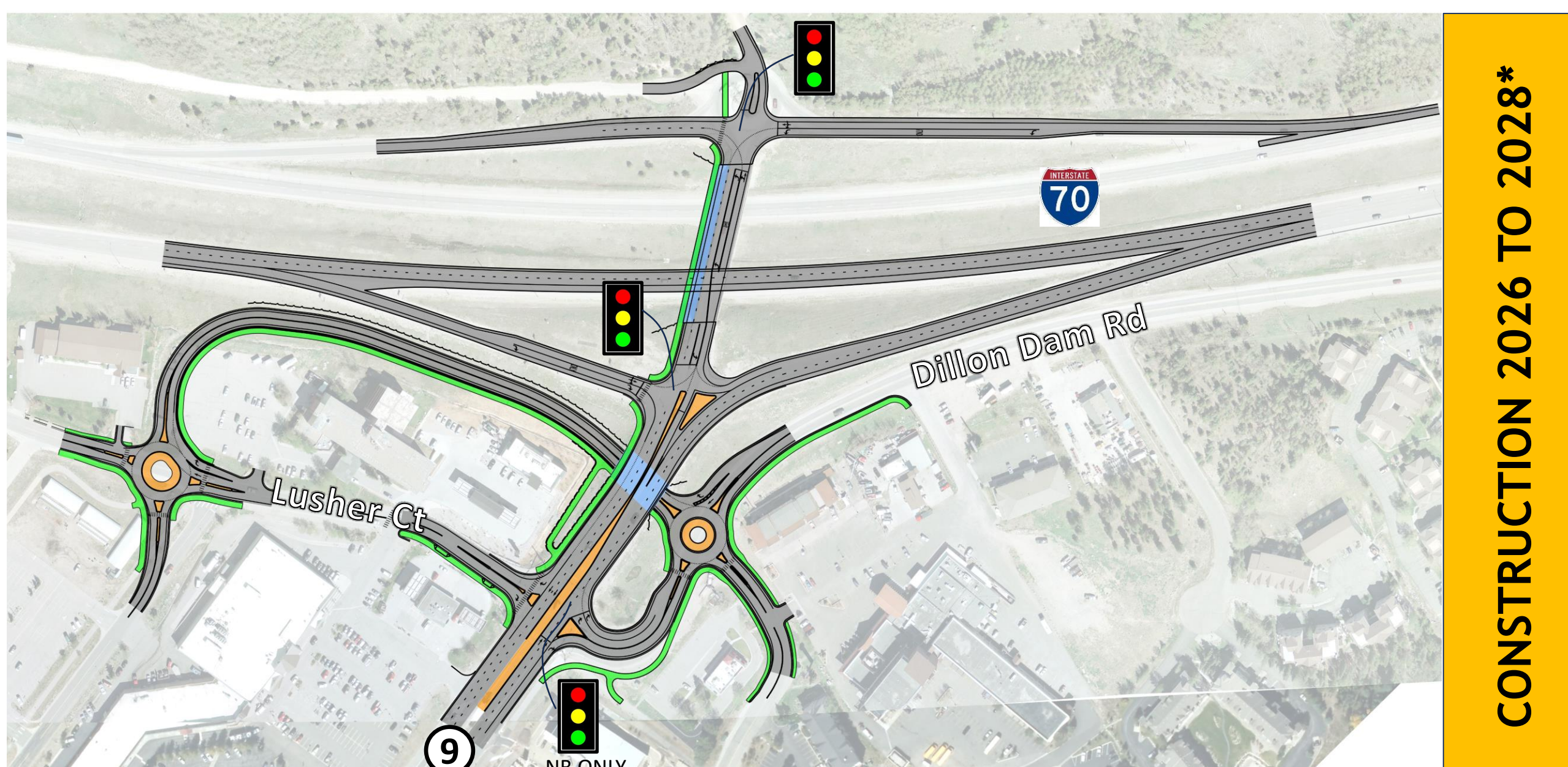


PHASE 2 (CO 9 & Frontage Rd Bypass)



* Full funding will not be known until summer 2025

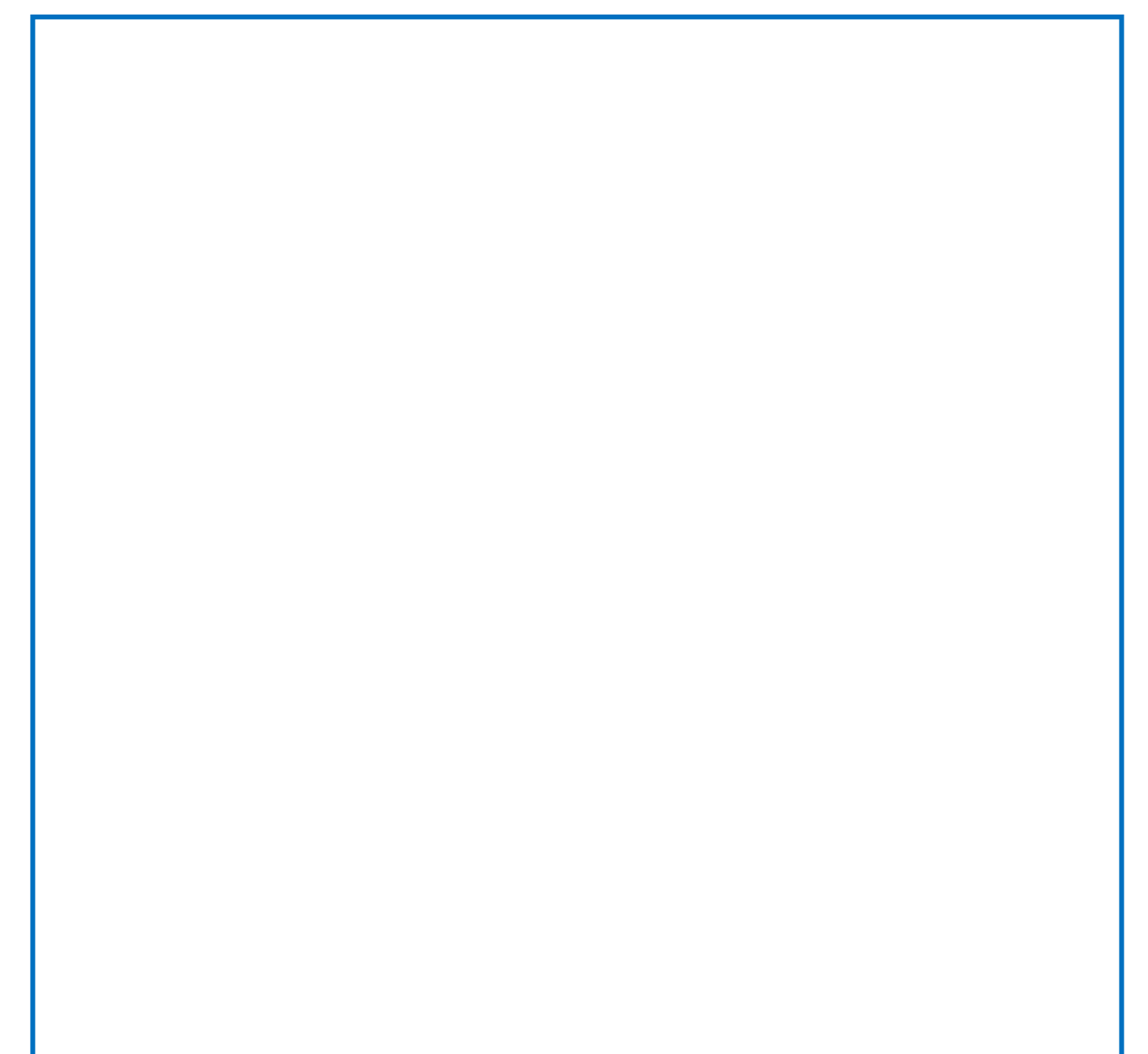
FULL PROJECT



* Full funding will not be known until summer 2025

OPTION 2:

Deliver as 1 project.
(Note Phase 2 timing of funding is not guaranteed)



As the project progresses through the Design the following NEXT STEPS for the project include:

- Environmental Clearance Process
- Right of Way Process
- Utility Coordination & Early Relocations
- 30% Design Submittal
 - Confirm 1 or 2 Construction Projects
- 90% Design Submittal
- Final Advertisement Plans, Specifications & Estimates
- Continue process for Context Sensitive Solutions

ACTIVITY	2023			2024			2025				
	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL	WINTER	SPRING	SUMMER	FALL
Conceptual Design	██████████										
Preliminary Design		██████████		██████							
Environmental Clearances			██████	██████							
Right-of-Way Acquisition				██████████	██████████	██████████	██████				
Final Design					██████████	██████████	██████				
Advanced Utility Relocations						██████████	██████				
Advertisement								██████			
Construction * #									██████████	██████████	██████
PLT/Stakeholder Meetings		◆	◆		◆	◆					
Public Meetings			◆					◆			

NOTES:
 * Advertisement and Construction are funding dependent.
 # Project may be constructed in two phases. Phase 1 would include improvements to the Exit 203 Interchange Ramps and Bridge over I-70 and Phase 2 would include the new Frontage Rd Bypass and SH 9 improvements. If constructed as one project the earliest construction completion is anticipated to be fall 2026.