



COLORADO

Department of Transportation

Region 3
Mountain Residency
PO Box 2236
Frisco, CO 80443

22381 PLT #2 Meeting Agenda

Project Name: EB I-70 Auxiliary Lane Frisco to Silverthorne
Project No. NHPP 0702-383

Scoping Location: Online

Scoping Date & Time: Wednesday May 27, 2020 @ 2:00 pm - 4:00 pm

Google Video Conference: link attached to invitation

1. Introductions
 - 05/26 Call: Small meeting for those who couldn't attend on 05/27. Margaret Bowes (I-70 Coalition), Tracy Sakaguchi (CMCA), Elissa Slezak (CPW), Grant Anderson (CDOT), Scott Harris (CDOT), Corey Lang (WSP)
 - 05/27 Call: Tom Daugherty (Silverthorne), Anna Bengston (USFS), Tom Gosiorowski (Summit County), Mark Bunnell (CDOT), Grant Anderson (CDOT), Scott Harris (CDOT), Jeff Bellen (FHWA), Michelle Cowardin (CPW), Dan Burroughs (Dillon), William "Fritz" Homann (CDOT), Dave Cesark (CDOT), Corey Lang (WSP)
2. Feasibility Study Update
 - a. Frisco Town Council Presentation May 26, 2020, possible BOCC attendance as well -
 - i. Presented at Virtual Meeting to Town Council and BOCC.
 - ii. Supportive comments on the Revised Concept. Some questions on autonomous vehicles, was planned workforce housing development accounted for.
 - b. Tentative Virtual Open House - Post on June 10th
 - i. PUBLISH TO WEBSITE - Not Live, recorded and posted for comments
 - ii. Finalize Feasibility Study
 - iii. To Close out Feasibility Study: Check in with PLT on lessons learned. Jacob Rivera will send email to PLT members requesting lessons learned during the Feasibility Study CSS process
3. EB Aux Lane Project Overview - \$24 M (Program costs) in SB 267 Funds
 - a. Addition of EB Auxiliary Lane between Exit 203 and Exit 205
 - b. Widen Structures
 - c. Overlook Access
 - d. 205 Chain Station
 - e. Wildlife Fencing - Not included in original budget estimate for SB 267. Potential for Wildlife Grant funding. Scott to discuss application and timing for this Wildlife Fencing with Dave Cesark.
4. EB Auxiliary Lane Project Design Schedule
 - a. Scoping Meeting: May 14, 2020
 - b. FIR Meeting: December 2020
 - c. ROWPR: January 2021
 - d. FOR Meeting: June 2021
 - e. Advertisement: October 2021



- f. Construction in 2022 - Depending on Funding. SB 267 funds in years 3 and 4 are uncertain and likely have disappeared. CDOT is still set to complete design so the project is ready for any funding. The scoping design cost estimate is higher than the original SB 267 funding. As the design is advanced options to reduce costs and design to budget will be investigated.
5. CSS Documentation
- a. Approve Charter
 - i. Core Values
 - ii. Goal and Critical Success Factors
 - i. PLT members did not have any comments on the final charter documents. If any PLT member has any comments, please email Scott.
 - b. ITF Team Review - Meetings in July.
 - i. Stream and Wetlands Ecological Enhancement Program (SWEEP)
 - ii. A Landscape level Inventory of Valued Ecosystem components (ALIVE) - Will include proposed wildlife fencing
 - iii. Bridges and Walls - Will include discussion of impacts to the existing Old Dillon Reservoir siphon
 - iv. Scenic Overlook/Chain Station
6. Design Review - WSP presented the scoping design for discussion purposes. The limits of the project begins at the current painted gore where the existing two lane Exit 203 on-ramp connects to I-70. The auxiliary lane would continue from this on-ramp through the Exit 205 interchange connecting to the existing EB auxiliary lane developed from the Exit 205 EB on-ramp. The presentation included reviewing design plots which include inside widening option, outside widening option, the three concepts for the Exit 205 off-ramp, proposed improvements to the EB scenic overlook pull off, scoping location of wildlife fencing, and bridge widenings. The widening options were looked at in more detail near the existing Old Dillon Reservoir underground siphon. Discussion notes on each are shown below.
- a. Review Widening locations
 - i. It was noted that outside widening through the exit 205 interchange is not being developed because the impacts to the surroundings including the existing Stephens Road and Straight Creek would be adverse. In addition to the inside only and outside only widening options, a potential hybrid option was explained which would include mostly inside widening, but through the constrained area at the top of the hill, east of the scenic overlook on-ramp merge the widening would shift from the inside to the outside and then shift back inside by the curve approaching the Blue River Bridge. This would limit the length of the inside widening that would require cable rail (~3000 feet) and limit the retaining wall needs for the outside widening near the existing siphon.
 - ii. Tom Gosiorowski noted that the inside option would minimize overall disturbance to existing vegetation and trees, and in his opinion that is a better option in this segment of I-70. Grant Anderson mentioned that more discussion with maintenance about the use of cable rail in the median.
 - b. Exit 205 Off-Ramp
 - i. The three options were discussed. Traffic analysis is ongoing to confirm if a single lane exit ramp (option 3) would operate acceptably with 2045 volumes. Option 1 and 2 are both two lane exit ramps similar to the existing configuration, but they both meet current design standards. The difference is in the assumed queue length, where vehicles would be stopped in 2045. Option 1 assumes no change to the existing signalized intersections; Option 2 assumes construction of the DDI option on US 6.
 - c. Scenic Overlook
 - i. The scoping design includes improvements to the off-ramp to the overlook and on-ramp back to I-70 to include appropriate deceleration and acceleration length. The scoping design includes additional large truck parallel parking on the outside on each side of the existing car parking spaces. This would add 4-6 truck spaces. No new car spaces would be added, but the project would replace/improve the existing curb and gutter and sidewalk at the overlook.



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- d. Chain Stations
 - i. The existing chain up parking spaces on the east side of Exit 205, would not be impacted. The weave operation from I-70 to these spaces would be the same as existing with trucks weaving from the outside through lane across the ramp acceleration lane to chain up parking (currently trucks weave from outside through lane across the existing aux lane to chain up parking).
 - e. Bridge Widening
 - i. The bridge over the Blue River and the bridge over US 6 will be widened into the median. The final width of the Blue River Bridge widening is dependent on the final Exit 205 off-ramp design.
 - ii. It was noted that CDOT will be looking at all of the existing rehab needs to these bridges in addition to just the bridge widening. This includes expansion joints, drainage, railings, pier protection. Tom Daugherty mentioned that Silverthorne was looking at the existing sidewalk railing along US 6 and potential need for repairs or replacements. Grant Anderson requested any information on the existing retaining wall on Stephens Way at the east bound abutment of the Blue River Bridge. It is believed some of the wall is a soil nail wall. The design team needs to understand the limits of those soil nails.
 - f. Wildlife Fencing
 - i. The scoping design includes wildlife fence along the existing right of way. It was noted a planned trail on the north side near Exit 203 could require crossing the right of way line and fencing. Additionally, there are several social trails that meander in and out of the right of way that will need to be discussed to avoid impacts to existing recreation uses. It is assumed the eastern limits of the wildlife fence will be the western end of the Blue River Bridge, but this will be discussed during ITF meetings.
7. Mountain Corridor Design Criteria
- a. Side Slope
 - i. Potential CSS exception of side slopes steeper than 2.5:1. It was noted many of the existing cut slopes are 2:1 and have revegetated well. As the final configuration is defined the use of 2:1 vs. 2.5:1 will be evaluated and if necessary, an exception will be requested. Exhibits and justification will be developed on the final configuration for PLT concurrence.
 - b. Vertical Cuts
 - i. Depending on the final configuration there could be cuts/fills that exceed the 40 vertical feet criteria. It is likely this would be for a very short stretch. If the final configuration exceeds this criterion an exception will be requested. Exhibits and justification will be developed on the final configuration for PLT concurrence.
 - c. Widening to Median
 - i. Widening to the median would not preclude any future rail/guideway option in this area. Most of the project has a very wide median. Exhibits and justification will be developed on the final configuration for PLT concurrence.
 - d. Bridges
 - i. It was noted that since the scope is to widen the bridges the abutment design criteria and use of slope paving would not be met and will require an exception.
8. Next Steps and Meetings
- a. Future meetings to coincide with Design Meetings



- i. Open House - June 2020 (anticipated)
 - i. Meeting will be virtual with a recorded presentation. Posted on CDOT's website for the project.
- ii. ITF meetings June/July 2020 -
 - i. All ITF's will be on one day. Scott to send possible dates out for input.
- iii. PLT #3 After FIR Dec 2020/Jan 2021
- iv. ITF meetings Jan/Feb 2021
- v. PLT #4 After FOR June/July 2021
- vi. Open House - Final Project and construction schedule
- b. Monthly update emails for PLT (first week of the month)