



AGENDA

DATE	07 August 2018 9:00 am – 11:00 am		
VENUE	Buffalo Mountain Room - County Commons, Frisco		
MEETING TITLE	Small Group Kickoff- I70 Exit 203 and EB Aux Lane Feasibility Study		
CONTRACT NO	18-HA3-XB-00162, Task Order #1		
PURPOSE	Exit 203 and EB Aux Lane Feasibility Kickoff		
ATTENDEES	Grant Anderson CDOT R3 Resident Engineer	Randy Ready Town of Frisco	
	Martha Miller CDOT R3 Program Engineer	Tom Gosiorowski Summit County	
	David Cesark CDOT R3 Environmental	Steve Pouliot Consultant Project Manager	
	Zane Znamenacek CDOT R3 Traffic	Myron Hora Consultant Planning Lead	
	Kent Harbert COT R3 Access Engineer	Troy Halouska Consultant Environmental Lead	
	Joel Barnett FHWA	Tim Harris Consultant Principal-in-Charge	

ITEM

1.0	Introductions	10 Min
2.0	Project Background (Miller)	10 Min
3.0	Meeting Purpose (Anderson)	5 Min
4.0	Review of Scope and Schedule (Pouliot)	15 Min
5.0	Review of the I-70 Mountain Corridor CSS Process (Pouliot)	15 Min
6.0	Key Issues and Concerns (Anderson)	50 Min
7.0	Wrap Up (Anderson)	10 Min

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NOTES

1.0 Introductions

2.0 Project Background

- Project development has been coming for some time in preparations for the November 2018 ballot
 - Identified in the PEIS as interchange project – tied to Exit 205 and downhill auxiliary lane
 - Have developed partnerships with local agencies Town of Frisco and Summit County to advance the project with local funding
 - Have been working with the TPR to advance the project
- Desire is to have a 20-year life span minimum for the project – focus on long term solutions; Want a balanced, network-based approach to solutions to avoid negative impacts to SH 9 from improvements to I 70
- Short-term solutions should be looked-at and considered, but do not really want to settle for any type of bandaid solution
 - Project is partly driven by local development - Base Camp build out, Lake Hill workforce housing, etc.
 - Three projects on the ballot list, totaling \$60 million, are related – Exit 203, the EB auxiliary lane, and the Exit 205 DDI. Order of execution/project timing on the advancement of the three projects is to be determined
 - Primary goal to address I 70 issues such as back-ups on WB off-ramp conflicting with WB scenic overlook on-ramp and lane balancing for Exit 205 with SH 9 Operations a very close second goal
 - The area needs be looked at a system, consider operations for intersections south on SH 9
 - Example – the EB Ramp meter is backing up SH 9 traffic into town and disrupting other intersections
 - The biggest issue, however, is the backing up onto the interstate and interfering with the/rest area traffic
 - Need to accommodate transit, Bustang and the local service all using the interchange area
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3.0 Meeting Purpose

- Outline the public input process, discuss CSS process and PLT membership
- In identifying roles, FHWA has stated that their resource people such as Chung Tran and Stephanie Gibson will be for consult only; all decisions and communication with FHWA will go through Joel, with support from Shaun Cutting and John Cater. FHWA added that they will defer to CDOT for the development of the proper tools for the operational analysis
- In addition, Joel acknowledged the concerns about late decisions from FHWA. He will continue to be involved throughout the project
- Martha noted how important it is to take good notes during meetings. It is especially important to document any decisions made and how they were made so that when we go into NEPA, there will be a record to reference

4.0 Review of Scope and Schedule

- The project limits are I-70 MP 202 (Frisco) to MP 205.5 (Silverthorne)
- The consultant master contract identifies the entire project process from planning through delivery as a task order based approach.
The master scope includes
 - Feasibility Studies for Exit 203, SH 9 intersection, and the EB Auxiliary Lane
 - NEPA documentation
 - Interchange Approval Process (CDOT and FHWA)
 - Final Design
 - ROWThe First Task Order issued includes
 - Surveying and Mapping
 - CSS Process
 - Data Collection
 - Demand Forecasting
 - Alternatives Development
 - Environmental Overview
 - Operations Analysis
- The project schedule is in development but tentative dates include
 - Survey/Mapping - August
 - PLT #1 - early September

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- Alternatives development – late 2018
- Note that CDOT has developed a Traffic Forecasting Guidance document that will help guide the project – could be the first application of the new guidance
- The project PMP will provide guidance on how decisions are made and project meeting minutes are handled. A decision matrix may be developed to document specific project decisions. Whatever the methodology, documenting decisions is key
- It was suggested that the project team utilize CDOT's Google Team Drive for coordination of documents and activities
- In noting the traffic forecasting scope, Summit County noted that they will be issuing an RFP very soon for Development Impact Study that assesses the impact of ongoing development on the local infrastructure – including transportation. This may provide an additional resource for proposed traffic volume information (generation, phasing, buildout, mode split, distribution, etc.). Timing was noted as a key issue for the usability of the information – tentatively, the CDOT project would be in evaluation mode by mid fall.
- Traffic counts will be taken to provide updated information to the project – likely before Base Camp buildout and other major projects; seasonal adjustment factors will need to be considered as traffic counts can be significantly variable throughout the year.
- The truck parking/rest areas on I-70 were discussed as locations where operations break down as trucks merge onto I-70. Questions about adding capacity were discussed as part of this project. CDOT asserted that the issue is being handled by a separate process and would not be addressed in this project – but it would be given consideration and acknowledgement
- May need updated safety analysis for the corridor; to be conducted by CDOT if necessary

5.0 Review of the I-70 Mountain Corridor CSS Process

- This is a corridor-based approach and not focused on independent analysis of project components – i.e. the project team will be considering the impact of individual components on the network to guide the decision-making.
- Project critical success factors and goals will be focused on the network and not individual components of the project (i.e. there will not be a separate set of factors for SH 9 and for I-70).
- The PLT is not a decision-making body, but a guidance and endorsement team for the project process. The makeup of the team will be members of the project management team (CDOT and Consultant) plus individual representation from Summit County, Town of Frisco, Town of Silverthorne (potentially – CDOT to verify), and FHWA.
- Membership on the PLT is exclusive of specific interest groups and will remain relatively small
- The first meeting of the public will be a listening session to identify issues and concerns from stakeholders and the public in general
- Reiterate that there will be more opportunity for input beyond this one meeting
- Prepare the PLT members to outreach to stakeholders and gather information
- First PLT meeting will be in September
- Additional task orders in the NEPA process will engage the stakeholders through the Stakeholder Working Group, Technical Advisory Group, or Issue Task Forces as necessary to resolve issues. Members of these groups could include developers, landowners, transit providers, large employers, local agency staff

6.0 Key Issues and Concerns

- Summit County
 - The adjacent intersection on SH9 (Summit Boulevard) and Lusher Court/Dillon Dam Road is part of the project; other intersections to the south should be given consideration, but not addressed in the project
 - Trails connections and planning will impact the project as access to trailheads are improved (may change demand at Exit 203) and connections made between trails; considering connecting to the Salt Lick Gulch and Meadow Creek trailheads
 - It was noted - CDOT ROW and ROW in general around Dillon Dam Road is complex
 - The private holdings near the project corridor (Giberson Preserve) maybe challenging to accommodate some options
 - Need to consider the progression of bottleneck relief along SH 9 moving towards Exit 203 and how this last piece in the corridor may affect the operations of the corridor
- Frisco
 - CSS needs to meet the needs of both corridors, but some elements such as aesthetics may be more critical on SH 9
 - View the project as a network solution
 - Consider the Frisco and Summit County Trails Plans
- CDOT Environmental



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- Believe Environmental Overview is the right approach (clarified that this means no analysis) during the Feasibility Study
- Not aware of any significant issues
- Noise issues related to Lake Hill
- Multi-modal access; discussion around latent demand and the current observations of pedestrian traffic across I-70
- Water quality - wetlands, sand in drainages and river- is an item to pay attention to during environmental phases
- CDOT Access
 - Must consider the redistribution of traffic and how to manage the inflow to the Dillon Dam Road intersection
- FHWA
 - Stay focused on safety and capacity of the I-70 corridor
 - Pay attention to the I-70 PEIS
 - Lane balance at Exit 205
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7.0 Wrap Up

- Patrick Chavez is not available Tuesday and Wednesday, but typically available Fridays.
- Meeting times will be moved back to 10 am to better accommodate the project team coming from Grand Junction.
- Until other space becomes available, project meeting will be booked at the same location (County Commons)
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ACTION ITEMS

- Distribute Meeting Notes Steve Pouliot 8/14/18
- Request status of I-70 Safety Analysis within project limits Kent Harbert 8/14/18
- Set up Google Team Drive Grant Anderson 8/16/18
- Verify participation of Silverthorne in the PLT Martha Miller 8/16/18
- Verify LIDAR useability from Summit County GIS for project Steve Pouliot 8/30/18
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