



**I-70 Silverthorne/Dillon Interchange Project
PLT Meeting Minutes**

09/27/2010, 1-5 PM
Silverthorne Town Hall, Large Meeting Room

Meeting Participants

PLT Members:

Bill Linfield, Town of Silverthorne
Bill Scheuerman, CDOT Resident Engineer
Eric Holgerson, Dillon Public Works Director
Melinda Urban, FHWA Operations Engineer
Peggy Long, Business Community
R.A. Plummer, AECOM
Scott McDaniel, CDOT West Program Engineer
Steve Swanson, Blue River Watershed Group
Thad Noll, Summit County
Tyler Weldon, CDOT PM
Wendy Wallach, CDOT Environmental Lead

Consultant Team Members:

Alan Eckman, AECOM
Brian Kennedy, AECOM
Megan Alderton, Intermountain Corporate Affairs
Tom Schilling, Intermountain Corporate Affairs

1. DISCUSSION

R.A. Plummer began the meeting and briefly reviewed the purpose of the meeting and the meeting agenda. PLT members and the Project Team introduced themselves.

PLT Mission and Goals:

- After breaking out into small groups to brainstorm the mission statement and goals, the PLT developed the following mission statement:
 - *The mission of the I-70 Silverthorne/Dillon Interchange Project Leadership Team (PLT) is to deliver a multi-modal transportation project that is a model for the I-70 Mountain Corridor. We will respect community and environmental values while improving safety and mobility by engaging in an inclusive and transparent process that is widely supported and manages expectations. The PLT will champion the CSS process and demonstrate best practices in all respects.*



- The following concepts will be synthesized into goals by the project team:
 - Maintain a strong, long-term intergovernmental team
 - Avoid, minimize, and mitigate impacts to local businesses and environmental resources by taking advantage of the CSS process and CDOT's policies and practices, with the overall goal of enhancing overall conditions
 - Ensure I-70 Mountain Corridor transit options are not precluded
 - Consider options to phase in improvements over time
 - Use as a model project for CSS and generating value from the PEIS
 - Improve access to major activity centers while providing the appropriate balance of through traffic and local access needs
 - Identify as many opportunities and constraints as possible up front
 - Project that is economically and physically feasible
 - Stakeholders support decision
 - Create inclusive process
 - Respect community values and environmental resources (built in/balanced/beauty) with transportation
 - Manage expectations (CSS*)
 - Innovative solution and process
 - Meets long-term transportation issues and vision – multimodal – Local/regional structure
 - Affordable
 - No surprises/transparent
 - Ensure 6 Steps completed
 - Identify phasing opportunities for early action
 - Avoid, minimize, and mitigate potential adverse effects with design and commitments -- ultimately improving existing conditions
 - Sustainable
 - Appropriate scale
 - Project that can be endorsed by and supported by the community – that the community can take ownership in
- The group also agreed to change the project name to: I-70 Silverthorne/Dillon Interchange.

Critical Success Factors:

- The PLT identified the following critical success factors:
 - Public involvement/support:
 - Press release for public meeting, including Summit Daily News
 - Information outreach
 - Project website links from Silverthorne and Dillon websites
 - Meetings need to be local



- Reach out to all communities – Frisco, Keystone, Breckenridge, Copper Mountain, Wilderndest neighborhood
- Reach out to skiing community and front range via video, social media, and website
- Mass mailings – e-mail and physical
- Business community outreach – mass mailings to businesses (including outlet managers)
- Reach out to Colorado Motor Carriers Assn. and trucking users
- Use Summit County Alert (scalert.org), the Coalition (goi70.com), and the CDOT I-70 Mountain Corridor website
- Summit Daily News
- Summit Voice (Internet)
- Other critical success factors:
 - Self-mitigating project – avoid and minimize, with any mitigation built in to the solution
 - Address existing impacts/enhance environment – example includes improving water quality design at interchange to improve upon current run-off from transportation facilities
 - Use best practices – CSS Aesthetic Guidance and Design Criteria, mitigation strategies from PEIS with an intention to create a proposed action that is self mitigating to the maximum extent possible
 - Identify partnership opportunities
 - Aesthetics
 - Access
 - Maintenance
 - Local road improvements
 - Private
 - Engage and obtain buy-in from:
 - NWCOG
 - Trout Unlimited
 - Summit County Water Quality
- PLT critical success factors:
 - Commitment
 - Participation and attendance
 - Reporting/sharing with constituents
 - Minutes delivered in one week
 - Identify operations, level of service, performance (design)



- Identify project limits
- Manage expectations
 - Transparency (open about what can/can't do)
 - Talk to and report to constituents
 - Manage expectations of:
 - Developers
 - The public
 - Elected officials
 - The business community
 - Travelers
- Keep e-mails short and to the point, and send as few as possible
- Agendas and materials will be sent one week prior to meetings, with comments to be provided at meetings
- Use a SharePoint site to ensure up-to-date documents and easy file sharing and structure

Identify Key Issues:

- The PLT broke into two small groups and identified the following key issues:
 - Water quality
 - Aesthetics
 - Wildlife
 - Wetland/riparian
 - Gold Medal – Greenback Cutthroat Trout T&E
 - View corridor
 - Noise
 - Recreation
 - Politics
 - User diversity (local, regional, state, tourist, trucks, etc.)
 - Access – during construction and permanent
 - Pedestrians
 - Bicycles
 - Transit – local and regional
 - Trucking – runaways
 - Incident management
 - Land use
 - Safety
 - Winter – design to include special attention to winter conditions



- Congestion/mobility
 - Dillon Dam Road
 - Impacts to US 6 and SH 9 traffic and local traffic
 - Hazardous materials transport
 - Provide local connectivity and potential local alternate access that may not require driving through the existing interchange intersections
 - Gateway design features
 - Protection of Gold Medal Waters
 - Straight Creek wetlands (all owned by Town of Silverthorne)
 - Vehicle access during construction disruption
 - Pedestrian access during construction disruption
 - Short construction season
 - Allowance for/non-preclusion of future transit
 - Potential Section 4(f) resources (Task Order 2)
- The PLT also discussed the issue of enhancing local access by providing improved/new connections from one side to the other, and agreed that the possibility warrants further exploration.

Project Structure/Stakeholders:

- PLT members reviewed and discussed the Preliminary I-70 Silverthorne/Dillon Interchange Project Stakeholder List. Additions and revisions include:
 - Add:
 - A-Basin
 - Breckenridge mayor
 - CDOT stakeholders (Bill Scheuerman will provide)
 - Colorado State Forestry
 - Dillon Ridge Merchants Association
 - Dillon Valley HOA
 - Entities included in the I-70 Incident Management Plan
 - Joel Cochran (Summit County emergency management)
 - Montezuma
 - Qwest (Bill Linfield will provide)
 - Scott Hummer (local water commissioner)
 - Silverthorne/Dillon Joint Sewer Authority (Bill Linfield will provide)
 - Summit County Rotary Club
 - Summit County Water Quality Committee (Steve will provide)
 - Town of Frisco mayor



- Town of Heeney (Bill York) (Thad will provide contact info.)
- Remove:
 - County Commissioners
 - City Council members
 - Heeney Water District
- Revise:
 - Gary Drescher is contact for Buffalo Mountain Metro District
 - Affirm CDPHE contact
 - Combine Lake Dillon Fire Protection District and Lake Dillon Fire-Rescue into one – Lake Dillon Fire Authority. Dave Parmley is contact.
 - Remove Todd Anderson from Qwest contact (Bill Linfield will provide new)
 - Molly Borden is contact for US EPA Region 8 (Wendy will provide contact info.)

Operating Guidelines:

- The PLT agreed that meetings would be held from 1-3:30 PM (as opposed to the originally agreed-upon 1:30-4:00 PM meeting time). It was further decided that conference calls would be acceptable in cases of inclement weather, but would be the exception rather than the rule. As a general rule, the group agreed that PLT members should not plan to call in to a PLT meeting unless all members are participating via phone. The PLT agreed that it is acceptable to send representatives in the absence of a PLT member, so long as the representative is up to speed on PLT/project activities.

Project Update:

- **Stakeholder Involvement Plan:** Tom provided an overview of the Stakeholder Involvement Plan (SIP) and asked PLT members for comments and proposed revisions. All members agreed that the goals included in the Draft SIP reflect those developed by the PLT at the beginning of the chartering meeting. R.A. explained that all items discussed and agreed upon by the PLT relevant to the SIP will be added to the SIP. The PLT agreed that, given the PLT's desire to be transparent in its process, the final SIP will be made available on the project website.
- **October 28th Small-Group Meetings:** R.A. explained that the purpose of the upcoming agency and business small-group meetings will be to obtain feedback from these groups on mission, goals, key issues, and critical success factors – the same feedback solicited



from the PLT in its chartering meeting. Bill Scheurman noted that invitations to these meetings need to be sent soon. Wendy will send Bill a list of appropriate agency contacts. The team will send a *save-the-date* message.

- **Elected Officials Outreach:** The PLT agreed that elected officials may be briefed two to three weeks prior to public open houses/meetings, after charrettes, and after public meetings. The Project Team will coordinate with the CDOT Government Relations office to ensure that relevant state and federal elected officials are briefed.
- **Status Update:** The Project Team has received LIDAR and survey information and is working to determine gaps to fill as part of Task Order 2. Some assumptions regarding potential interchange designs have been made to assess the approximate perimeter of potential interchange improvement footprints. Wendy asked how local traffic patterns may be affected by interchange configurations. Peggy suggested that major shopping traffic in Dillon Ridge should be taken into account. Thad noted that Dillon Dam Road may be impacted during construction. Wendy said she would like to have a brief, written explanation of how the study area was selected once the project area is determined. The group discussed whether two study areas would make sense. One area would apply to traffic operations and the other would cover other issues. The group discussed Straight Creek and county ownership of lands along Straight Creek within the study area. Brian will consult the county website for maps and information on land ownership and acquisition purposes in relation to potential Section 4(f) applicability. Alan, Bill Linfield, and Thad gathered after the meeting and discussed the previously mentioned local bridge crossing east of the interchange that could connect “hotels to restaurants” where some pedestrian traffic is currently cutting a path across I-70. They also discussed a potential Wildernest westbound on-ramp and potential eastbound off-ramp that may reduce the amount of traffic traveling through the interchange intersections. These concepts will be considered when preparing alternatives and will determine physical/impact feasibility and level to which operational improvements might be realized at the interchange.

The next PLT meeting will be held at the Town of Silverthorne Town Hall on October 21st, from 1-3:30 PM, in the large conference room. Tom will send an updated invitation reflecting the new time.



2. ACTION ITEMS

- The project name will be changed to the I-70 Silverthorne/Dillon Interchange Project on all project materials, including the SIP; and all will refer to the project as the I-70 Silverthorne/Dillon Interchange Project going forward.
- Tom will send an updated PLT meeting invitation reflecting the new meeting time – 1-3:30 PM.
- Brian will set up a SharePoint site for PLT members.
- The Project Team will update the SIP to incorporate new items agreed upon by the PLT, and will revisit SIP goals to ensure full reflection of PLT goals.
- Megan will update the Preliminary Stakeholder List.
- Megan will develop a project media list.
- Tom will draft a PLT Chartering Agreement.
- Wendy will send Bill Scheuerman a list of agency contacts for the October 28 small-group meetings.
- The Project Team will send invitations to the October 28 small-group meetings.
- Brian will consult Summit County's website for property ownership layers as needed.
- AECOM will provide a description of the project area and rationale upon final determination.
- Brian will revise the 3 Step CSS process diagram for the SIP
- Alan and Don Holloway will look into the signal phasing work being done in Silverthorne and/or Dillon by FHU.
- Bob Maestas from HCL and Tyler will resolve the URS survey file accessibility issue
- Brian will clarify where the I-70 Mountain Corridor process prohibits stormwater detention areas in the I-70 right of way.

Minutes prepared by: M. Alderton, 09/28/10
Last Rev: 10/4/10