



COLORADO

Department of Transportation

Region 3

Mountain Residency

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22381 ITF #1 SWEEP Agenda

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

Project No. NHPP 0702-383

ITF Location: Online

ITF SWEEP Date & Time: Tuesday July 14, 2020 @ 8:00 am - 10:00 am (Total Meeting Time -- 8:02 am - 9:00 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
- Paula Durkin - CDOT R3 Wetlands
- Tripp Minges - CDOT
- Jennifer Klaetsch - CDOT
- Jeff Bellen - FHWA
- Anna Bengtson - USFS
- Ben Wilson - US Army Corp of Engineers
- Elissa Slezak - Colorado Parks and Wildlife
- Michelle Cowardin - Colorado Parks and Wildlife
- Rick Coffin - Colorado Department of Health and Environment
- Scott Garncarz - Colorado Department of Health and Environment
- Dan Burroughs - Town of Dillon
- Tom Daugherty - Town of Silverthorne
- Scott Obrien - Town of Dillon
- Tom Davies - CDOT
- Corey Lang - WSP
- Casey Albano - WSP
- Chase Taylor - 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. 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. Stream and Wetland Ecological Enhancement Program (SWEEP)
 - a. Review SWEEP MOU
 - a. https://www.codot.gov/projects/i-70-old-mountaincorridor/final-peis/final-peis-documents/20_App_D_SWEEP_MOU_Signed_01_2011_Rev50.pdf
 - b. MOU established in January 2011
 - c. Primary Purpose to effectively and efficiently comply with applicable laws, and where applicable improve stream conditions.
 - d. MOU Members - CDOT, FHWA, USFWS, USFS, BLM, CDOW, Clear Creek County, Clear Creek Watershed Foundations, Upper Clear Creek Watershed Foundation, and Trout Unlimited.
 - b. Drainage - This project is not within a Sediment Control Action Plan (SCAP)
 - a. Looking at quality of pipes as well as hydraulic capacity. They are at the end of their design lives.
 - b. CDOT decision - will not replace culverts to meet minimum culvert size criteria (36-inches for interstates) only because we are only working on EB lanes.
 - c. Most culverts within corridor are 24" or less.
 - d. Will look at scuppers on Blue River Bridge.
 - c. Water Quality
 - a. Question on approach to sediment. "Any thoughts or plans about sediment control during construction/post construction?"
 - 1. A stormwater prevention (SWMP) has not been started but aiming to begin around late fall/30% design.
 - 2. SWMP plan will be developed to CDOT standards during design and transferred to the Contractor to implement
 - d. Wetlands & Waters of the US
 - a. Fieldwork will be started in coming months. Potential for wetlands in area where the 60" pipe zigzags across I-70.



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- b. Blue River bridge to be widened, separate new or widened piers being looked at. Existing piers are on edge of river but not in average flowline
- c. Blue River is a Gold Medal waterway...need to avoid impacts.
- d. "When will we anticipate a second meeting about the impacts of wetlands/waters?"
 - 1. There will be another PLT Meeting around 30% that will then follow up with an ITF Meeting to determine impacts and limits of disturbance.
- e. Two ditches to check along corridor. One being the Siphon. Check with Anna Bengtson about both.
 - 1. Dan Burroughs provided special use permit for siphon and outfall
- e. Aquatic Species
 - a. Michelle Cowardin will review project with CPW Aquatic Biologist
- f. Riparian
- g. Mitigation
 - a. No major concerns identified during meeting

