



**COLORADO**

**Department of Transportation**

Region 3

Mountain Residency

PO Box 2236

Frisco, CO 80443

# 22381 ITF #1 Scenic Overlook/Chain Station

## Agenda

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

Project No. NHPP 0702-383

ITF Location: Online

ITF Overlook/Chain Station Date & Time: Tuesday July 14, 2020 @ 12:30 pm - 2:30 pm (Total Meeting Time - 12:31 pm to 1:30 pm)

Google Video Conference: link attached to invitation

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

### 1. Introductions / Attendees

- Scott Harris - CDOT PM
- Tom Daugherty - Town of Silverthorne
- Jeff Goble - Town of Frisco
- Dan Burroughs - Town of Dillon
- Jared Rapp - Colorado Highway Patrol
- Tracy Sakaguchi - Colorado Motor Carriers Association
- William "Fritz" Homann - CDOT I-70 Corridor Manager
- Jeff Bellen - FHWA
- Stephanie Gibson - FHWA
- Anna Bengtson - USFS
- Mark Bunnell - CDOT Traffic
- Todd Anderson - CDOT Maintenance
- Casey Albano - WSP
- Corey Lang - 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 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. Scenic Overlook / Chain Station
  - a. Scenic Overlook/Chain Station Concept - improving current drop exit lane to decision exit lane with appropriate deceleration length and improving entrance ramp length to meet current standards for acceleration.
    - a. Additional Parking
      - 1. Scoping plans include adding a max of 6 extra truck spaces, but min of 4 extra truck spaces (final number of spaces dependent on avoiding ITS impacts).
      - 2. Truck parking spaces 12'x95' with a 6' outside shldr/4' inside shldr. Guardrail would be added along outside lanes and truck parking spots
      - 3. Coordinate about truck spaces being taken away during construction.
        - a. Question if counts of parking spaces could be captured prior to construction. Project team will investigate.
    - b. Pedestrian facilities
      - 1. No change to current car parking, but will improve/replace existing curb and gutter and sidewalk
  - b. Chain Station east of Exit 205
    - a. No change to current chain area, no loss in existing spaces. Existing southern edge of pavement will not change, widening into median to avoid impacts.
      - 1. Operation of trucks on I-70 to these chain spots will be the same, weave across one lane (existing is across aux lane, proposed across Exit 205 on-ramp acceleration lane) then pull off to shoulder to park.
    - b. The project team will consider installing Variable Speed Limit Signs in EB direction downhill approaching Exit 205 for safety feature.
    - c. (T. Daugherty) Important for CDOT to encourage early start times for construction on bridges. Look at doing a milestone in the contract to start work early as possible...Feb/March for foundation work is possible.



c. Miscellaneous

- a. All hazardous trucks are exiting at 205 for Loveland Pass, so important to keep a lane open during bridge construction.
- b. (J. Goble) Town of Frisco would like CDOT to consider a gate access to get into Storage Tank west of 205 for quarterly maintenance checks. Access from I-70 used to be used but was eliminated several years ago. NOTE: Post meeting FHWA indicated this access would require an interstate access request (IAR), which would be difficult to justify based on the FHWA criteria.

