



COLORADO

Department of Transportation

Region 3
Mountain Residency
PO Box 2236
Frisco, CO 80443

22381 ITF #1 ALIVE Agenda

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

ITF Location: Online

ITF ALIVE Date & Time: Tuesday July 14, 2020 @ 10:00 am - 12:00 pm (Total Meeting Time 10:01 am - 11:04 am)

Google Video Conference: link attached to invitation

Project Webpage: <https://www.codot.gov/projects/i70-exit203-interchange-frisco>

1. Introductions

- Scott Harris - CDOT PM
- David Cesark - CDOT Environmental
- Vanessa Henderson - CDOT Environmental
- Cinnamon Levi-Finn - CDOT Environmental
- Jeff Bellen - FHWA
- Anna Bengtson - USFS
- Elissa Slezak - Colorado Parks and Wildlife
- Kristin Salamack - USFWS
- Michelle Cowardin - Colorado Parks and Wildlife
- Dan Burroughs - Town of Dillon
- Jeff Goble - Town of Frisco
- Tom Daugherty - Town of Silverthorne
- Corey Lang - WSP
- Casey Albano - WSP
- Ryan Balchuck - WSP
- Korby Mintken - Pinyon

2. EB Aux Lane Project Overview

a. Review Scoping plan

- i. Looked at Inside Widening, Outside Widening, and Hybrid Widening Options
- ii. Inside Widening - less of an impact compared to all three
 - i. Will include improvement to Exit and Entrance ramp for EB Scenic Overlook/Chain-Up Area.
 - ii. Where EB reaches peak height of grade difference over WB, implementation of cable rail for about 3000'.
 - iii. Improving 205 Exit Ramp to bring up to standards including widening Blue River Bridge -15'-19' max to the inside.
 - iv. Widening 205 bridge over US 6
 - v. Improving 205 Entrance Ramp to become acceleration lane.
 - vi. Tying back in around existing short section of noise wall east of 205.
- iii. Wildlife fencing (final location TBD) following ROW as of now from Exit 203 to 205.



- iv. Hybrid Widening - minimize impact to Dillon siphon while lessening length of inside cable rail.
 - i. Wall at siphon ~300' wall ranging from ~5'-7' exposed height
 - ii. Adds impact to vegetation on outside through transitions, will need to look at.
 - v. Inside and Hybrid both fit within ROW.
 - vi. Improvement to Scenic Overlook adds additional truck parking and updates exit and entrance ramp to meet criteria.
 - b. Budget \$23M program cost SB 267 funds. Construction funds?
 - i. Originally had \$23M, but due to COVID-19, construction funds are in question.
 - ii. Design Funds are locked in with hopes that Construction Funds will later be solidified. Will depend on next year's budget from COVID recovery.
 - c. Schedule - Advertise 2021 for construction summer 2022
 - i. Changed from advertise date to a shelf date. Will depend on next year's budget from COVID recovery.
 - ii. Looking to have 30% design FIR Meeting around November/December. Aim to schedule another Issue Task Force Meeting in early 2021.
3. Project Leadership Team (PLT) Approach
- a. Follow I-70 Mountain Corridor Context Sensitive Solutions (CSS)
 - b. Combine PLT and Technical Team (TT) based on personnel and scope of project
 - c. Four Issue Task Force (ITF) teams
 - a. SWEEP - Stream and Wetland Ecological Enhancement Program
 - b. ALIVE - A Valued Landscape-Level Inventory of Ecological Value
 - c. Scenic Overlook & Chain Station
 - d. Bridge, Walls, Old Dillon Reservoir
4. A Valued Landscape - Level Inventory of Ecological Values (ALIVE)
- a. Review ALIVE MOU
 - a. https://www.codot.gov/projects/i-70-old-mountaincorridor/final-peis/final-peis-documents/20_App_E_ALIVE_MOU_Rev50.pdf
 - b. MOU established in April 2008
 - c. Primary Purpose to provide corridor-wide coordinated program of species and habitat conservation and provide the maximum benefit to wildlife.
 - d. MOU Members - CDOT, FHWA, USFWS, USFS, BLM, & CDOW
 - b. Summit County Safe Passage
 - c. Wildlife information - # WVC and species
 - a. CDOT provided crash data from milepost 202 to milepost 206. There were 28 total wildlife related crashes in this area over a 5 year period.
 - b. 13 of the 28 occurred between ~ MP 204 to 205, which is the high point of the crest on I-70 down to the Blue River
 - d. This project does not fall within a Linkage Interference Zone (LIZ)
 - e. Mitigation
 - a. Limits of Wildlife Fence
 - 1. The fence limits and location were discussed. Scoping plans show fence along the ROW line from Exit 202 to the east project limits, east of Exit 205.
 - 2. The location of the fence was discussed along the north side from the Meadow Creek Trailhead to the WB scenic overlook. USFS indicated they have had issues with parking along the road to the trailhead and people going into the woods at the scenic overlook. There is a proposed trail (Salt Lick trail) from the Meadow Creek trailhead along the north side of I-70 connecting to an existing trail around the WB scenic overlook. Moving the fence approximately 5 to 8 feet off the ROW line was discussed in this area. No access from the proposed Salt Lick trail to the WB scenic overlook. Additionally, extending the fence on the north side to the west to the trailhead was discussed. The discussion confirmed that an isolated stretch of wildlife fencing on one side only might



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limit parking, but could be detrimental to wildlife and create a consolidated crossing at the end.

3. Fencing to begin at Exit 203 roundabout (east side) and end at the west end of the bridge over the Blue River. No need to extend further east. Might create a pinch point or trap point. Meeting attendees concurred with limits of fencing.
4. CDOT will look into grant application for fencing funding for entire limits recommended by the Summit County Safe Passage recommendation from Exit 201 to Exit 205.
5. Fence installation could be a standalone project or included with the EB auxiliary lane construction. The only possible interference with auxiliary lane construction would be with Hybrid Option at siphon location if the fence is moved closer to the road. Majority (over 90%) of the proposed fence would be placed on existing ground unchanged by the proposed auxiliary lane grading.
6. Consider moving fencing closer to road in dense tree areas...i.e. siphon, west of 205. This makes maintenance and construction easier.
7. Avoid impact of wetlands (for 404 permit) with fence installation.
8. Review gates for both sides of siphon. Previous issue with very heavy gates with cheap latches and hinges.

b. Possible locations for Game Ramps

1. Try to avoid a jump down greater than 5.5'. Changing best management practices on game jumps. CDOT just issued a new revised standard.
2. Target species in this area are Moose, Bears, and Deer.
3. Schedule a Field Walk to determine ramp locations as well as possible wetland impact areas. Invite CPW, CDOT environmental and USFS. Project team will develop initial locations based on ¼ mile spacing and current CDOT standard, which is attached to these minutes.
4. Consider jump outs at ends of fencing.
5. Coordinate gates with Old Dillon Reservoir special use permit at the existing Siphon.

c. Fence locations adjacent to trails

1. Consider keeping fence several feet in front of ROW and existing trails to avoid social access impacts such as the ones at the WB Scenic Overlook Area.
2. Area to look at - trail south of I-70, west of Exit 205 where trail crosses into ROW then back out...consider keeping fence inside trail.
3. Area to look at - Wilderrest Road where ROW cuts through frontage road...consider keeping fence south of Wilderrest road to avoid property owner concerns.

