



CDOT/Blue River Chain Up Station PLT Meeting #2: Wednesday, Mar. 2, 2022 - 10:30 a.m.

Meeting Minutes

Attendees: Michelle Eddy (Blue River Town Manager), Angy Casamento (Ultieg – Design Consultant), Emily Wilfong (Collective – Public Information), Pete Stein (Blue River Property Owner), Mark Fossett (Blue River Trustee), Gabriel Cosyleon (CDOT Environmental), Chief Ahmet Susic (Blue River PD), Laeken Carey (Ultieg – Design Consultant), Clark Roberts (Ultieg – Design Consultant), Brent Spahn (Summit County), Patti Henschen (CDOT Designer), Tracy Sakaguchi (Colorado Motor Carriers Association), Robert Jacobs (Summit County)

Action Items from 3/2/22 Meeting:

1. Communicate outside of the PLT with Summit Stage – Patti, Clark, Emily
2. Set up technical meeting with CDOT maintenance to review new design concept and get feedback – Emily, Clark, Patti, Laeken
3. Discuss interim chain station locations to increase chain law compliance – Emily, Clark, Patti, Laeken
4. Alert neighbors on west side of CO 9 about upcoming survey work – Pete Stein

Meeting Minutes

1. **Reviewed status of action items from 1/5/22 PLT meeting (carry forward unfinished action items):**
 - a. Emily drafted a social post and article about the PLT for the Town of Blue River newsletter and local Facebook groups, and coordinated with Michelle
 - b. Clark talked to CDOT Section 9 maintenance, which covers I-70, about CDOT-funded additional enforcement. Confirmed that CDOT has a program where they establish an IGA and pay for local law enforcement to man chain stations. Could be an avenue to pursue for Blue River Police Department. Clark talked with CSP Captain Jared Rapp about the project and asked about CSP enforcement for the chain stations. Captain Rapp doesn't have the personnel available right now, but in 3 – 5 years he should be able to better enforce at the facility. Chief Susic appreciated the communication and reiterated that they likely didn't have enough manpower to enforce at the station all of the time, but could reach out to Summit County to discuss assistance.
 - c. Emily emailed Fritz Homann who facilitates a monthly I-70 mountain corridor call about motorists using CO 9 and US 285 to detour around I-70 slow downs and closures. He knows this is an issue and that detour routes are usually worst than waiting it out on I-70. They are doing everything they can to communicate to motorists and suggested talking CDOT PIOs about communicating this before storms. Tracy Sakaguchi (CMCA) got a few reports of carriers using CO 9 and emailed them to explain why they shouldn't use CO 9 as a detour.



She said they continue to encourage trucks to stay on I-70 and fill up their tanks in Grand Junction and Glenwood Springs. Michelle Eddy said that messaging comes from local media advertising detours. Could we reach out to them?

2. Project schedule discussion

- a. Clark Roberts - We remain on-schedule to advertise the project in November 2022. Complete additional survey work by mid-May 2022.
- b. Gabriel Cosyleon – Purpose of survey is to identify environmental impacts along the west side of CO 9. Notices will go out for survey work. It will be unobtrusive – no heavy excavation, disturbances or driving.
- c. Emily Wilfong - In May 2022, we would like to present to the Town of Blue River Board of Trustees to get the newest board members up to speed on the design project.
- d. Clark Roberts – Requested that Pete Stein reach out to neighbors on west side of CO 9 to alert them of upcoming survey work, in addition to notices going out.

3. Proposed chain down station concepts

- a. Concept of operations/Right of Way/Utilities –
 - i. Clark Roberts – Shared screen. All new pavement falls within current right-of-way (ROW). There will be slopes outside of CDOT ROW. There will be toes of slopes outside of ROW. We are estimating needing a 20-foot easement for landscaping. After discussion with CDOT Region 2 ROW, landscaping would have to be done under permanent easement rather than temporary easement. Permanent easement allows CDOT to maintain while owner keeps ownership. We can't use a temporary easement because we are using public money for landscaping a private property. Another reason for permanent vs. temporary easement is that property owners would be able to cut down CDOT trees without consequences. We want to make sure that all landscaping placed continues to exist. Still private property but allows CDOT to maintain. Any landscaping put in there, we are hoping that the town or private property owner ensure that they are getting watered. In case of plants not surviving, CDOT would be able to replace tree without the property owner having to. If there are any questions or comments, feel free to chime in or call me later. Also, we will work to protect the sanitary sewer line.
 - ii. Emily Wilfong – Clarification: Is it on the chain-up or chain-down side of CO 9?
 - iii. Clark Roberts – Potentially both since we are designing a landscape buffer, as the Town of Blue River requested. We are also hoping the landscaping serves as some wildlife mitigation. We discussed creating a right turn acceleration/deceleration lane to provide a safety and operational benefit, like the bypass lane on SB CO 9. If the budget allows, we would like to construct the chain down station at the same time as the chain up station – that that is an unknown right now. We are planning ROW for both chain up and chain down so we aren't doing it piecemeal. Until we know the exact impacts and survey, we are just showing a concept with some assumptions. Chain down is proposed to be between Whispering Pines and Silver Heels.



- iv. Tracy Sakaguchi – Make sure trucks don't block access on NB CO 9 and it is appropriately signed and enforced. Wants to ensure there is some median space and separation from the road to protect motorists while chaining. Asked about lighting.
 - v. Clark Roberts – We can make sure our signing plan addresses that. It would be signed to end chain down station prior to Silver Heel. We will make sure that the location information is provided very clearly. We will use striping, not guardrail, to protect motorists while chaining. We aren't designing lighting improvements, which is why we are pushing for more space for motorists to chain up/down and pushing out our speed limit reductions by a mile in each direction
 - vi. Mark Fossett – Attended board of directors meeting for the HOA who owns the plot of land north of Whispering Pines and discussed with one property owner there. They are eager to hear more about the right turn out lane and are mostly concerned with the appearance of final landscaping.
- b. Landscaping
- i. Clark Roberts - We will have formal landscape sheets in our plan sets. Pete, I know you want to provide input down the road. We are looking mostly at Evergreen.
 - ii. Michelle Eddy – There are evergreen and aspens.
 - iii. Pete Stein – Hoping for berm to maybe help the size of the trees and their impact.
 - iv. Clark – we were hoping to avoid a berm due to water quality and channelizing water. We don't want to create a ditchline and centralizing runoff. Shrubs and boulders are other opportunities to provide aesthetic improvements.
 - v. Pete – Is there a sense of how tall these trees are?
 - vi. Clark – We can specify that but generally the taller they are the more expensive they are. CDOT will take the lead on this.
 - vii. Patti Henschen – bigger trees will require more water until the root system is established.
 - viii. Clark Roberts– I think we could have a mix of sizes so they don't look like a windrow of trees.
 - ix. Michelle Eddy – Berms, maybe homeowners have berms where there are trees planting on them. I know this was done, and homeowners were likely not watering. I wouldn't rule out berms
 - x. Clark Roberts– I wouldn't rule it out altogether but based on drainage and concentrating flows, at some point in time it starts to cause erosion, collects, and dumps.
 - xi. Pete Stein– You could also have breaks in berm for run off.
 - xii. Clark Roberts – if you have defined drainage ways they will fill with sediment and need to be maintained. We could probably work on laying out landscaping and trying to figure it out. The other part is that we need to figure out cost and number of trees and the breakdown of it. There are a lot of things that we should probably start sooner rather than later.

4. Questions/round the table updates



- a. Clark Roberts – if there are any questions. You can call me on my office number or email me directly.
- b. Mark Fossett – Keep in mind we are still planning on still putting the project through the 1041 process
- c. Pete Stein – We understand that you must manage cost but if you go cheap on it, you will get blowback.
- d. Clark Roberts – FIR and FOR are plan set checks that you will be involved in moving forward. You will have a chance to provide feedback during PLT meetings and during the plan review process.
- e. Gabe Cosyleon – Permission to enter will be very helpful sooner rather than later.
- f. Clark Roberts – those will also be important for survey as well.
- g. Pete Stein – we do have new information to be provided as a new owner is in lot 1
- h. Michelle Eddy – This meeting has been very helpful. Can we put a disclaimer on the plan that says draft or not surveyed?

5. Identify new action items

- a. See Action Items above