



**COLORADO**

**Department of Transportation**

Region 3

Mountain Residency

PO Box 2236

Frisco, CO 80443

# 22381 ITF #1 Bridge-Wall-Old Dillon Dam Siphon

## Agenda

Project Name: EB I-70 Auxiliary Lane Frisco to Silverthorne

Project No. NHPP 0702-383

ITF Location: Online

ITF Bridge/Walls Date & Time: Tuesday July 14, 2020 @ 2:30 pm - 4:30 pm (Total Meeting Time - 2:32 pm to 3:38 pm)

Google Video Conference: link attached to invitation

### 1. Introductions

- Scott Harris - CDOT PM
- Dan Burroughs - Town of Dillon
- David Cesark - CDOT Environmental
- Jeff Bellen - FHWA
- Samuel Abraham - CDOT Staff Bridge
- Stephanie Rasmussen - CDOT Staff Bridge
- Tom Daugherty - Town of Silverthorne
- John Guenther - WSP
- Emily Ullmer - WSP
- Corey Lang - WSP
- Casey Albano - WSP
- Courtney Meade - WSP

### 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. Bridges, Walls, and Old Dillon Dam Siphon
- a. Bridge F-12-Y (Over Blue River)
    - a. Finalizing widening at 205 Exit Ramp, looks to be ~15' to 19' widening.
    - b. Historical analysis is ongoing, by time of construction they will be 50 years old. Anticipate high potential to be historic resources.
    - c. CSS design criteria for abutment shape and slope paving does not apply to bridge widenings
    - d. Pier expansion should match existing spread footer foundation, to avoid differential settlement.
    - e. Pier Shape Discussion
      - 1. Tom expressed that Option 2 seemed the most attractive
        - a. Emily to provide additional options that adjusts Option 2 slightly, to better match existing pier cap slopes/configuration
        - b. Prefer to include some form of matching of existing sandblast texture and relief
      - 2. Tom requested that the pier configuration sketches be available to send out to interested stakeholders to get feedback/input
      - 3. NOTE: Revised updated Exhibits attached to these minutes.
    - f. Impacts to the area adjacent to the existing pier next to the Blue River east abutment:
      - a. Sediment vaults will need to be relocated
      - b. Blue River Trail will need to be relocated
    - g. Consider Master Plan for future road and bike path improvements to Stevens Way/Roundabout.
      - 1. Tom will send CDOT the final exhibit for this master plan concept
- b. Bridge F-12-S (Over US6/SH 9)
  - a. Pier expansion should match existing spread footer foundation. Pier mostly will have an oval shape due to tight area. New proposed footer will most likely be deeper to meet current design standards.
  - b. Potential impact to slope paving behind sidewalk.
  - c. Coordinate with Town of Silverthorne about rail replacement plans.
  - d. Consider inlet on this bridge to prevent sand run-off that deposits on the sidewalk underneath.
- c. General Bridge discussion items
  - a. Tom expressed that Option 2 seemed the most attractive
  - b. Emily to provide additional options that adjusts Option 2 slightly, to better match existing pier cap slopes/configuration
  - c. Prefer to include some form of matching of existing sandblast texture and relief
  - d. Tom requested that the pier configuration sketches be available to send out to interested stakeholders to get feedback/input



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- e. Impacts to the area adjacent to the existing pier next to the Blue River:
  - f. Sediment vaults will need to be relocated
  - g. Blue River Trail will need to be relocated
  
- d. Potential Wall near Old Dillon Siphon
  - a. Project team will locate and understand where siphon lies, elevation, alignment etc.
  - b. Proposed wall with Hybrid Widening fits within CSS criteria of 12' max exposed wall.
  - c. Schedule a field visit to understand location of valves and low point. Project team will invite Dan and Tom.
  - d. Need to locate vault / gate valve to drain.
- e. Old Dillon Siphon
  - a. Emergency Overflow and Principal Spillway for Old Dillon Reservoir. Crosses I-70 to Salt Gulch. Crossing and Siphon are covered under CDOT special use permit.
  - b. Existing inlet that would most likely have to be moved if widen to outside.
  - c. Obtain photos of repair work from Dan.
  - d. Dan will provide Old Dillon Reservoir Drainage Report which shows maximum out flow.

