



COLORADO

Department of Transportation

Region 3

Mountain Residency
PO Box 2236
Frisco, CO 80443

22381 PLT #3 Meeting Agenda

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

Location: Online

Date & Time: Thursday January 7, 2021 @ 1:00 pm - 3:00 pm

Google Video Conference: link attached to invitation

1. Introductions

CDOT: Scott Harris - PM, Grant Anderson - RE, Rob Beck - Program Engineer, Fritz Homann - I-70 Corridor Ops Manager, Mark Bunnell - CDOT R3 Traffic
I-70 Coalition: Margaret Bowes
Town of Silverthorne: Tom Daugherty
Town of Dillon: Dan Burroughs
CMCA: Tracy Sakaguchi
CPW: Michelle Cowardin, Elissa Slezak
WSP: Corey Lang, Courtney Meade, Casey Albano

2. Feasibility Study Update

- a. Feasibility Study complete
- b. Feasibility Website <https://www.codot.gov/projects/i70-exit203-interchange-frisco>

3. Project Information

- a. Scope
 - i. Addition of EB Auxiliary Lane between Exit 203 and Exit 205
 - ii. Widen Structures
 - iii. Overlook Access
 - iv. Wildlife Fencing
- b. EB Auxiliary Lane Project Design Schedule
 - i. Scoping Meeting: May 14, 2020
 - ii. FIR Meeting: December 10, 2020
 - iii. 50% Design Review: March 2021
 - iv. FOR Meeting: June 2021
 - v. Advertisement: October 2021 (If funding is available)
 - vi. Construction in 2022
- c. Budget \$24 M (Program costs) - Hopefully know more about construction funds this spring
 - i. Current FIR design estimate is over budget. Cuts will be needed to fit within available funding.
 - ii. Wildlife Fencing - Not included in original budget
 - iii. SB 267 fund availability will be known in March



4. CSS
 - a. Approve Charter
 - i. No comments were received
 - ii. Final approval for documenting in minutes
 - i. **PLT approved charter**
 - b. ITF Team Review - Meetings held 7/14/20
 - i. Stream and Wetlands Ecological Enhancement Program (SWEET)
 - i. **Noted the Blue River is a Gold Medal waterway**
 1. **Action Item: Michelle to review coordination with CPW about any concerns/working time frame restrictions (NOTE: CPW does not have any specific aquatic concerns related to the proposed project)**
 - ii. A Landscape level Inventory of Valued Ecosystem components (ALIVE)
 - i. **Wildlife Fencing Field Walk in September, which set the alignment of the fence shown in FIR plans**
 - ii. **Need follow up coordination with Summit County Trails to compare alignment of Salt Lick Trail on north side of I-70 near Exit 203**
 - iii. Bridges Walls & Siphon
 - i. **Discussed and agreed to Blue River Bridge Pier shape**
 - iv. Scenic Overlook/Chain Station
 - c. Meeting documents found on EB Aux Lane Project Website
 - i. <https://www.codot.gov/projects/i70eastauxiliarylane>
5. Design Review
 - a. Review Widening locations
 - i. Siphon
 1. **Several Options were investigated to avoid impacting the siphon. FIR plans show the preferred configuration which includes a concrete barrier on the edge of the shoulder/pavement (instead of the normal ditch cut section). This avoids the large cut into the hill and the siphon. The barrier requires a storm drain system to carry uphill drainage water under the siphon and catch water in a concrete gutter above the barrier. The 50% design will show the details of the proposed storm drain system crossing with the siphon and the new connection for the siphon drainpipe into a new adjacent manhole. This design configuration also provides guardrail protection in front of the low point siphon gate valve on the siphon.**
 - b. Exit 205 Off-Ramp
 - i. **FIR plan shows the Single Lane off-ramp with extended deceleration lane up the hill. This configuration has been analyzed and compared to two lane options. The single lane option was chosen as the preferred configuration to reduce weaving in the ramp gore area which will improve safety issues at this off-ramp. A Minor Interchange Modification Request (MIMR) has been submitted to FHWA for approval of this configuration. As part of the MIMR the design team analyzed the existing signal configuration and a future change in the interchange to a Diverging Diamond configuration. The off-ramp design works for both and does not preclude any changes. Using 2045 traffic volumes a future DDI would need to be three lanes in each direction on SH 9/US 6 Blue River Parkway.**
 - c. Scenic Overlook
 - i. **FIR plans show six additional parallel truck spaces, replacing overlook C&G and sidewalk**
 1. **CDOT working to change designation so this does not show up as an official chain station (on website). CDOT has not been using this location as an official chain up/chain down location in the past several years because of the traffic operation issues that exist between this location and the heavy EB traffic entering I-70 from the Exit 203 Frisco interchange.**



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2. Tracy - What is the intended use...chaining up or chaining down, rest area, restrict trucks? CDOT indicated that it would operate as a rest area/overlook and not restrict truck use. Tracy recommended that changes are coordinated well.
 3. Fritz - CDOT is working to use VMS's to better notify truckers of chain up and chain down locations during events.
 4. Action Item: Create a one-page summary of Scenic Overlook truck use, changes to designations, planned changes/improvements as part of this project, and intended truck uses at the scenic overlook.
- ii. No changes to Exit 205 chain up area
- d. Bridge Widening
- i. Blue River Pier - The proposed pier design mimics the existing pier aesthetics.
 - ii. Trail relocation
 1. Section 4(f) impacts at the Blue River Trail were discussed. A short stretch of the trail will be permanently realigned to accommodate the new bridge pier. A short stretch of concrete barrier will replace the existing metal beam guardrail to avoid snag potential with the trail closer to the barrier. The NEPA clearance will require a De Minimis determination and concurrence from the local agencies. The design team reviewed the Silverthorne Masterplan and confirmed that the masterplan configuration including the path would fit within the bridge widening and existing retaining wall. The trail would need to be converted to an attached trail behind curb and gutter.
 - iii. Constructability
 1. Temp realign of Blue River Trail path up onto Stephens Way will be required.
 2. US 6/SH 9 Phasing - The construction phasing
- e. Wildlife Fencing
- i. Summit County Trail alignment at Exit 203
 1. The wildlife fence alignment and proposed summit county trails needs to be coordinated in a few specific locations in order to fit game escape ramps near Exit 203.
 - ii. Mishler Trail (USFS)
 1. The existing Mishler trail alignment was shown on an exhibit and discussed. The trail follows the siphon alignment from the Old Dillon Reservoir down towards I-70 and then heads west connecting to another trail (Teller) near the Frisco water tank). None of the field survey or aeriels show physical presence of this trail and no one on the PLT call has seen this trail. It was noted that a trail likely ran along the siphon alignment prior to the interstate construction, and the Mishler trail likely just ended up connecting to the next trail to the west of the siphon alignment. It was also noted that once the wildlife fencing is installed the clearing for the fencing would create a natural trail behind (opposite I-70) the fencing. CDOT will discuss this trail more with USFS.
 2. Action Item: Send out Wildlife Fence plans for ITF meeting
6. Mountain Corridor Design Criteria
- a. Review and Approve
 - i. Side Slope - Use of 2:1 Max side slope
 - ii. Vertical Cuts - No exception needed; vertical cuts are below 40 feet in height in FIR design.
 - iii. Widening to Median - Minor widening into median, would not preclude future AGS.



iv. Bridge Format - Minor use of slope paving and matching existing abutments as part of bridge widening.

1. Action Item: Prepare Brief Memo explaining each and benefits. Send out prior to PLT #4. Approval as part of PLT #4

7. Next Steps and Meetings

a. Future meetings to coincide with Design Meetings

i. ITF meetings Feb 2021

i. Scott will send out a doodle poll to set the date

ii. PLT #4 After FOR June/July 2021

iii. Open House - Final Project and construction schedule

i. Will be scheduled Once construction funds are secured and schedule for construction is known.