



I-70 Eastbound Auxiliary Lane Project

RE: Lower Blue River Recreation Path

Date: September 1, 2021

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), prepared a Programmatic Environmental Impact Statement (PEIS) for the I-70 Mountain Corridor; FHWA signed the Record of Decision (ROD) in June 2011. The PEIS/ROD focuses on a high-level vision of the I-70 Mountain Corridor for the horizon year of 2050. The PEIS notes the Exit 203 interchange and the segment of I-70 between Exit 203 and Exit 205 require further study for safety purposes and calls out Exit 203 for “potential interchange modifications” and I-70 eastbound from Frisco to Silverthorne for “auxiliary lane improvements” as part of the Minimal Action Alternative.

CDOT prepared the I-70 Exit 203 & Eastbound Auxiliary Lane Feasibility Study to identify solutions for ongoing safety, mobility, and operational issues on I-70 at the State Highway (SH) 9 Frisco interchange, the adjacent intersection on Lusher Court/Dillon Dam Road, and the two-mile eastbound segment of I-70 between SH 9 (Exit 203) and Silverthorne (Exit 205). The feasibility study recommended a contiguous eastbound auxiliary lane from Exit 203 to Exit 205. CDOT has initiated design of the auxiliary lane recommended alternative and a Documented Categorical Exclusion is currently being conducted to comply with the National Environmental Policy Act (NEPA). Given the project’s nexus with FHWA, it must comply with Section 4(f) of the Department of Transportation Act.

Project Description

The proposed improvements for this project as a result of the Feasibility Study include:

- Addition of a continuous auxiliary lane from the existing Exit 203 on-ramp to-and-through the Exit 205 interchange connecting to the existing eastbound auxiliary lane that begins at the existing eastbound Exit 205 on-ramp
- Widening the outside shoulder to a width of 12 feet
- Improvements to the eastbound scenic overlook exit and entrance ramps
- Addition of six truck parking spaces at the eastbound scenic overlook
- Reconstruction of the eastbound Exit 205 off-ramp to change it to a single lane exit with a new extended auxiliary deceleration exit lane
- Widening of the I-70 bridge over the Blue River and the I-70 bridge over US 6/SH 9 (Blue River Parkway)
- Pavement rehabilitation (mill and overlay) of the existing pavement surface
- Wildlife fencing from Exit 203 to the Blue River for both sides (westbound lanes and eastbound lanes) of I-70, if funding is available

Section 4(f)

Section 4(f) of the U.S. Department of Transportation Act of 1966 affords special protection to publicly owned parks, recreational resources, wildlife and waterfowl refuges, and publicly or privately owned historic sites. Use of a Section 4(f) property occurs when: (1) land is permanently incorporated into a transportation facility; (2) there is a temporary occupancy of land that is adverse in terms of the statute’s preservation purpose, or (3) there is a



constructive use (the project's impacts are so severe that the protected activities, features, or attributes of an adjacent property are substantially impaired).

A de minimis impact is one that, after taking into account all measures to minimize harm (such as avoidance, minimization, mitigation, or enhancement measures), results in a determination that the project will not adversely affect the activities, features, or attributes of the property. A de minimis determination requires concurrence from the Official with Jurisdiction, which is Summit County for use of the Lower Blue RecPath, and public involvement as defined by 23 CFR 774.5(b).

Section 4(f) Use of the Lower Blue RecPath

The Lower Blue RecPath is considered a Section 4(f) resource since it is a publicly owned recreation facility. Widening of the I-70 bridge over the Blue River is necessary to create space for the continuous auxiliary lane and outside shoulder widening. Bridge pier number three of the bridge structure is being replaced with a new pier along with slight guardrail realignment; the new pier will be shifted to the west slightly requiring shifting of the Lower Blue RecPath by approximately six feet. Construction of the wider bridge will require temporarily detouring approximately 200 feet of the Lower Blue RecPath onto the shoulder of Stevens Way.

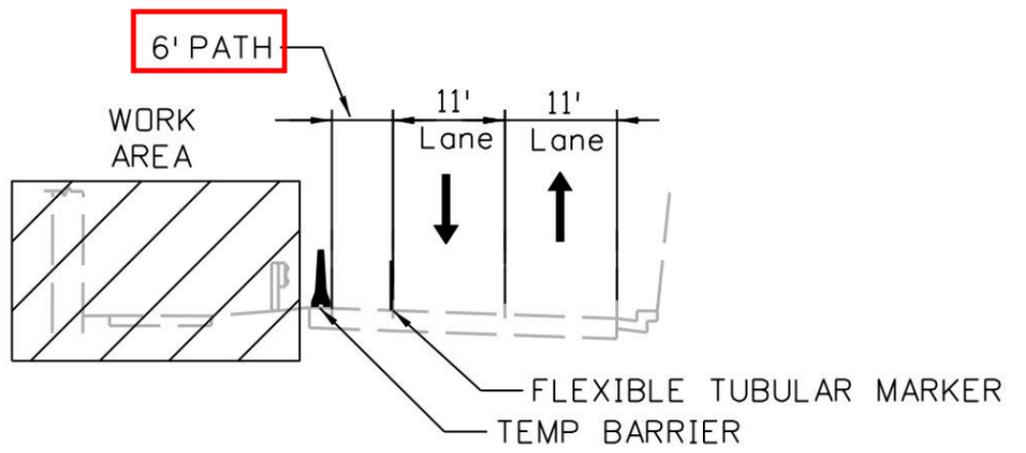
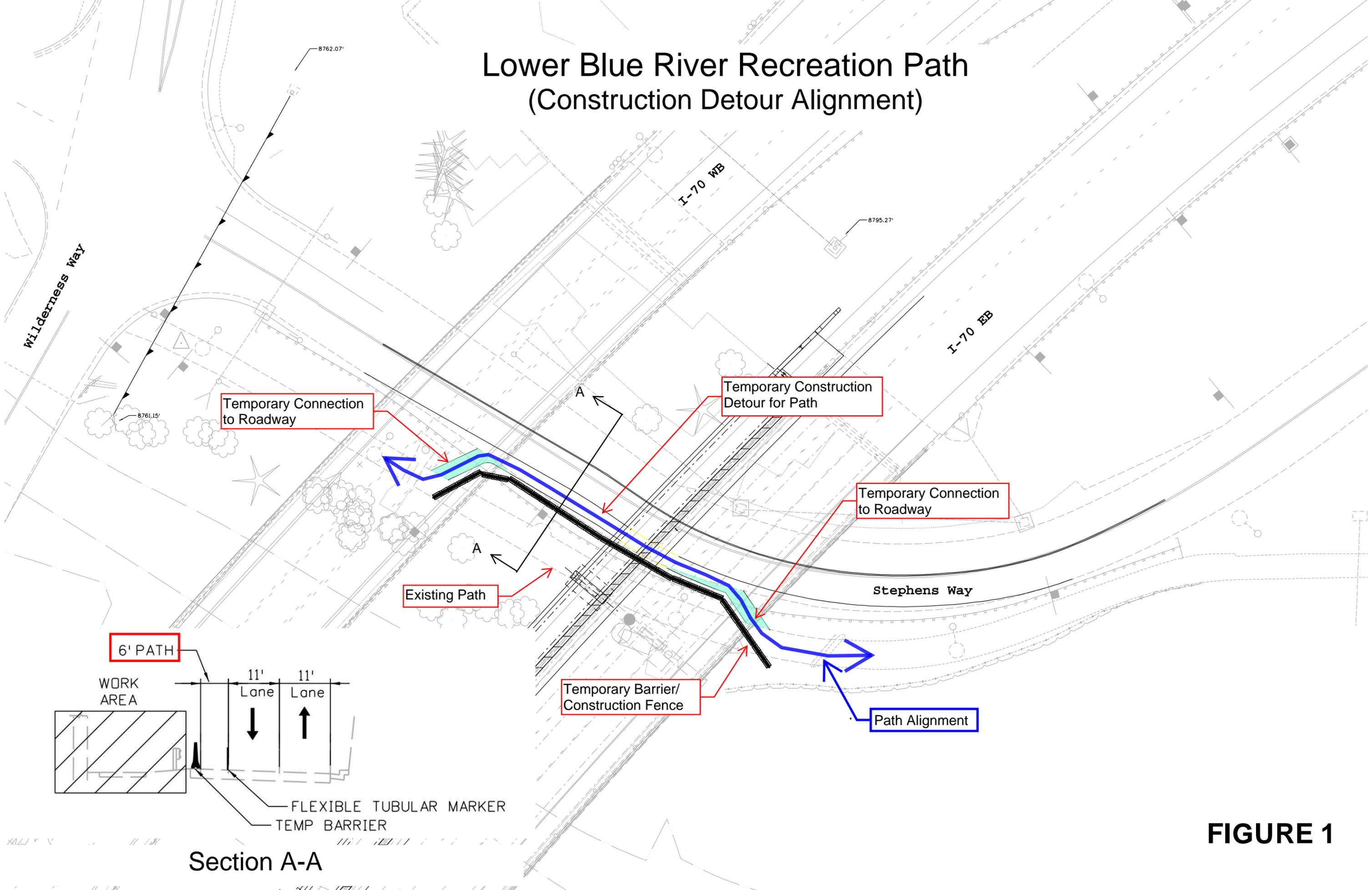
Construction is anticipated to start in March 2022 with completion in Summer 2023. The Lower Blue RecPath will be detoured for approximately three months during construction. See attached Figure 1. The Lower Blue RecPath will still be accessible during and after project construction although there may be several nighttime closures during construction.

The new trail portion will be the same asphalt material and the same width as the existing trail. Areas of temporary impact will be fully restored to their pre-construction condition. The project area will be re-vegetated with native grasses. See attached Figure 2.

Town of Silverthorne Consultation

Based on the information presented above and on the attached figures, the effects of the proposed project to the Lower Blue Rec Trail are considered a de minimis impact and the requirements of 23 CFR 774 have been satisfied. The Town of Silverthorne has concurred with the de minimis impact.

Lower Blue River Recreation Path (Construction Detour Alignment)



Section A-A

FIGURE 1

Lower Blue River Recreation Path

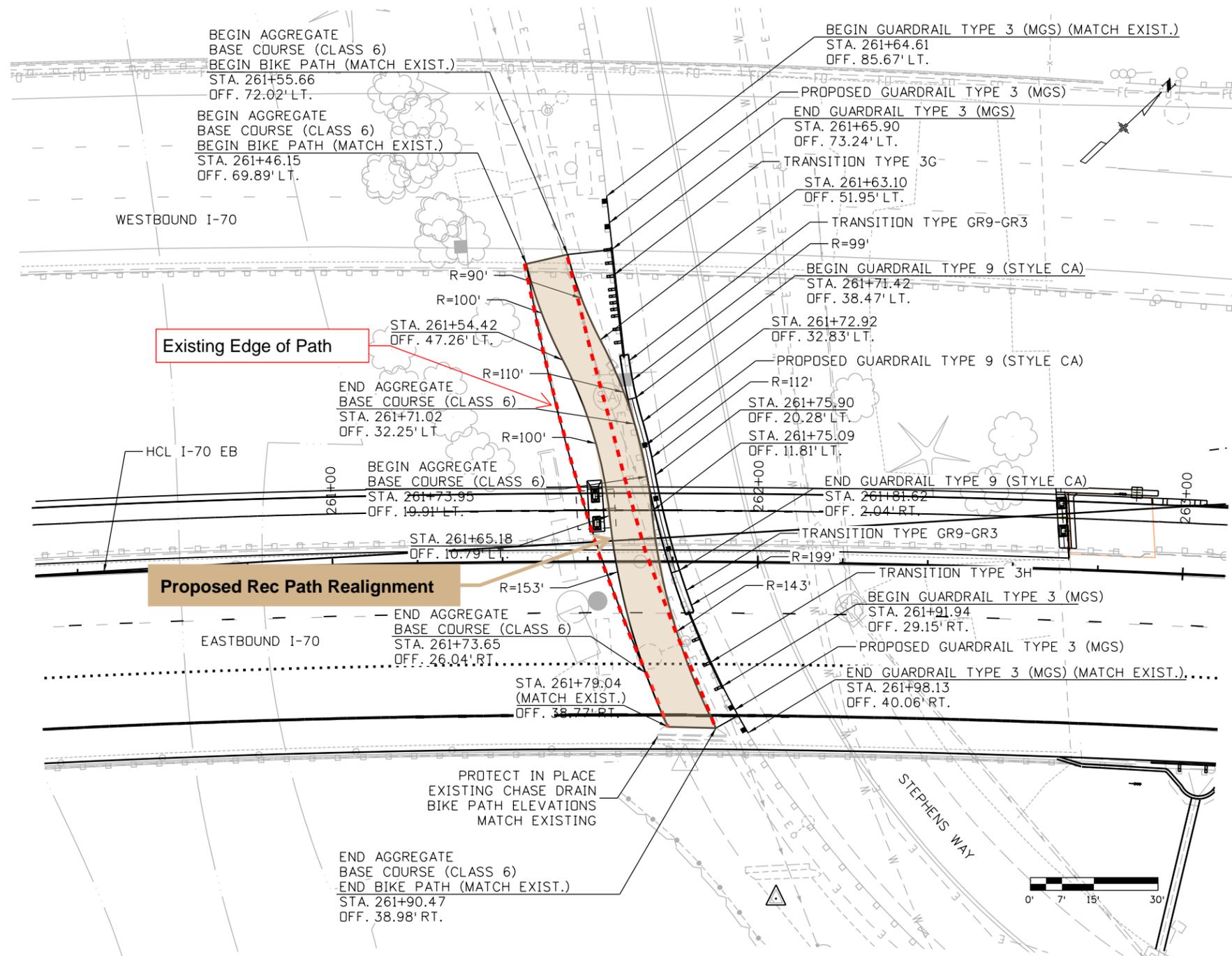


FIGURE 2

NOTES:

1. THE PROPOSED PAVEMENT SECTION FOR THE BIKE PATH CAN BE FOUND ON THE ROADWAY TYPICAL SECTIONS. SEE ROADWAY TYPICAL SECTION SHEETS FOR DETAILS.

Print Date: 8/31/2021
File Name: 22381RDWY_DET-3.dgn
Horiz. Scale: 1"=30' Vert. Scale: N/A
Unit Information
wsp 1600 BROADWAY, SUITE 1100 DENVER, COLORADO 80202 Phone: 303-832-9091

Sheet Revisions		
Date:	Comments	Init.

Colorado Department of Transportation



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Region 3 GLA

As Constructed
No Revisions:
Revised:
Void:

I-70 EB AUX LANE ROADWAY DETAIL SHEET BIKE PATH			
Designer:	C. ALBAND	Structure Numbers	
Detailer:	C. ALBAND		
Sheet Subset:	RDWY DET	Subset Sheets:	3 of 9

Project No./Code	NHPP 0702-383
	22381
Sheet Number	

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