



AGENDA

DATE	03 May 2019 10:00 am – 12:00 am		
VENUE	Conference Room, Mountain Residency, 1198 S. Adams Ave., Silverthorne		
MEETING TITLE	PLT #3 - 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		
ATTENDEES <i>(attend by phone)</i> <i>(invited did not attend)</i>	Grant Anderson Patrick Chavez Jacob Rivera Jeff Goble Margaret Bowes Casey Albano Tim Harris Myron Hora Steve Pouliot David Sprague	CDOT R3 Resident Engineer CDOT Operations and Maint. CDOT R3 Project Engineer Town of Frisco I-70 Mountain Corridor Coalition Consultant Roadway Engineer Consultant Principal-in-Charge Consultant Planning Lead Consultant Project Manager Consultant Traffic Lead	<u>Martha Miller</u> CDOT R3 Program Engineer <u>Zane Znamenacek</u> CDOT R3 Traffic <u>Rebecca Atkins</u> CDOT R3 <u>Tom Gosiorowski</u> Summit County <u>Troy Halouska</u> Consultant Environmental Lead <u>Robyn Kullas</u> Consultant NEPA Lead <i>Bentley Henderson</i> Summit County <i>Joel Barnett</i> FHWA <i>Diane McBride</i> Town of Frisco <i>Ryan Hyland</i> Town of Silverthorne
ITEM			
1.0	Introductions		5 Min
2.0	Project Update (Anderson) · Project Funding · Public Meeting review · Project strategy for next task order		30 Min
3.0	Review of Work (Consultant Team) · Planning – I-70 2045 ADT – CO 9 2045 ADT – 2045 Turning movements CO 9 · Traffic – 2045 Operations analysis - Baseline – 2045 Operations analysis - concepts development · Roadway (Concept Alternatives) – EB Aux Lane – Interchange (2)		50 Min

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	— Potential Phasing options	
4.0	Review of the Project Schedule (Pouliot)	10 Min
5.0	Next Steps (Anderson)	5 Min
NOTES		
1.0	Introductions	
	<ul style="list-style-type: none"> • Project Update • Review of Critical Success Factors <ul style="list-style-type: none"> — Address Safety and Capacity of I-70 Corridor — Improve I-70 Corridor Operations — Address the I-70 lane balance at EXIT 205 — Attend to the PEIS — Consider Local Planning Efforts — Evaluate SH 9 / Dillon Dam Road Intersection • Project Funding: <ul style="list-style-type: none"> — Martha: CDOT has FY 2019 D-Phase (design) funding of \$250k from the Regional Priority Program (RPP) and an additional \$500k from Senate Bill 1 (SB1). There is an additional \$750k in C-Phase (construction) funding for FY 2022. — The planned Surface Treatment project from Frisco to Silverthorne project has \$5.5M in C-Phase funding of which part could be used to address some of the safety study recommendations such as signing and additional guardrail – but not necessarily any project from the feasibility study. • Summary of Public Meeting held 2/20/2019 <ul style="list-style-type: none"> — There was generally good support from community with good comments regarding the options presented. — The public wants to see change and improvements to the project corridor with little environmental impact. — There were concerns on pedestrian access, how to tie-in to 205 (weave), and CO 9/Dillon Dam Road capacity in the future. • Project strategy for next task order <ul style="list-style-type: none"> — Grant: CDOT met with FHWA prior to the PLT. Joel reiterated his concern about the speed differential on WB I-70 as a result of the backups from the roundabout; focus on the safety of the operations in the corridor. FHWA understands the 20-year horizon, but if CDOT is not able to construct, then CDOT must consider the short-term fix. The project team will keep our eye on the 20-year plan and focus on phasing the project to not prelude longer term solutions. 	
2.0	Review of Work	
	<ul style="list-style-type: none"> • Planning <ul style="list-style-type: none"> — Methodology for forecasting demand was approved in the Travel Demand Forecasting Approach memo. — The December 2017 volumes used for the forecasting basis equals the 30th hour design volume used to project future capacity. This was a criterion to verify as given by the PLT in November meeting. — The project team forecasted traffic volumes out to 2045 to be consistent with CDOT planning. <i>NOTE: The project scope of work indicates a 20-year forecast horizon will be used – or a planning year of 2040. It is the intent of the project team to honor the 20-year planning horizon in the scope of work for the purpose of decision making and alternatives development.</i> — Forecast volumes and turning movements were verified against current planning documents including Silverthorne Interchange PEL, Lake Hill TIS and Base Camp TIS. — Turning movements were also verified with CDOT R3 to be consistent with current interchange travel patterns. — Margaret requested that volumes be forecast to 2050 to be consistent with other I-70 Mountain Corridor studies. The team agreed to do so for information only, but that the planning horizon for decision-making is still 2040. • Traffic 	

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- The project team only evaluated 2045 PM volumes only since it is the worst-case condition; The team also conducted an operations phasing analysis for 2025, 2035 to identify potential project phasing.
- WB I-70
 - 2045 No Action analysis of WB I-70 shows a progressive failure on I-70 from 2025 to 2045 from Exit 205 to Exit 203.
 - With improvement options at the interchange (see PLT presentation slides) the I-70 phasing analysis indicated an improvement in operations and a safety benefit through the 20-year planning horizon (2040).
- EB I-70
 - 2045 No Action analysis of EB I-70 shows progressive failure on I-70 from 2025 to 2045.
 - With the addition of the auxiliary lane on EB I-70, the I-70 phasing analysis shows a substantial improvement in operations and a safety benefit through the 20-year planning horizon (2040).
- Martha: The current I-70 v/c ratio provided by OTIS is calculated to be greater than 1, which would mean the LOS is already failing. This is not reflected in the team's analysis. David: It is possible that the OTIS calculation used a much lower capacity per lane value than the project team. The project team used 1100 vehicles per hour per lane (vphpl) versus the 900 vphpl with a grade. We will verify the difference.
- Interchange improvements
 - The analysis of the improvement options at the WB ramp/intersection improvements (roundabout or signal) show that they would provide a safety benefit through the scoped 20-year planning horizon (2040) for the interchange.
- Lusher/ Dillon Dam Road (DDR)
 - Existing conditions and the No Action 2045 analysis shows LOS F for Lusher/ Dillon Dam Road (DDR). The team did not pursue Lusher/DDR options that eliminated access or forced improvements on 10-Mile Road.
 - However, the team evaluated interchange and signal timing improvements on CO 9 that provided improved LOS for Lusher/DDR through 2035.
 - The project team indicated that the Lusher/DDR intersection can only be improved long-term (beyond the 15 years/2035) if signal phases or approach movements are removed from the intersection. This includes EB/WB through movements or left turn movements.
 - Frisco indicated that there are options to consider on 10-Mile Road, including removing the curved alignment on DDR by using the space between the KFC and the Starbucks (i.e. a straightened alignment from Lusher across CO 9).
- PLT: pedestrian access is important to the area and that there is minor foot traffic across the bridge, but more significantly, there is pedestrian crossing activity across I-70.
- PLT: If no room is allowed on the bridge, can a pedestrian bridge be built that is aligned closer to transit center and trailhead? This is likely the destination for the pedestrian traffic - between the trailhead and Base Camp.
- Roadway
 - Design options at the interchange were presented in concept form and include:
 - WB ramp storage lane; single lane exit with a two-lane intersection approach
 - WB ramp two-lane roundabout or signal
 - Exit 203 bridge restriping for two SB and one NB lane (consider separate pedestrian crossing)
 - SB left turn lane or restrict SB left turn at the EB ramp
 - optimized signal operations along CO 9
 - Design options for the EB aux lane include: extending the auxiliary lane from EXIT 203 to EXIT 205, provide a merge and diverge from Chain-up/Scenic Overlook, balance inside/outside alignments, and maintain exit lane balance at EXIT 205

3.0 Review of the Project Schedule

- Moved the date of the next public meeting to August and moved the PLT meeting to late July

4.0 Next Steps

- Develop Task Order #2 with a short-term focus, NEPA, 1601, IAR/MIMR, 30% design
- Technical Team Assignments (for the next Task Order) to provide input in the design process

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ACTION ITEMS

- WSP: Check OTIS for V/C Ratio being greater than 1 within corridor. May 30
- WSP: Concept layouts for Lusher Ct to eliminate phasing and/or Dillion Dam multiple accesses. June 14
- CDOT: Organize internal meeting before next PLT to discuss next steps..... June 29
- WSP: Prepare 2050 forecast volumes for information only May 30
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DISTRIBUTION: Attendees

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