

FINDING OF NO SIGNIFICANT IMPACT AND SECTION 4(F) FINDING
State Highway 9 Iron Springs Alignment, South of Frisco
(Milepost 93 to Milepost 95)

Project Number: C0091-041 (19298)

Summit County, Colorado

Lead Agencies

Federal Highway Administration



Colorado Department of Transportation



Cooperating Agency

U.S. Forest Service



December 2014

FINDING OF NO SIGNIFICANT IMPACT (FONSI) AND SECTION 4(F) FINDING

FHWA has determined that the Proposed Action described in the Environmental Assessment (EA) will have no significant impact on the human or natural environment. This FONSI is based on the EA and the proposed mitigation that has been independently evaluated by FHWA and determined to adequately and accurately discuss the need, environmental issues, and impact of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the EA. Based on the considerations identified in the Section 4(f) Evaluation, FHWA concludes that effects of the Proposed Action constitute a *de minimis* impact to the use of Section 4(f) protected recreation resources and historic resources.

REEVALUATION OF THE STATE HIGHWAY 9 FINAL ENVIRONMENTAL IMPACT STATEMENT AND RECORD OF DECISION

The *State Highway 9 Record of Decision (ROD; FHWA and CDOT May 2004)* selected the Preferred Alternative from the *State Highway 9 Final Environmental Impact Statement & 4(f) Evaluation (EIS; FHWA and CDOT February 2004)* for implementation, as described in Section 1.0, Decision, of the ROD. Due to subsequent changes in the affected environment, FHWA and CDOT determined that a portion of the Selected Alternative’s alignment should be reevaluated and potentially modified. The EA documents that reevaluation and analyzes the impacts of modifying a certain segment of the Selected Alternative described by the Proposed Action. As explained in this FONSI, the proposed modification would have no significant impacts and will, therefore, be implemented as part of the Selected Alternative, which remains otherwise unchanged and still valid. The Proposed Action is in the best overall public interest, uses all practicable means to restore and enhance the quality of the human environment, and avoids or minimizes any possible adverse effects.

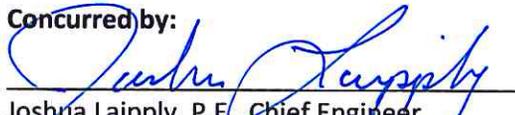
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12-16-14
Date

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12/17/2014
Date

Approved by:



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12/18/2014
Date

A Federal agency may publish a notice in the Federal Register, pursuant to 23 USC §139(l), indicating that one or more Federal agencies have taken final action on permits, licenses, or approvals for a transportation project. If such notice is published, claims seeking judicial review of those Federal agency actions will be barred unless such claims are filed within 150 days after the date of publication of the notice, or within such shorter time period as is specified in the Federal laws pursuant to which judicial review of the Federal agency action is allowed. If no notice is published, then the periods of time that otherwise are provided by the Federal laws governing such claims will apply.

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LIST OF APPENDICES – PROVIDED ON CD AND ON CDOT WEBSITE (www.coloradodot.info/projects/hwy9f2b)

- Appendix A. Environmental Assessment – State Highway 9 Iron Springs Alignment, South of Frisco (Milepost 93 to Milepost 95)
- Appendix B. Environmental Assessment Availability and Public Hearing Documentation
- Appendix C. Agency Coordination Regarding Section 4(f) Recreational Properties

WHAT IS THE PROPOSED ACTION?

A 1.3-mile stretch of State Highway (SH) 9, just south of Frisco, will be realigned, rather than widened on the existing alignment. This stretch of SH 9, which falls between mileposts 93 and 95, will provide a four-lane reduced section roadway while moving the highway away from Dillon Reservoir. The Proposed Action will shorten SH 9 by approximately 0.4 mile. The Proposed Action will provide roadway safety benefits, as well as water quality and drinking water protection benefits, as a result of straightening the highway to remove a tight, compound curve (known as Leslie's Curve), which is in close proximity to Dillon Reservoir. A compound curve is a geometric condition in which there is not a tangent (straight) section of roadway in between two curves. Leslie's Curve is considered sub-standard and contributes to accidents in the area. The Proposed Action will eliminate this curve.

The Proposed Action will include realignment of a portion of the existing Blue River Bikeway. A portion of the bikeway will be moved to the current SH 9 alignment, and the excess pavement will be removed. The realigned bikeway will be approximately 0.4 mile longer than the existing one but will be at a much gentler grade than the current alignment. In addition, the existing Dickey Day Use Parking Lot will be moved west to a new parking lot location, allowing access via the existing signalized intersection at SH 9 and Recreation Way. A trail connection will provide connectivity between the new parking lot and realigned bikeway, as well as lake access.

WHAT HAS BEEN DONE SINCE THE EA AND SECTION 4(F) EVALUATION WAS PUBLISHED?

The EA was made available for a 30-day public and agency review period beginning on July 9, 2014, following signature of the EA by FHWA and CDOT. The EA was available for review and comment beginning on July 9, 2014, and ending on August 8, 2014. A public hearing was held in Frisco at the Summit County Community and Senior Center (83 Nancy's Place) on July 29, 2014, from 4:30 to 6:30 p.m. The public hearing exhibits and presentation provided an overview of the Proposed Action in comparison with the No Action Alternative. The presentations included comparative descriptions of the Proposed Action and No Action Alternative regarding purpose and need, proposed alignment, typical sections, recreation facility changes, transportation and environmental benefits, mitigation commitments, agency coordination, and next steps in the process (see **Appendix A** for the EA and **Appendix B** for documentation of the EA availability and public hearing announcements).

The EA review and the public hearing were advertised in the following ways:

- CDOT project website at www.coloradodot.info/projects/hwy9f2b
- CDOT Press Release on July 9, 2014
- Public hearing advertisements in the *Summit Daily News* (July 23, 26, and 28, 2014)
- Public hearing advertisement flyer posted locally at libraries, town halls, and post offices in Frisco, Breckenridge, and Silverthorne

In addition, the *Summit Daily News* printed articles on July 18, 2014, describing the project and announcing the public hearing, and on July 30, 2014, summarizing the public hearing.

Sixty-eight individuals attended the public hearing, with 12 written comments and 14 verbal comments received at the public hearing.

The EA was available for public review at the public hearing, on the CDOT project website, and at the following locations:

- CDOT Headquarters Library – Shumate Building, 4201 East Arkansas Avenue, Denver
- CDOT Region 1 Office – 2000 South Holly, Denver
- CDOT Region 3 Office – 222 South 6th Street #317, Grand Junction
- FHWA Colorado Division Office – 12300 West Dakota Avenue #180, Lakewood
- Summit County Main Library – County Commons Building, 0037 County Road 1005, Frisco
- Summit County South Branch Library – 504 Airport Road, Breckenridge

Copies of the EA were distributed to the following agencies and stakeholder organizations for review:

- Colorado Parks and Wildlife (CPW), Department of Natural Resources
- Continental Divide Land Trust (CDLT)
- Northern Arapaho Tribe
- Summit County
- Town of Frisco
- U.S. Environmental Protection Agency (USEPA)
- U.S. Forest Service (USFS)

Written and verbal comments were accepted in the following ways:

- Written comments online via the CDOT project website (www.coloradodot.info/projects/hwy9f2b)
- Verbal comments and written comments on a form provided at the public hearing on July 29, 2014
- Written comments via e-mail, fax, or letter to CDOT and FHWA

A total of 63 comments were received during the comment period. At the end of the public comment period, CDOT and FHWA reviewed the comments received and then completed coordination on Section 4(f) recreation properties with the officials with jurisdiction for these properties, that is, Summit County, Town of Frisco, and USFS. For each property, CDOT sent a letter outlining the impacts, summarizing the comments received, and requesting concurrence on *de minimis* impacts. Concurrence was received; the letters are presented in **Appendix C**.

WHAT CHANGES HAVE BEEN MADE TO THE EA AND SECTION 4(F) EVALUATION?

One change has been made to a mitigation commitment identified in the EA as follows:

- Mitigation Tracking # 33 was revised to allow the use of fertilizers to promote healthy revegetation.

Table 1 shows this change to the mitigation commitment table (Table 3, Detailed Impacts and Specific Mitigation Commitments for the Proposed Action) presented in the EA (**Appendix A**).

Table 1. Revised Mitigation Commitment for the Proposed Action

#	Mitigation Category	Proposed Action Impact	Mitigation Commitment for the SH 9 Iron Springs Alignment	Responsible Branch	Timing/Phase that Mitigation Will Be Implemented
33	Noxious Weeds	Spread of noxious weeds	Fertilizers will be used on the project site only when needed to promote revegetation.	CDOT Construction	Construction

No changes have been made to the Section 4(f) evaluation. Concurrence has been received from the agencies with jurisdiction (Summit County, Town of Frisco, and USFS) for the Section 4(f) recreation properties with *de minimis* impacts (see **Appendix C**). Consultation with the State Historic Preservation Officer (SHPO) had previously been completed, as described in the EA and Section 4(f) Evaluation, for two Section 4(f) historic properties (Denver South Park and Pacific Railroad [two segments – 5ST395.4 and 5ST395.8] and State Highway 9 [5ST1461.1]), resulting in no adverse effects determinations and Section 4(f) *de minimis* findings. One additional historic property, the Dillon Placer Mine (5ST883) is an archaeological ruin whose value is not dependent on preservation in place; therefore, it does not require Section 4(f) approval per 23 Code of

Federal Regulations 774.13(b). By signing this document, FHWA hereby makes a finding of *de minimis* impact with regard to Section 4(f) for the Proposed Action.

WHAT COMMENTS WERE RECEIVED ON THE EA?

A total of 63 comments were received, with 57 comments received from individuals and 6 comments received from representatives of agencies and other organizations. The comments generally discussed preferences for an alternative and/or concerns and questions regarding property impacts, noise, safety, speed limits, traffic signal coordination, costs, recreation impacts and changes, and wildlife issues.

Table 2 provides responses to comments received during the EA public review period. Within **Table 2**, comments are organized first by the means they were submitted as follows:

- Comments submitted via the project website
- Comments submitted via e-mail
- Comments submitted verbally at the public hearing
- Comments submitted via comment forms provided at the public hearing
- Comments submitted via letter

Within each of these means of submittal, comments are listed alphabetically by the last name of the commenter or the organization submitting the comment. For ease of reference, each comment has been assigned a unique comment ID number, with numbers running sequentially beginning with Comment Number 1, as indicated in **Table 2**.

Table 2. Public and Agency Comments Received and Responses to Comments

ID #	Comment	Response
Comments Submitted via Project Website		
1	Alpensee Water District Frisco, CO	Response to Comment Number 1
	<p>I am writing on behalf of the Alpensee Water District (AWD), as a concerned Board Member. In looking at the Environmental Assessment it appears CDOT has neglected to consider the impact the SH-9 Alignment or widening will have on our sole source of drinking water. The AWD has two shallow water wells and system infrastructure that are located within the Area of Potential Effects for both highway widening options. The AWD has had informal contact with the Summit County Assistant Manager on this matter, but to date we have heard nothing from either CDOT or Summit County on how either proposes to mitigate the risk to the district, its customers and its valuable property.</p>	<p>CDOT is aware of the Alpensee Water District wells, which are located approximately 50 feet outside the existing CDOT right-of-way. Highway construction in the vicinity of these wells will be within the existing CDOT right-of-way. The Proposed Action will have no impact on the existing wells or associated system infrastructure.</p>

ID #	Comment		Response
2	Becker, Jerry and Shirley	Frisco, CO	Response to Comment Number 2
	<p>We believe the noise abatement study was done prior to Beetle Kill and tree removal. Consequently we request an updated noise abatement study as the truck noise is unbelievable going up or down the hill. Thank you very much for this consideration.</p>		<p>Comment Number 2 is in regard to noise affecting the Water Dance community, which is located approximately 0.5 mile away from the highway improvements included in the Proposed Action. Given this distance, the Proposed Action will not affect noise at the Water Dance community.</p> <p>CDOT is aware of the noise concerns of Water Dance residents and continues to discuss the concerns with the community. On August 28, 2014, CDOT representatives met with Water Dance residents to provide information and answer questions regarding highway noise and the Water Dance community. A future project will include completion of the SH 9 improvements between Recreation Way and Frisco Main Street, as identified in the SH 9 Record of Decision (CDOT and FHWA, 2004). This will include the portion of SH 9 adjacent to the Water Dance community. Noise abatement recommended for this area in the 2004 EIS will be installed at that time. This future project is not currently funded for design or construction.</p>
3	Boutet, Sol	Dillon, CO	Response to Comment Number 3
	<p>I attended the July 29 meeting in Frisco, examined the display boards and written documentation including engineering plans, and spoke with various stake holders regarding the proposal.</p> <p>Overall I am in favor of the new alignment as opposed to widening the existing road. I discussed plans for new alignment with Kurt (?), I think a consultant to the project. He mentioned that the project would produce surplus fill. So we discussed two ideas to perhaps help absorb the material within the study area. One was to replace the short tangent of Plan Sheet 6 with a slight horizontal curve opposite to the two on either side. This would give the road more of a parkway feel, respond better to the natural contour, and possibly reduce a problematic volume of cut on the north side. Kurt mentioned that to consider linked curves the transitioning of superelevation between them is at</p>		<p>The alignment and magnitude of earthwork will be further evaluated during final design. Both the roadway and trail design will be refined to achieve a project that has a natural aesthetic feel and best accommodates habitat linkage, natural drainage patterns, and earthwork balance.</p>

ID #	Comment	Response
	<p>issue. If the modification IS of interest, I feel it should be attempted without compromising the radii of the currently planned curves and thus design speed. The second idea to absorb generated fill relates to relocation of the rec trail where the road is now. I mentioned that curves of varying radius create a better trail experience than long tangents. The idea here is, mostly within the current road ROW, to shift the trail more to lakeside wherever the opposite side is currently a steep cut. Then the area in between is available as a repository for project-generated fill. The fill areas can then perhaps also interrupt any long sight lines. The end result is an area that is returned somewhat more to its original contour and thus feels more natural. There is also the opportunity to introduce some limited vertical curvature to the trail as a means to both enhance the user experience and absorb more fill. Stakeholder competence and creativity applied to the Iron Springs proposal should create both a beautiful and efficient section of roadway. I hope it is ultimately approved.</p>	
4	<p>Bowlin, G. Frisco, CO</p>	<p>Response to Comment Number 4</p>
	<p>I fully support this project to realign Hwy 9 versus simply widening it on its current foot print. Moving the recreational trails closer to the lake and the highway away from the lake is a win, win.</p>	<p>Comment noted.</p>

ID #	Comment	Response
5	Brown, Howard Silverthorne, CO	Response to Comment Number 5
A.	<p>Please redo the environmental assessment, analyzing a full slate of alternatives. Offering only two alternatives and calling one developed more than 10 years ago that was not getting funded because it was too expensive and that is alleged to have greater environmental impact than the other a "no-action alternative" is a direct repudiation of the intent of the National Environmental Policy Act. The new assessment absolutely must include a genuine no-action alternative of not going to four lanes, not doing any new construction on the stretch in question.</p>	<p>A. CDOT and FHWA previously analyzed a range of reasonable alternatives for the SH 9 corridor from Frisco to Breckenridge, as documented in the 2004 Final Environmental Impact Statement (EIS) and Record of Decision (ROD). Since that time, CDOT has been implementing the improvements selected in the ROD as funding has become available. The current Environmental Assessment (EA) evaluates an alternative (the Iron Springs Alignment) for a portion of the corridor and identifies the Iron Springs Alignment as the Proposed Action. In accordance with National Environmental Policy Act (NEPA) requirements, the Proposed Action has been compared with the No Action Alternative. NEPA procedures require that the No Action Alternative characterize what would occur if the Proposed Action is not built. In this case, if the Proposed Action is not built, CDOT will widen SH 9 on the existing alignment as selected in the 2004 ROD. Thus, widening on the existing alignment is correctly applied as the No Action Alternative.</p>
B.	<p>With the new preferred alternative being similar to one that was rejected in the original analysis, the new analysis must spell out clearly what has changed or how the original analysis was wrong to now make this the best choice. It appears that there is only a very short stretch of road for which widening in place would require cutting into the hillside.</p>	<p>B. As described in the EA, the Proposed Action is similar to an alternative that was examined during pre-screening for the 2002 Draft EIS but was not advanced for detailed development and evaluation at that time due to cost and the impacts the new alignment would cause on a healthy forest. Discussions about the Proposed Action were initiated about three years ago at the request of Summit County after the mountain pine beetle epidemic had killed many of the trees.</p>
C.	<p>Please analyze at least one alternative that could get by in that stretch without extensive hillside cutting. This could be going to three undivided lanes with one reversible or two northbound to accommodate peak ski traffic. It could be stacking one direction over the other. It could be routing the northbound lanes elevated over the reservoir or shorelands area.</p>	<p>C. Because CDOT and FHWA believe that the alternatives analyzed in the 2004 EIS and the EA represent the range of reasonable alternatives meeting the project purpose and need, analysis of additional alternatives is not needed or appropriate.</p>
D.	<p>To have the county turn over land dedicated as open space and the Continental Divide Land Trust to abdicate a perpetual conservation easement are major policy compromises. Your analysis should demonstrate very clear environmental and other gains to justify these policy undercuts. You should probably also offer to provide the county or the conservancy some substantial separate open-space to compensate for these policy compromises.</p>	<p>D. The Proposed Action will require a portion (approximately 8.1 acres) of the Iron Springs Open Space property to construct the new highway alignment; however, this will be offset by the conversion of approximately 12.6 acres of existing highway right-of-way along the Dillon Reservoir shoreline to be added to the Iron Springs Open Space property by land swap. CDOT and FHWA have worked</p>

ID #	Comment	Response
E.	Please analyze an alternative or two to having the recreation path run along the edge of the highway for two or more years, a major incursion to local recreation and tourism. Would a raised wooden pathway over the reservoir/shoreland (as there is to the north in Frisco) or one of temporary bridge materials be environmentally compatible.	extensively with Summit County and the Continental Divide Land Trust (CDLT), the entities with stewardship responsibility for the Iron Springs Open Space. Both Summit County and the CDLT have indicated their support for the Proposed Action, as indicated in Comment Numbers 39 and 59, respectively.
F.	The new analysis should clearly state the projected cost of all the alternatives. Cost is certainly a major factor in alternative choice both for CDOT and for the public. In response to a question as to the project cost, the CDOT speaker said that "you didn't have hard numbers" and that "the two alternatives would cost about the same." With cost clearly an important factor, this is totally inexcusable.	E. Constructing a temporary wooden path or bridge over Lake Dillon would cause unacceptable impacts to the reservoir, such as the need to construct bridge piers in the reservoir and the potential for water quality impacts during construction. During the construction period, recreation on the bikeway will be impacted by being next to the highway, but safety will be maintained by placing a concrete barrier between the bikeway and the highway. Placing the bikeway on a wooden path would move the bikeway only a short distance away from the highway so the benefit would be negligible and would not justify the greater impacts for a temporary situation.
G.	At the hearing, the CDOT speaker also said that underpasses would be big enough for deer and small animals, but not elk. Please resize the underpasses and drainage openings to be big enough to be attractive to elk and moose. There is an elk herd that frequents the Iron Springs area.	In evaluating the Proposed Action, CDOT engineers developed new cost estimates for the 2004 EIS alternative (the No Action Alternative in the EA) and the Proposed Action. The new cost estimates used the latest material costs and showed that both alternatives were similar in cost, within about 5 percent of each other. Engineers also discovered that it would be much easier to construct the Proposed Action while maintaining summer traffic, something that is vital to the economy of Summit County. That advantage has clear cost benefits to the tourism of Summit County. That cost has not yet been factored into the estimates. The No Action Alternative follows a section of SH 9 that already is constrained between rock cut slopes on the east side of SH 9 and the Dillon Reservoir on the west. Widening this portion of SH 9 would require additional rock cuts, up to 49 feet in height. In addition, substantial retaining walls would be required along the Dillon Reservoir. Nearly 50 percent more retaining wall area would be required to construct the No Action Alternative, when compared to the Proposed Action. The significant costs associated with rock cutting and retaining walls result in a higher estimated cost for the No Action Alternative, when compared to the Proposed Action.
H.	For future public hearings, please be clear as to the time of the hearing. With your Web site and newspaper coverage both saying that it was from 4:30-6:30, not starting until 5:30 and expecting people to mill around for an hour is an insult to people's time and to the public involvement process. One ad the day before is inadequate notice generally and especially if the actual meeting time is an hour later than people are likely expecting.	

ID #	Comment	Response
		<p>G. The height and width of the underpasses and drainage openings will be reevaluated in final design. The goal is to expand the height and width as much as possible. Summit County, Colorado Parks and Wildlife, and the U.S. Forest Service will assist CDOT with the underpass dimensions during final design.</p> <p>H. There were multiple announcements for the EA public hearing, including an article in the <i>Summit Daily News</i> on July 25, 2014. The public hearing was advertised on the CDOT website; CDOT press release on July 9, 2014; <i>Summit Daily News</i> advertisement on July 23, 26, and 28; and a public hearing flyer distributed locally. With regard to the time of the public hearing presentation, the public hearing announcements indicated that the doors would open at 4:30 p.m. and the presentation would begin at 5:30 p.m. An hour is generally provided for attendees to arrive, view public hearing boards, become familiar with the project details, and ask questions of CDOT and FHWA staff before the formal portion of the hearing. See Appendix B of the FONSI for EA availability and public hearing documentation.</p>
6	Cancelosi, Kimberly Frisco, CO	Response to Comment Number 6
A. B.	<p>I have been expressing my concerns for the safety of children and cyclist crossing SH 9 for years at the current speed. It is also very dangerous to turn right into our subdivision especially in the wintertime when the roads are icy or snow packed. The speed, increased traffic, lose of trees has significantly increased the traffic noise. While Breckenridge benefits with the increased traffic to their town, it has a negative impact on us. Just as the speed limit is reduced to 35 MPH going into Breckenridge, it should be reduced at the traffic limit up by the hospital and Peninsula area coming into Frisco.</p> <p>A reduction in the speed limit would reduce noise, make it safer for children, cyclist, pedestrians to cross the highway at the Adventure Park and Water Dance, and make it safer to turn right into the subdivision. This reduction of noise will also be of value when the construction begins with additional noise.</p>	<p>A. Comment Number 6 is in regard to safety, speed limit, and signals along SH 9 near the Water Dance community, which is outside the project limits for the Proposed Action. CDOT is aware of these concerns and has continued to discuss these concerns with area residents.</p> <p>CDOT recently moved the 40 mph speed limit sign on northbound SH 9 to a location approximately 100 feet before the intersection with Water Dance Road, reflecting the transition zone into Frisco at this intersection. CDOT sets speed limits in accordance with the consistent process specified in FHWA’s Manual on Uniform Traffic Control Devices, and no further speed limit changes are possible at this time.</p> <p>B. CDOT uses the American Association of State Highway Transportation Official’s (AASHTO) <i>A Policy on Geometric Design of Highways and Streets</i> (also known as the “Green Book”) to design roadways safely. The Green Book provides guidance on posted speed limits based on</p>

ID #	Comment	Response
C.	<p>Additionally, the pedestrians and cyclist crossing at Water Dance Drive need a crossing light before the light turns green for the vehicles turning left out of the county side onto the highway. The cars turning left out of the county side do not yield to anything in the crosswalk and do not yield to cars coming out of Water Dance. Perhaps a left turn light is needed for that side of the highway. But the most important and easiest fix is to reduce the speed right away.</p>	<p>vertical curves, horizontal curves, shoulder width, lane width, and the frequency of traffic signals and access points. For example, the Green Book generally recommends lower posted speed limits for hilly and/or curvy roads. All 50 states incorporate Green Book recommendations into their roadway designs.</p> <p>C. As described in the response to Comment Number 2, future project will include completion of the SH 9 improvements between Recreation Way and Frisco Main Street. Pedestrian and bicycle safety along SH 9 from the Adventure Park to Water Dance will be reevaluated during this next major project on SH 9. However, this work is not currently funded for design or construction.</p> <p>See the response to Comment Number 2 regarding traffic noise and the Water Dance community.</p>
7	<p>Coupens, Steve</p>	<p>Frisco, CO</p>
	<p>As a resident of the Water Dance Community, I'm concerned about the widening of highway 9 past our neighborhood. The noise as it is now has increased significantly since I have owned our home for the past 2.5 yrs. With increasing traffic, loss of trees (due to factors beyond all our control), speed of vehicles, and I fear with the widening of the road without some barrier, the noise will become so bad it will be unpleasant to sit outdoors and enjoy the setting, which is why we bought in Frisco and Water Dance. A barrier to block the noise I feel is very important so we can maintain property value and also a pleasurable place to live. I would be more than happy to talk to anyone concerning this issue and welcome you to come sit on my patio (since we are adjacent to highway 9) at any time and hear for yourself the noise that currently exists. I hope that a reasonable solution can be achieved to this situation.</p>	<p>Response to Comment Number 7</p> <p>See the response to Comment Number 2 regarding traffic noise and the Water Dance community.</p>

ID #	Comment		Response
8	Harnett, Gordon	Frisco, CO	Response to Comment Number 8
A.	I am a resident of Wooden Canoe at Water Dance in Frisco and am concerned about the noise impact by the SH 9 project. The noise level is already a problem and will surely get worse as the road is widened. I fully support our HOA's initiative to address the issues.		A. See responses to Comment Numbers 2 and 6, respectively, regarding traffic noise and the Water Dance community and speed limits.
B.	A short term solution would be to drop the speed limit down from 50MPH and prohibit the use of engine brakes. I would also like to see an update on the noise abatement study done 10 years ago. Thank you for your consideration.		B. Colorado state law now requires that any vehicle equipped with engine compression brake devices (commonly referred to as "Jake Brakes") be equipped with proper mufflers. Failure to do so will result in a \$500 fine. Local authorities are responsible for enforcing this law. Engine compression brakes are safety devices, and CDOT cannot prohibit their use. However, CDOT has assisted local entities with this issue by installing "Engine Brake Mufflers Required" signs along selected highways.
9	Keil, Terese	Breckenridge, CO	Response to Comment Number 9
A.	I am unable to attend the public hearing today but wish to add my comment in regard to the proposed realignment of Highway 9 south of Frisco. I am against the proposal and request that the realignment not take place. I have read the supposed advantages and do not think that they warrant going into the Iron Springs area that was designated years ago to be conserved and protected.		A. See response to Comment Number 5 with regard to the Iron Springs Open Space. CDOT and FHWA have worked extensively with Summit County and the Continental Divide Land Trust (CDLT), the entities with stewardship responsibility for the Iron Springs Open Space. Both Summit County and the CDLT have indicated their support for the Proposed Action, as indicated in Comment Numbers 39 and 59, respectively.
B.	I have been a permanent, full-time resident of Breckenridge for over 22 years and have traveled Highway 9 almost daily between Breckenridge and Frisco without ever any incident and I do not see the need to re-align this stretch of the road.		B. Traffic projections and safety analysis presented in the EA and the 2004 EIS support the need for improvements to SH 9 in this area. With regard to safety, the safety analysis presented in EA Appendix A3 shows a concentration of accidents on SH 9 within the project limits, with 67 accidents occurring from 2007 to 2011, including 8 injury accidents and 1 fatality. During this 5-year period, there were 12 overturning accidents in a one mile stretch of SH 9 that includes Leslie's Curve.

ID #	Comment		Response
10	Koneman, Elmer	Breckenridge, CO	Response to Comment Number 10
	<p>I took a hike up the bike trail through the Iron Springs area and have taken several pictures to show the landscape. I plan to attend the public hearing on Tuesday and believe showing these pictures will give those who have not made the trip a better idea of what is involved. Any chance I can show these pictures during the hearing? I know the senior center has a projector I can hook up to my computer. Thank you.</p>		<p>CDOT and FHWA provided a table and an opportunity for others to view your photographs at the public hearing.</p>
11	Lewis, Paul	Frisco, CO	Response to Comment Number 11
	<p>I am a resident of Wooden Canoe at Water Dance in Frisco and am very concerned about the safety and noise effects of the SH 9 project. The Iron Springs alignment will further compound these issues as a result of the proposed construction as well as the continued increase in traffic volumes. I fully support our HOA's initiative to address these matters as part of the Iron Springs project -- see July 21 letters to Mr. Anderson and Ms. Schlaefer. Furthermore, we request that CDOT update the noise abatement studies last prepared in 2002, similar to what they did for the Iron Springs project. This would be consistent with the commitment CDOT made in 2004 to relook the issue when the SH 9 project reaches Wooden Canoe.</p>		<p>See responses to Comment Numbers 6 and 2, respectively, regarding safety and traffic noise at the Water Dance community.</p>
12	Logan, Christopher	Frisco, CO	Response to Comment Number 12
	<p>I would like to express strong support for FHWA and CDOT recommending the proposed action for SH 9. On March 9, 1988 I was a passenger in a single vehicle rollover accident at Leslie's Curve. I was ejected from the vehicle. The vehicle landed on top of me. I was transported on Flight for Life to the intensive care unit at St Anthony in Denver. The physical injuries I sustained during that accident still impact me 25 years later and are life long. I strongly encourage decision makers in this process not to change their stance in addressing the safety issues associated with the compound curve on SH9 by completely eliminating Leslie's Curve. Thank you.</p>		<p>Comment noted.</p>

ID #	Comment	Response
<p>B.</p> <p>C.</p>	<p>It seems like keeping the open space protected would be more easily accomplished by keeping it in its existing configuration as well. Running a road through it would disrupt that.</p> <p>In addition to the paved bike path that is at the forefront in the planning no mention has been made of the existing trail access for hikers and mountain bikers that crosses iron springs. From the access road along the bike path at the south gate, hikers and mountain bikers are now able to gain access to trails/single track that cross behind the hospital and go over and connect to the miners creek/peaks trail area. What is to become of that access? As one of many locals living in farmers corner, we rely on that to be able to access that area with minimal reliance on the paved bike path or the highway. Mountain bikers and hikers alike prefer dirt trails and a more secluded environment than the bike path.</p>	<p>B. In regard to open space protection, see the response to Comment Number 5 and the supporting comments submitted by Summit County and the Continental Divide Land Trust, presented in Comment Numbers 39 and 59, respectively.</p> <p>C. The Proposed Action will maintain the access for hikers and mountain bikers provided by the gated Iron Springs Road. Access to Iron Springs Road will be via the paved bikeway as it is today, with some minor changes at the access point.</p>
<p>15</p>	<p>Wallace, Bill</p> <p>Frisco, CO</p>	<p>Response to Comment Number 15</p>
<p>A.</p> <p>B.</p>	<p>I have a hard time understanding how there would be an increase in noise for Water Dance residents. Seems like a cut would yield less noise.</p> <p>My concern is with the tunnels(2) for the rec path. If you look at the underpass under I-70 just before Vail pass, it is a mess. The lights do not light up enough to avoid hazards. It's always wet, bumpy and a hazard to ride through. Underpasses provide more opportunity for crime and squatters as well. I'd rather see overpasses for the rec path. I feel they would be safer for all users. Are there any studies comparing the two - under vs. over for safety? Thank you!</p>	<p>A. The new SH 9 alignment will have little to no effect on traffic noise for the Water Dance community. See the response to Comment Number 2 regarding noise concerns of the Water Dance community.</p> <p>B. Due to the geometry of the roadway alignment and the local topography, underpasses are more appropriate than overpasses for the bikeway crossings of SH 9. The configuration and aesthetics of the underpasses will receive additional detailed attention during final design to provide a safe and pleasing experience for underpass users. Lighting of the underpasses is not currently anticipated, but this will be considered further in final design to ensure that safety is adequately addressed.</p>

ID #	Comment		Response
16	Warnick, Jon	Buena Vista, CO	Response to Comment Number 16
	<p>Regarding highway 9 in Summit county between Frisco and Farmer's Korner, either solution - widen existing curve or reroute through Iron Springs - should only be done if the stoplights at both ends are changed into wide roundabouts. These 4-way intersections are dangerous in the winter! The poles, lights, and electronics are expensive to install and maintain. Roundabouts are safer, provide more consistent travel times, and generally quicker travel times at lower speeds (less fuel consumption, less highway noise created). I support the Iron Springs reroute only if the intersections are replaced with roundabouts.</p>		<p>The signalized intersection at Farmer's Korner (Swan Mountain Road) was built with a previous SH 9 construction project. It is very new and would not be reconstructed as part of this project. This intersection was constructed to address safety concerns. Since being built, there have been no new safety concerns.</p> <p>Any substantial changes to the signalized intersection at the hospital (Peak One Drive/Recreation Way) will be part of a future project. The Proposed Action will not preclude the future construction of a roundabout at that intersection. It is not part of the purpose and need for this current project. The intersection design will be reevaluated in the future; however, no funding is currently available for design or construction of that future project.</p>
17	Willitts, Barb	Frisco, CO	Response to Comment Number 17
	Would like to see speed limit reduced		See the response to Comment Number 6 regarding speed limits.
Comments Submitted via E-mail			
18	Benson, Dave	Frisco, CO	Response to Comment Number 18
A.	<p>I'm emailing with comments re: your last community presentation in Frisco this week. I am in support of your plan and appreciate the work and engagement that has gone into this project thus far.</p>		<p>A. Comment noted.</p> <p>B. See the response to Comment Number 6 regarding speed limits.</p> <p>The section of SH 9 you have suggested for speed reduction and synchronized signal timing, from the Frisco Adventure Park (Recreation Way) to I-70, is outside this project area.</p> <p>The signal system on SH 9 through Frisco is currently synchronized for peak movements during peak times, which means that these are given priority over minor movements. Signal system retiming is an ongoing effort by CDOT, with changes and minor adjustments occurring on a continual basis. Major system retiming occurs every 3 to 5 years, based on changing volumes and conditions.</p>
B.	<p>My only concern is traffic moving through Frisco at increasing speeds and in increasing volumes. I highly suggest lowering the speed limit to 35 at the first stoplight going into Frisco (currently at the Frisco Adventure Park entrance). While a lower speed limit doesn't ever guarantee slower speeds, a drop from 55 mph to 35 mph should help for safety, noise and congestion. Additionally, synchronizing the lights through Frisco to I-70 at 35 mph would also help, particularly if that was posted to cars entering Frisco from the south and hoping for a quick run to I-70. These suggestions were voiced at the meeting and they make a lot of sense. Thanks for your work on this project.</p>		

ID #	Comment		Response
19	Blake, David	Breckenridge, CO	Response to Comment Number 19
	<p>I am a new resident to Breckenridge and the sole reservation I had about moving was the traffic. One of the key reasons I finally made the decision was the improvements along Hwy 9 and Rt 70 and the apparent interest to continue improvements. These are necessary changes if the town and county want to continue to expand the economic base and with any improvement there comes some costs — both monetarily and sacrifice. In this project, in my opinion, the sacrifice involved to the environment and from a noise perspective is far outweighed by the improved safety and lane expansion.</p> <p>I wholeheartedly support the project.</p>		<p>Comment noted.</p>
20	Burton, Don and Betsy	Frisco, CO	Response to Comment Number 20
	<p>As full time residents of Wooden Canoe at Water Dance we are writing to you about our concerns with regard to the above referenced Highway 9 project. We have attached a map of the Wooden Canoe neighborhood with our location highlighted in green. As you will note, we are on the interior of the neighborhood.</p> <p>We have been full time residents at this location since 2001. Since that date, we have experienced a substantial increase in the traffic impact along Route 9 as it passes Water Dance. The increased speed limit from 35 MPH to 50 MPH from Peak One Drive to Water Dance Drive, the change of one northbound lane from an acceleration/deceleration lane to a second traffic lane beginning just past the Nordic Center and continuing toward Frisco, the removal of the log pole pine forest from the Peninsula Recreational Center, the loss of mature lodge pole pines from the neighborhood and the erection of the St Anthony's Medical Center Complex have, in combination, resulted in a substantial increase in noise level as experienced in the neighborhood. Further, the convergence of recreational bicycle and pedestrian paths with a proposed four lane highway</p>		<p>See the response to Comment Numbers 6 and 2, respectively, regarding safety and speed limits and traffic noise at the Water Dance community.</p> <p>Please note that the Blue River Bikeway, which is the main paved recreational path connecting Frisco to Breckenridge, will be routed through underpasses at the two locations where it crosses SH 9, thereby providing safe crossings with no traffic conflicts.</p>

ID #	Comment	Response
	<p>at which cars, based on current conditions, would be traveling 50 MPH presents safety issues which require serious attention.</p> <p>It is our understanding that the technical noise study upon which this project is based dates back to 2002. Additionally, we understand the 2004 CDOT response to a letter from our HOA stating our concerns about the project was responded to by CDOT stating that noise mitigation measures would be reanalyzed during the final design stage and changing conditions would be addressed. We would ask that those commitments be fulfilled.</p> <p>The noise level at our property has increased substantially over the past 13 years; therefore we are specifically requesting construction of an adequate sound barrier from the northern Peninsula exit extending to and including the Water Dance neighborhood and a safety reduction of the speed limit to 35MPH in both directions from Frisco to the Peak One Blvd entrance to St Anthony's Medical Center.</p> <p>We thank you in advance for your attention to this matter.</p> 	

ID #	Comment	Response
21	<p>Dahman, Eric Frisco, CO</p>	<p>Response to Comment Number 21</p>
	<p>I am writing you regarding the anticipated widening of Highway 9 in front of the Water Dance Community in Frisco, Colorado.</p> <p>We purchased our property at 515 Kokopelli Court in 2008. At that time, the community was heavily forested with Lodge Pole Pine. And, there was very little road noise from Highway 9. Now, with Mountain Pine Beetle Epidemic, there are very few native trees left in the community to buffer the road noise. That, combined with the increased traffic on Highway 9, has resulted in severe highway noise issues in the Southern Regions of our neighborhood.</p> <p>As a 22 year home building professional, I am very aware that this increased road noise will severely impact our property values. Every home I've built over the course of my career that has suffered from road noise issues has been very difficult to sell, and has suffered 10% – 30% depreciated values as a result.</p> <p>The Inverse Condemnation that is occurring as the result of CDOTs taking our right to peaceful enjoyment of our properties needs to be mitigated by installing a sound barrier at the front of our community. We as property owners have no other choice except to seek relief from negative impacts of the Highway 9 widening project.</p> <p>We are reasonable people, and understand the needs of the larger community. As such, we respectfully ask that CDOT fully consider the impacts on our community, and include noise barriers in the overall plan.</p>	<p>See the response to Comment Number 2 regarding traffic noise and the Water Dance community.</p>

ID #	Comment		Response
22	Douglass, Carol	Frisco, CO	Response to Comment Number 22
	<p>I am a homeowner in Prospect Point in Frisco and recently attended the meeting explaining the new proposal for the Iron Springs Highway 9 project. I am in favor of the new proposal over the previously approved one. I also support an idea brought up at the meeting to enforce a 35 mile per hour speed limit starting at the first stoplight into Frisco from Breckenridge with stoplight syncing to keep traffic moving through to the interstate.</p>		<p>See the response to Comment Number 6 regarding speed limits and Comment Number 18 regarding synchronizing traffic signals along SH 9 through Frisco.</p>
23	Conway, Sylvia	Frisco, CO	Response to Comment Number 23
	<p>I am a 17 year resident of Frisco, who frequently uses the Iron Springs area for hiking and cross country skiing. After the clean up of the church camp, this area became a lovely backcountry recreation area with easy access from both sides. The Forest Service clear cut has now ruined much of this area, but the inclusion of it in the Summit County Open Space program will eventually restore the habitat. I am opposed to the plan to re-route Highway 9 through here. Open Space should be preserved in perpetuity, and not used as a bargaining chip to speed the tourist traffic to and from Breckenridge. The road by the lake should be retained, and widened if necessary.</p>		<p>See the response to Comment Number 5 and the supporting comments submitted by Summit County and the Continental Divide Land Trust, presented in Comment Numbers 39 and 59, respectively, regarding open space.</p>

ID #	Comment	Response
24	Feuerriegel, Robert Frisco, CO	Response to Comment Number 24
A.	I think the Iron Springs “shortcut” is the best plan and should be implemented as soon as possible. It completes the four lane corridor, solves several safety issues and has side benefits for recreation, wildlife, and environmental impact.	A. Comment noted.
B.	I have two concerns. The Dickey Day Use TH is too far away with its relocated parking lot near the existing traffic light for the Adventure Park. I suggest a low quality gravel road to provide access to the current parking area.	B. With regard to the existing Dickey Day Use Parking Lot, the possibilities of providing a gravel access road to the existing parking lot or shared vehicle access via the bikeway were both evaluated as alternatives to relocating the parking lot. However, these alternatives were eliminated due to concerns about safety, maintenance, and quality of the recreational experience. As a result, CDOT, in consultation with the U.S. Forest Service, Summit County, and Town of Frisco, considered six options for the relocation of the parking lot. The proposed location was selected due to access via Recreation Way and compatibility with the Nordic trail system and Frisco Peninsula Recreation Area management plans. Appendix B of the EA included information on the consideration of an alternative for the parking lot.
C.	Secondly, regarding the noise level near the Water Dance traffic light. Having experienced the speeding traffic while waiting to cross on my bicycle, I think the speed limit should be reduced to 35 until past the hospital entrance.	While the Proposed Action would result in a relocation of the parking lot and an increased distance to the shoreline, this is not inconsistent with the U.S. Forest Service’s intended purpose of the trail, which is walking or mountain biking. In addition, access for vehicle parking will be made safer because access from SH 9 will be via a signalized intersection at Recreation Way rather than the current unsignalized access to the Dickey Day Use Parking Lot.
	Thank you for an excellent presentation on July 29, 2104	The relocated parking lot and trail connection will continue to provide recreational opportunities, but the experience will be different from that of the current experience. Some may prefer this; others may not. It should be noted that there are other parking opportunities in the vicinity providing shorter walking trails to the Dillon shoreline.
		C. See the response to Comment Number 2 regarding traffic noise and the Water Dance community and the response to Comment Number 6 regarding speed limits.

ID #	Comment	Response
25	Kibbie, Dan Frisco, CO	Response to Comment Number 25
A.	All in all I'm amazed at all the work that has gone into this planning already and can't wait to see the final plan. I have a couple of things I'm hoping that you can think of.	A. Comment noted.
B.	The Dickey lot location can hopefully be relocated closer to where the original one is now, maybe 50 % closer. It is used mostly by Frisco residents, not many Breckenridge folks use it. Maybe it could go along the bike path for a short distances.	B. With regard to the location of the replacement parking lot, see the response to Comment Number 24.
C.	The light at Recreation Way and the hospital, could that be a round about? That would keep traffic going to and from Breck at an even pace thru Frisco.	C. With regard to the possibility of a roundabout at Recreation Way, see the response to Comment Number 16.
D.	The next thing would be an overpass for both wildlife and recreation, somewhere close that would benefit the Frisco Adventure Park. This overpass would once again benefit the Frisco people by allowing them to get back in forth from winter rec trails and summer mtn. biking trails. This would allow cross country skiers to come up the bike path and then over to the cross country center. Vail build a lot of these bridges to get there clients to their houses from the slopes, so they could ski in and out from their homes. Snowmobilers could also use it in the winter and then mtn. bikers in the summer. This bridge would hopefully represent the proposed bridges for the upper blue for wildlife. It would be a show case for the public to see that we are protecting our wildlife. As I traveled thru Jasper and Banff last fall on my moto I was wondering why Colorado didn't have any wildlife bridges. So it was good to hear that some are being planned for the upper blue.	D. An overpass for wildlife movement was analyzed as part of this Environmental Assessment. Colorado Parks and Wildlife, U.S. Fish and Wildlife Service, and U.S. Forest Service were all part of the decision making process. The final decision by CDOT, FHWA, and the wildlife agencies was to create three underpasses as part of the project. The underpasses at each end of the project would combine wildlife with the Blue River Bikeway crossing under SH 9. Due to the geometry of the roadway alignment and the local topography, underpasses are more appropriate than overpasses for the bikeway crossings of SH 9. During the EA process, a wildlife overpass was considered. This possibility was looked at collaboratively with the wildlife agencies and experts. It was determined that an overpass was not the best option at this location. Therefore, in the central area of the project, an additional underpass will be used to provide both drainage and wildlife passage. During the final design process, CDOT will work with the wildlife agencies to refine the underpass details to optimize the design and make the underpasses as large as possible to accommodate a range of large antlered animals. CDOT continues to evaluate appropriate wildlife crossing measures when corridors are improved and as funding becomes available. You are correct that there is another project involving wildlife crossings being implemented in the area. It is along SH 9 in Grand County and includes both wildlife overpasses and underpasses.
E.	This project is mostly being done to get the hordes of people to Breckenridge at the expense of other communities. It would be nice if the Frisco people could keep some kind of connection with the lake and trails beside the two bike underpasses, they don't work in the winter. Frisco needs some kind of connectivity between the town and the peninsula.	E. The underpasses that will route the Blue River Bikeway under SH 9 will provide a recreation benefit, allowing users to cross the highway without the need to negotiate vehicle traffic. This will enhance pedestrian and bicycle access to the peninsula.

ID #	Comment	Response
26	<p>Kryshak, Terry</p> <p>Frisco, CO</p>	<p>Response to Comment Number 26</p>
	<p>Although I was unable to attend the open meeting I do want to provide my comments in support of the Highway 9 Iron Springs bypass.</p> <p>I have been following the progress of the proposed Iron Spring realignment. I personally feel this is an excellent plan based on safety for vehicle travel, cycling and wildlife.</p> <p>We are a tourist based economy who has fabulous bike paths. The Iron Spring section of the bike path is by far the most dangerous section as well as the most difficult for the riders between Frisco and Breck. The risk and difficulty will be eliminated by the realignment and the locals and guests will experience a ride closer to Lake Dillon.</p> <p>Then if you look at where most car accidents seem to happen, they are on Leslie's curve and the plan helps to significantly reduce that risk.</p> <p>Wildlife movement is also being addressed in this solution. Having watched the difficulty the Elk, Deer and other critters experience trying to cross from the Lake Dillon to and from the Iron Springs/National Forrest something needs to be done to protect this valuable resource. I feel the proposed changes provide a solid solution for this issue.</p> <p>I would encourage CDOT to move forward with the proposed Bypass as quickly as possible.</p>	<p>Comment noted.</p>

ID #	Comment		Response
27	Nelson, John	Frisco, CO	Response to Comment Number 27
	<p>I attended the meeting the other night at the Summit County Senior Center where the realignment of Highway 9 was discussed.</p> <p>I am in favor of this realignment, however I do have a comment and disagreement of your relocation of the Dickey Point trail parking lot. Your map says that you will move that parking lot west of its present location closer to Peak One Rd.</p> <p>That is too great a change and would require going one full mile (round trip) to access what is the present parking adjacent to the trailhead.</p> <p>I suggest that you could put an unimproved dirt road from Peak One Rd. east to Dickey Point's current parking lot location. It would make it a greater convenience to all.</p>		<p>With regard to the location of the replacement parking lot, see the response to Comment Number 24.</p> <p>Please note that relocation of the parking lot will add approximately 0.7 mile to reach the location of the existing parking lot.</p>
28	Parrott, Mary	Dillon, CO	Response to Comment Number 28
A.	<p>I spoke at the Public Hearing on July 29 re. this proposed Highway 9 realignment, and requested CDOT to take another look at the option of leaving the highway and bike path in their existing locations and basic configurations. It seemed, by the condescending smirks I got that this was not even a possible consideration. But, if the previous widening plan (clearly, not locked in stone) can be changed to the "new, improved plan", then it seems feasible that another look can be given to comparing the new plan to the actual existing structures and records in place today. I asked for the main reasons for changing these structures and was given the standard line of safety and mobility of drivers, bikers, and wildlife. This has been said so many times it has become rather an axiom of faith, an assumed fact for all discussion. But,...</p> <p>This is a rather short section of highway and bike path, and a huge price tag and construction feat for...what? Yes, there are curves and hills - we are Colorado, not Kansas. Do you really</p>		<p>A. The alternative of leaving SH 9 as a two-lane highway was evaluated in the 2004 Final Environmental Impact Statement (EIS) and Record of Decision (ROD) and was eliminated because this would not meet the identified project purpose and need (as stated in the 2004 ROD – to improve transportation mobility along SH 9 by decreasing travel time, improving safety, and supporting the transportation needs of local and regional travelers while minimizing impacts to the surrounding environment and communities).</p> <p>The existing traffic volumes for SH 9 indicate that the highway is currently approaching or exceeding the capacity of a two-lane highway. Future traffic projections indicate that SH 9 volumes will exceed two-lane capacity. As the traffic exceeds the capacity of the two-lane highway, traffic congestion will worsen as will certain types of accidents that result from a high level of congestion. The safety analysis presented in EA Appendix A3 shows a concentration of accidents on SH 9 within the project limits, with 67 accidents occurring from 2007 to 2011, including 8 injury accidents and</p>

ID #	Comment	Response
<p>A.</p> <p>B.</p> <p>C.</p>	<p>think making the road 4 lanes will increase the safety? Drivers WILL go faster (you might try to limit the speed,...good luck!); it will still be a hill, icy many times, and there will still be accidents. Please tell me what the accident and injury rates are, for the period of say the last 10 years, for the infamous "Leslie curve" stretch of Hwy. 9. Then, let's take say a stretch of I-70 of the same length, and containing a curve (perhaps in Officers Gulch, for ex.) and look at the accident rate there over the same period.</p> <p>Now, about the bike path. I am a road biker and go over this stretch many times. It's woodsy and scenic (at least it was until the ravaging clear cuts were done, their appearance suggesting that the new road will be built here and this comment period is just a required nuisance to a done deal), and the rolling hills remind us that yes, this is Colorado. But, oh, the poor flatland tourists that have to go up and down! Maybe we should try to get rid of all the interesting features of the mountains to give them an easy ride? How about providing us with some accident data on this stretch of the bike path and compare it to that of a less hilly, curvy stretch? I could tell from the ridiculous answers to the questions at the meeting re. wildlife safety (really? Animals squeezing through culverts and sharing tunnels under the highway!?) that this part has certainly not been given careful thought (but still remains as part of the axiom of safety!).</p> <p>Now, about mobility...Here comes the traffic racing through the clear cuts on the new 4-lane road, jostling for position to reach the wider open spaces of I-70 (ha!) for their trip home after a wonderful time as guests of Vail Resorts. But, oops, what's with all these stop lights (7 right now, and 3 new ones?)? How much time has been saved with this new super-doooper 4-lane road? How much faster can these poor folks get home? Please,...slow down on this plan. Let's get some data together, do some realistic calculations, and re-evaluate what we are trying to accomplish and the best way to do it!</p>	<p>1 fatality. During this 5-year period, there were 12 overturning accidents in a one mile stretch of SH 9 that includes Leslie's Curve.</p> <p>B. CDOT and FHWA have consulted with the local governments, regulatory agencies, and bike organizations. These entities believe the Proposed Action alignment is a less environmentally damaging and a safer alternative compared to keeping the road and bikeway on their current alignments.</p> <p>Please note that the U.S. Forest Service recently conducted logging in the vicinity of the Proposed Action in response to the mountain pine beetle epidemic. Information regarding the U.S. Forest Service decision in this matter can be found in the <i>Decision Notice and Finding of No Significant Impact, Ophir Mountain Forest Health and Fuels Project, White River National Forest</i> (November 2013). CDOT and FHWA were not involved in that decision.</p> <p>With the Proposed Action, the character of the bikeway will change in this stretch from a steep uphill and downhill grade to a gentler grade closer to Dillon Reservoir. Although the location of accidents along the bikeway system in Summit County is not well documented, the SH 9 realignment with the Proposed Action provides the opportunity to remove a relatively tight, steep, and blind curve on the bikeway just west of the current SH 9. This curve has been the location of numerous accidents in the past. In 2014, Summit County installed mile-markers throughout the system to provide the potential to better monitor accident data by location. CDOT has consulted with Summit County, Town of Frisco, and bike organizations about the safety of the gentler bikeway alignment, with agreement that the new bikeway alignment will be much safer than the current one.</p> <p>C. Completion of the SH 9 corridor improvements from Frisco to Breckenridge will save approximately 5 minutes' travel time, as identified in the 2004 EIS/ROD. However, more work selected as part of the 2004 EIS/ROD needs to be completed. CDOT has phased the work from the EIS/ROD since 2004 because it is not fiscally possible to fund all the work at one time. Once all the work is completed</p>

ID #	Comment	Response
		<p>between Breckenridge and Frisco, the traveling public will see approximately 5 minutes' improvement in travel times compared to leaving the road as a two-lane highway. Please note that no additional traffic signals are being added as part of the Proposed Action.</p>
29	<p>Thompson, Bob Frisco, CO</p>	<p>Response to Comment Number 29</p>
	<p>I have been a full time Frisco resident since 1989 and I am strongly opposed to the Iron Springs re-route of Hwy 9. The national forest in our area has been eroded by constant development in recent years - from the hospital and medical center (which will soon spawn a senior housing center as well) to the Frisco "Adventure center" that has taken over the peninsula with bright lights and noise well into the night to the ever-expanding county commons area that threatens to take over the natural buffer zone to the forest.</p> <p>All of this has had the unfortunate effect of eroding the natural environment and the beauty of the Frisco outdoor lifestyle. I jog and hike the Iron Springs area frequently and know that many others also enjoy this area. The noise and light pollution has recently gotten much worse along Hwy 9 and it's re-route would only add to this. I realize the road will be widened regardless and think the no-action alternative would best serve the interest of our small town.</p> <p>The development initiatives always seem to have the largest impact on our small town, and they are voted in by persons who do not actually live here in Frisco - it seems to me that the opinion of those who live in Breckenridge or Silverthorne ought not be given as much weight on this particular issue as those of Frisco residents.</p> <p>Thank you very much for considering these comments.</p>	<p>The environmental impacts associated with Proposed Action are minimized compared to the No Action Alternative. During the Environmental Assessment process, CDOT noted environmental benefits to wildlife movement, water quality, and wetlands. Air and noise impacts are similar with both alternatives.</p> <p>Moving SH 9 to a new alignment allows the bikeway to be realigned closer to Lake Dillon. This will complement the existing Summit County Recreational Path System (see EA Appendix A20 – Parks and Recreation Resources Technical Memorandum) and will allow bicyclists to complete a loop around Dillon Reservoir on the Recreation Path System without crossing SH 9.</p>

ID #	Comment	Response
30	<p>Sanderman, Phil and Karen Frisco, CO</p>	<p>Response to Comment Number 30</p>
	<p>My wife and I are residents of Water Dance and reside at 555 Water Dance Drive. We realize that there are valid reasons for realigning Highway 9 but feel that the entire Highway 9 project has not taken into consideration the impacts on the residents of Water Dance and has inadequately addressed mitigating measures.</p> <p>We have resided here full time since July 2, 2002 and have witnessed dramatic increases in traffic and its impacts; namely noise, speed and visible headlights at night. At times vehicles are travelling northbound so fast that they cannot stop for a red light at the intersection with Water Dance Drive. The increased speed has significantly increased noise in Water Dance.</p> <p>The continuing widening of Highway 9 has encouraged development at Breckenridge and increased the number of visitors, which has increased traffic.</p> <p>We would ask that the Environmental Assessment include the following mitigating measures:</p> <ol style="list-style-type: none"> 1. Immediate reduction of the speed limit to 35 MPH in both directions from Frisco to the traffic light at the entrance to the peninsula and hospital. 2. Construction at this time of an adequate sound and light barrier from the northern Peninsula exit past Water Dance. 3. Prohibition on the use of muffler brakes. <p>Thank you for your consideration on this matter and should there be any further public meetings concerning this, please let me know.</p>	<p>See the response to Comment Number 2 regarding traffic noise and the Water Dance community.</p> <p>See the response to Comment Number 6 regarding speed limits.</p> <p>See the response to Comment Number 8 regarding engine compression (muffler) brakes.</p>

ID #	Comment	Response
Comments Submitted Verbally at Public Hearing (Court Reporter Transcript July 29, 2014 – See Appendix B for Full Transcript)		
31	Bainbridge, Steve Frisco, CO	Response to Comment Number 31
	<p>I'm a resident of Water Dance. My wife and I bought property over there and built -- we bought property ten years ago and built and moved in five years ago. In ten years -- and this is probably contrary to some of the studies -- we had noted that the sound level on this highway has probably tripled since we bought the property. And so I may be a little early, but I'd better make these statements now than have it all happen.</p> <p>As this project gets done and it dumps down in and people head to Frisco or back up to Breck, I suspect things are going to get louder. And I just know from --in the winter, I'm a ski instructor at Breck, and I know that traffic going over to Fairplay and Alma is increasing. Construction traffic, bus traffic, truck traffic, they're all adding to the volume and making our home less and less fun to sit on the deck or even in our bedroom.</p> <p>So what I'd like to see done would be 35 miles an hour from the hospital turnoff down to Frisco, not 50. And there are various sections of sound wall that are on tap for Water Dance, but not all of Water Dance --unfortunately, my house is not included in that. So selfishly, I'm looking for some sound wall help.</p> <p>Just put that on record. It's a conversation maybe for two or three years from now, but I'd rather, you know, put a stake in the ground now.</p>	<p>See response to Comment Number 2 regarding traffic noise and the Water Dance community.</p> <p>See response to Comment Number 6 regarding speed limits.</p>
32	Boutet, Sol Dillon, CO	Response to Comment Number 32
A.	<p>I'm a resident of Piney Acres, which is in between Dillon and Dillon Valley. I live off of I-70 north of my place, so I can sympathize with some of the comments that have come so far. But I just wanted to say that I'm generally in favor of the project. I think there's a few recreation routing bugs that need to be ironed out or maybe modified, but overall, I think it's a pretty good proposal.</p>	<p>A. Comment noted.</p> <p>B. The Water Resources and Water Quality Technical Memorandum included as EA Appendix A6 describes the water quality benefits of the Proposed Action, including the benefits such as increased protection from spills that will be realized by locating the realigning the roadway further from Dillon Reservoir.</p>

ID #	Comment	Response
B.	<p>I wanted to bring up this -- a water-quality issue, and I'm sure it's being addressed. It has to do with Dillon Dam. 40 percent of Dillon's water – or Denver's water comes from that reservoir, and here we have an outside curve that -- what's the name of the curve -- Leslie's Curve. And sooner or later, if we keep that alignment, something's going to tip over and spill into the reservoir. So I'm in favor of getting that alignment, that roadway away from the edge of the reservoir just for water-quality reasons. And so hazardous materials transport, I don't know how much we have going on Highway but I think it's just a good idea to get that road away from the edge of the reservoir.</p>	
33	<p>Franken, Robert Frisco, CO</p>	Response to Comment Number 33
<p>A.</p> <p>B.</p> <p>C.</p> <p>D.</p>	<p>You said there is another project, alignment project, coming following this one, so what is that project going to do? So couldn't that be rolled into the same project? I mean, is there benefit in doing that rather than messing up our traffic one more time?</p> <p>One of the questions that I would ask -- and this is as much for the town of Frisco as it is for anything else -- but especially as you put in new stoplights, whether or not timing stoplights and then listing that, you know, at 35 miles an hour, you could hit every traffic light green. And -- the City of Seattle did it years and years and years ago on Highway 99, and it was incredibly successful. Everybody stayed right at the speed limit because it was the way you avoided red lights. So that's one comment.</p> <p>The other one is, I know -- I had a conversation with someone about the underpasses for the bike lanes. Is there going to be lighting or some way to put so that we don't have people going from bright sunlight into a dark space? So that would be my other comment.</p> <p>I have one more question. What's the cost difference between the two proposals?</p>	<p>A. CDOT analyzed and selected improvements for the SH 9 corridor from Frisco to Breckenridge in the 2004 Environmental Impact Statement and Record of Decision for the corridor. Since that time, the selected SH 9 improvements have been completed in a series of phased projects as funding for final design and construction has become available. A future project will complete the SH 9 improvements between Recreation Way and Frisco Main Street, as identified in the SH 9 Record of Decision (CDOT and FHWA, 2004). This future project is not currently funded for design or construction.</p> <p>B. See the response to Comment Number 6 regarding speed limits and Comment Number 18 regarding synchronizing traffic signals along SH 9 through Frisco.</p> <p>C. With regard to the underpasses on the bikeway, it is not currently envisioned that the underpasses will be lighted. However, the transition from light to dark will be considered in more detail in final design to ensure that safety is adequately addressed.</p> <p>D. Costs for both alternatives are within 5 percent of each other. As mentioned previously, there is a constructability advantage of the Proposed Action over the No Action Alternative because the Proposed Action realignment would be constructed while live traffic is</p>

ID #	Comment	Response
		<p>maintained on the current SH 9 alignment. That advantage has clear cost benefits to the tourism of Summit County. That cost has not been factored into the estimates.</p>
34	<p>Gawf, John Frisco, CO</p>	<p>Response to Comment Number 34</p>
	<p>I'm in Water Dance. I just have a question about, Grant, the grade because I've been on that bike path. And it may be on the boards, but I couldn't pick it up. Is it going to go over the top of that hill, or is it going to be cut into the hill or -- sorry if it's somewhere in the display boards, but I couldn't pick that up. So you weren't going to have to move much out of there, soil out of there, dirt?</p>	<p>See the response to Comment Number 13 regarding grades on the realigned SH 9 roadway in the Proposed Action.</p> <p>With regard to soil cuts, the maximum cut will be approximately 30 feet with cut slopes extending at a 3:1 slope away from the roadway to meet the natural ground. During final design, measures will be identified for blending and revegetation of the cut slope to promote a more natural and aesthetically pleasing appearance.</p>
35	<p>Girvin, Leigh Summit County, CO</p>	<p>Response to Comment Number 35</p>
	<p>I'm with Continental Divide Land Trust, and Continental Divide Land Trust holds the conservation easement on the Iron Springs Open Space. As Grant mentioned, it's a 30-acre parcel along Highway 9 across from the reservoir between Leslie's Curve and Summit High School. So someone who's standing back by one of the maps, could you point that out? Brian, you're familiar with where that is located. Kind of a fish-shaped parcel about 30 acres.</p> <p>So the Land Trust has been a stakeholder in this conversation. When Continental Divide Land Trust accepted the conservation easement on Iron Springs Open Space in 2003, we knew that major changes were coming to the open space property. The original EA for the widening of Highway 9 to four lanes which Grant talked about, that's what they're calling the no-action alternative, that was in process at the time. And when we accepted the conservation easement, we knew that those major changes were coming. The rec path would have to be moved. The widened highway would take an acre of the Iron Springs Open Space property. A fen wetland would be adversely impacted, along with other potential impacts as Grant has also mentioned.</p>	<p>Comment noted.</p> <p>The Continental Divide Land Trust subsequently submitted comments on the Environmental Assessment by letter. See Comment Number 59 for the Continental Divide Land Trust letter and response.</p>

ID #	Comment	Response
	<p>In 2011 -- so that's how long you guys have been working on this, probably since before that -- and we learned about the proposal to change the route of Highway which is the subject of today's hearing, the proposed new route would go through the middle of the Iron Springs Open Space. And at the time, the Land Trust was very opposed to that change and voiced our opposition to the board of county commissioners.</p> <p>Over the course of the following years, the Land Trust was engaged as a stakeholder, and we had opportunity to provide input into the new alignment that helped address our concerns and issues for the conservation values on the property.</p> <p>Conservation easements are intended to protect open space values of the land in perpetuity. When we accept a conservation easement, we accept that responsibility, and we also recognize that conditions change over the course of forever. All conservation easement agreements include an amendment clause to address exactly those potential future changes.</p> <p>As a stakeholder, the Land Trust has worked cooperatively with Summit County and CDOT to identify issues of concern to our organization regarding the open space property. No matter how the property changes, and it will, it is important to Continental Divide Land Trust to preserve the conservation values that the easement was originally intended to protect, and that is the scenic qualities, natural resources, such as the fen, public recreation, and maintaining a buffer and community separator between Frisco and Breckenridge.</p> <p>At this time, the Land Trust is evaluating the EA. We're listening to comments today at the public hearing, and we will be providing formal written comments by the August 8 deadline. And no matter the outcome, know that the Land Trust is engaged in this process. We are not abandoning the conservation easement on the Iron Springs. We want this to be the best possible project that it can be.</p>	

ID #	Comment		Response
36	Ittner, James	Breckenridge, CO	Response to Comment Number 36
	<p>I've traveled Highway 82 to Aspen over the years, and especially -- at the time when they were just starting that project, now, that was, according to some, the busiest two-lane highway in the entire state. And a four-lane project over there seems to be a success from the point of a traveler, of an automobile traveler. But I think they faced the very exact same problems that we face here -- the wildlife, recreational access, and private property and easements.</p> <p>And I wonder if the success and the problems that they had with that highway and all the things that we've heard could be incorporated to our project here to make it even more of a success.</p>		<p>CDOT has statewide procedures and programs to ensure that wildlife, recreation, private property, and other considerations are addressed in projects. Current procedures are based on experience across the state, including the SH 82 project to Aspen. Experience on that and other mountain highway projects will be drawn upon in the design of this project.</p>
37	Mackie, Martha	Frisco, CO	Response to Comment Number 37
	<p>I don't represent anybody except people who like to hike, but I would like to say that moving the parking lot by what seems like a small distance of a half a mile, is a mile on a round-trip trip. It's a hot, open, barren walk from there to the lake before you even get to the area where you'd like to go hiking. And for a senior citizen like me, it adds an hour to the trip. It therefore means people with dogs can't just go and enjoy the property because they've got that extra mile to walk before they even get to it. And it means that yes, you can bike it, but then you can't take your dog, but you would have to go on a bike ride, lock your bike, and then begin the walk if you want to walk.</p> <p>The Peninsula is terribly important to all of us, and everybody likes to hike out there. And I don't think they're going to enjoy the hike from that recreation area all the way out along the thing before they even get to the waterside where the views are beautiful and the hike is pleasant.</p> <p>So it seems to me it ought to be possible to lead the existing road to the parking lot and wind it and make half of it a bike path and half of it a very limited access to the parking lot for the</p>		<p>See the response to Comment Number 24 regarding the parking lot relocation and trail. As noted in the response to Comment Number 27, relocation of the parking lot will add approximately 0.7 mile to reach the location of the existing parking lot.</p>

ID #	Comment	Response
	<p>few cars that go in and out that way because cars share the bike path in Frisco. That would not be an unheard-of situation. When you ride through Frisco, all the homes along the bike path there share it in order to get to their driveways. So I'm just asking for some reconsideration of that because it really does make a difference.</p>	
38	<p>Morsher, Kurt Frisco, CO</p>	<p>Response to Comment Number 38</p>
<p>A.</p> <p>B.</p> <p>C.</p>	<p>And -- well, my question was going to be, although Leigh went into a little bit of detail, my concerns were regarding -- well, one of the foremost -- but it sounds like this project is not going to impact the Iron Springs fen itself. Until I was kind of cleared on that, I was adamantly against that because it's a very critical area for wildlife.</p> <p>And although he mentioned, I was going to ask if you could maybe go into a little bit more detail about the third -- besides the two bike path underpasses, which should have a little bit of leeway for wildlife, she was saying there might be a third natural depression or so which is going to allow -- it's something height-wise and everything that's going to --</p> <p>Well, but the elk is going to be critical. And they do use the Peninsula, and there is going to be a tremendous impact to four-laning.</p> <p>Well, as long as I'm up here, though, then I'll mention one or two other things that I didn't mention on the comment card. I do have to support Mrs. Mackie's assessment that with the new Dickey recreation area parking, that is going to be quite a long hike. I know I'm not as young as I used to be, my 11-year-old lab is not, and this is nice to be able to get down there. I do like the idea of having safer access up at the light, but if there might be a way to integrate a gravel road or some way that maybe we could get a little bit closer to the lake.</p>	<p>A. You are correct; this project will not impact the Iron Springs fen located south and west of the Proposed Action.</p> <p>B. See the response to Comment Number 25 with regard to final design consideration of the underpass structures.</p> <p>C. See the response to Comment Number 24 with regard to the parking lot relocation.</p> <p>D. With regard to change in the corridor, CDOT and FHWA will continue to work with local agencies and other stakeholders to design and implement improvements that are consistent with the context of the corridor, the surrounding environment, and the community.</p>

ID #	Comment	Response
D.	<p>And my last thing, I do have to mention, I realize change is inevitable to growth, but it sounds like with all the lights and sound walls and such, it does kind of sound like we're turning our little county into a little Jersey.</p>	
39	<p>Noll, Thad Summit County, CO</p>	<p>Response to Comment Number 39</p>
	<p>I'm the assistant Summit County manager. Amazing turnout tonight. I really want to thank everybody for coming because this is the kind of input that we'd hoped to get and that CDOT needs in order to finalize the design.</p> <p>So as Grant said earlier, we came to CDOT with this proposal knowing that the alignment that was approved already was along the existing highway. And we really felt that the recreation experience, the safety experience, water quality and other things could be significantly improved if we took a look at this new alignment over in Iron Springs. So after a few years' worth of work, CDOT's been working with a lot of the stakeholders, the Forest Service, wildlife experts, Colorado Parks and Wildlife, Continental Divide Land Trust and others, really to come up with a good alternative, in our mind.</p> <p>We believe that the recreation experience along the reservoir on the new -- on the new bike path, rec path, that will be -- that is on the existing highway, that will be one of the shining stars, I think, in our whole system. Really with access to the water, with you know, some pull-off areas where people can enjoy the views over the reservoir, the safety improvements over the existing, lessened -- lessened wetland impacts. And we really are committed to making this new bike path along the reservoir seriously one of the great stars of Summit County's already really great rec path system.</p> <p>So we're excited about this. We have committed both property and maintenance dollars and some other things in order to provide a match to help this -- to help this get completed. And the state transportation commission saw the project and</p>	<p>Comment noted.</p>

ID #	Comment	Response
	<p>thought it was valuable enough to provide the funding through the RAMP program which is a partnership program that CDOT is doing.</p> <p>So we're excited about it. We will -- we are committed to working with CDOT and the Land Trust and the Forest Service to really come up with a design that everyone in this county is proud of in the end. We're excited. We hope that you will be, and we -- we are committed to really making this a great, great amenity to Summit County. So thanks for the time, and thank you, everybody, for coming tonight.</p>	
40	<p>Parrott, Mary</p> <p>Dillon, CO</p>	<p>Response to Comment Number 40</p>
	<p>I just have one question. Is it still possible to really define no-action as really no action to the existing situation? Is that completely locked in stone, that four-lane widening?</p> <p>Yeah, could we go back? Is it too late to go back and consider just leaving it like it is? Because I'm looking at, you know, traffic is --traffic is zipping through the four-lane thing and then coming to the first stop sign, stoplight in Frisco, and really asking whether or not, you know, this really will keep traffic flow to the interstate at an optimum.</p> <p>And secondly, even if we make it 35 miles an hour, you know people, if it's a four-lane road, are going to go faster than that. So for the safety, you know, that is gained by eliminating that curve, I think you're going to have people speeding on a still icy road. And, you know, I haven't been privy to all the original arguments for widening it, but I'm just wondering is it too late to still consider just going -- having an option just to leave it the way it is? So you think in summary -- could you summarize and say that what you think the advantages of this project is over the really existing thing right now? What will it help, actually, and what will be the cost? What are the main benefits of the new project compared to what today - today, not doing anything? Could you summarize?</p>	<p>The alternative of leaving SH 9 as a two-lane highway was evaluated in the 2004 Final Environmental Impact Statement (EIS) and Record of Decision (ROD) and was eliminated because this would not meet the identified project purpose and need (as stated in the 2004 ROD – to improve transportation mobility along SH 9 by decreasing travel time, improving safety, and supporting the transportation needs of local and regional travelers while minimizing impacts to the surrounding environment and communities).</p> <p>The No Action Alternative, as presented in the Environmental Assessment (EA), is intended to represent what would happen in the corridor if the Proposed Action were not selected for implementation. The No Action Alternative, in this case, is widening to four lanes on the existing SH 9 alignment as was previously approved in the 2004 ROD.</p> <p>The 2004 ROD for the SH 9 corridor analyzed alternatives and selected a four-lane reduced section highway from Frisco to Breckenridge. This is based on the safety and capacity needs of the corridor, considering future traffic demand. Current traffic projections continue to indicate the need for four lanes to meet future traffic needs. Current traffic volumes are 20,000 vehicles a day, but this number is expected to climb to 31,000 by the year 2035.</p>

ID #	Comment		Response
43	Sanderman, Phil	Frisco, CO	Response to Comment Number 43
	<p>I'm also a resident of Water Dance in the single-family home section, and I've been there for 12 years and noticed traffic has at least in 12 years that what -- noise levels have gone up, and any improvements that we do would just increase the speed of vehicles.</p> <p>So, you know, I'd ask that consideration be given to extending the proposed noise barrier to include the single-family home section of Water Dance and to lower the speed limit. There are times when I cannot exit even with the green light because cars are coming down that hill at 60, 70 miles an hour or more. And the noise level, as vehicles become larger and more and more sports utilities on the road, have just increased astronomically.</p> <p>So, you know, while I'm not opposed to the realignment, I would ask that consideration be given to lowering the speed limit and installation of noise barriers. I know that will be the subject of another meeting in August. Thank you.</p>		<p>See the response to Comment Number 2 with regard to traffic noise and the Water Dance community.</p> <p>See the response to Comment Number 6 regarding speed limits.</p>
44	Wilson, Brian	Frisco, CO	Response to Comment Number 44
	<p>I'm the resident at Antler House at Farmers Corner, so I'm probably the most impacted resident of this whole project. My family and I purchased it in 1977, and I'm not really opposed to this plan, but what I would like to see happen is my cabin picked up -- we have 2.14 acres -- picked up and taken to the far northeast end of our property and put a driveway in from the water treatment plant to the cabin.</p> <p>Otherwise -- I know how fast people go, and where my house is now -- it's just a matter of time before I get hit by -- gets run into by a semi or -- especially with the way the road necks down now, for safety purposes and sound purposes.</p> <p>And also, I will have to come down to the stoplight at Recreation Way to go over Swan Mountain to Breckenridge. Thank you.</p>		<p>The Environmental Assessment has indicated your property as a possible full acquisition, to be confirmed during final design. If your property needs to be acquired, that will be done in accordance with the provisions of the Uniform Relocation Assistance and Real Property Acquisitions Policy Act of 1970. If reasonable and safe access can be maintained, acquisition of your property will not be required. CDOT would typically not consider moving your cabin but would modify your access from SH 9 if needed and as appropriate.</p> <p>CDOT will continue coordination regarding your property as final design progresses.</p>

ID #	Comment	Response
Comments Submitted via Comment Forms Provided At the Public Hearing		
45	Hartley, Doug Dillon, CO	Response to Comment Number 45
	<p style="text-align: center;">Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p>Please provide your name and contact information:</p> <p>Name: <u>DOUG HARTLEY</u> Phone: _____</p> <p>Address: <u>DILLON, CO 80435</u> Email: _____</p> <p>I have the following comments, questions, or concerns about this project:</p> <p><u>I am in favor of the IRON SPRINGS</u> <u>short cut.</u></p> <p style="text-align: center;"><u>Doug</u></p>	<p>Comment noted.</p>

ID #	Comment	Response
46	Huttrer, Gerry Frisco, CO	Response to Comment Number 46
	<p style="text-align: center;"><u>Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</u></p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p style="text-align: center;">Please provide your name and contact information:</p> <p>Name: <u>Gerry Huttrer</u> Phone: _____ Address: <u>Frisco, Co 80443</u> Email: _____</p> <p>I have the following comments, questions, or concerns about this project:</p> <p>A. <u>1) Please leave the bike path where it is (with minor re-routing) alongside the proposed new Hwy 9.</u></p> <p>B. <u>2) Consider that tourists do like to see the lake close-up (at Leslie's Curve) - now that view will be lost and all they will see is a clear-cut hillside!!</u></p> <p>C. <u>3) Consider re-aligning the current curve to make it safer. It can be done!</u></p>	<p>A. There are safety, environmental, and engineering reasons that make rerouting the bikeway preferable, including the steeper grades and the larger cut slopes that would be required. The majority of public and local government stakeholders also support this decision.</p> <p>B. The viewshed of the drivers will change with the Proposed Action. The roadway will be moved further from Lake Dillon and vehicular travelers will see less of the lake. However, views of the lake will still be prevalent from the roadway as travelers go up and down the 4% grade north of the High School. The Proposed Action will move the Blue River Bikeway to the current SH 9 alignment affording much better views of the lake than from the current bikeway.</p> <p>C. The No Action Alternative presented in the Environmental Assessment would widen the highway along the existing SH 9 alignment, and would include changes at Leslie's Curve to make it safer. However, CDOT and FHWA believe that the Proposed Action provides additional safety benefits by eliminating Leslie's Curve and providing the best balance of minimizing environmental impacts while improving safety to the general public.</p>

ID #	Comment	Response
47	Ittner, James Breckenridge, CO	Response to Comment Number 47
	<p style="text-align: center;">Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p>Please provide your name and contact information:</p> <p>Name: <u>James Ittner</u> Phone: _____</p> <p>Address: <u>Breckenridge CO 80424</u> Email: _____</p> <p>I have the following comments, questions, or concerns about this project:</p> <p><u>I am in favor of the proposed Iron Springs Alignment. My concern is that the Bikeway/ Rec Path be reconstructed so that it is not subject to flooding or tight turns.</u></p> <p>_____</p> <p>_____</p>	<p>The realigned bikeway will be designed so that it is not subject to flooding and does not have unreasonably tight turns. During final design, CDOT will address drainage and geometry.</p>

ID #	Comment	Response
48	Juergensmeyer, Susan Dillon, CO	Response to Comment Number 48
	<p style="text-align: center;">Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p style="text-align: center;">Please provide your name and contact information:</p> <p>Name: <u>Susan Juergensmeyer</u> Phone: _____ Address: <u>DILLON CO 80435</u> Email: _____</p> <p>I have the following comments, questions, or concerns about this project:</p> <p><u>The proposed plan is excellent -</u> <u>- The realignment will make the road safer</u> <u>- PROTECTING THE FEW WILL BE BETTER BETTER THAN</u> <u>THE OTHER alternative</u> <u>- THE BIKE PATH ALONG THE LAKE WILL</u> <u>BE AN ASSET</u></p> <p><u>GO FOR IT!</u></p>	<p>Comment noted.</p>

ID #	Comment	Response
49	Konema, Elmer Breckenridge, CO	Response to Comment Number 49
	<p style="text-align: center;"><u>Environmental Assessment</u> <u>State Highway 9 Iron Springs Alignment, South of Frisco</u></p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p>Please provide your name and contact information:</p> <p>Name: <u>ELMER KONEMAN</u> Phone: _____ Address: _____ Email: _____ <u>Breckenridge, 80424</u></p> <p>I have the following comments, questions, or concerns about this project:</p> <p><u>AFTER TAKING A HIKE ALONG THE BIKE PATH,</u> <u>I SEE NO REASON WHY THE PROPOSED</u> <u>REALIGNMENT WILL BE A PROBLEM. ON THE</u> <u>BIKE PATH AS IT ASCENDS AT THE START TO THE</u> <u>WEST FROM HIGHWAY 9, A PORTION OF THE</u> <u>HILL SIDE TO THE NORTH WILL NEED TO BE REMOVED.</u> <u>THIS LOOKS TO BE ABOUT 100 YARDS. AS THE</u> <u>TRAIL CONTINUES TO ASCEND TO THE WEST,</u> <u>THE LAND TO THE NORTH HAS BEEN CLEARED</u> <u>AND WILL BE EASY TO CONSTRUCT THE HIGHWAY.</u> <u>THE RECONNECTION WITH HIGHWAY 9 AT THE</u> <u>TOP OF THE HILL EAST OF FRISCO SHOULD NOT</u> <u>BE A PROBLEM. IN SHORT, I SEE NO REASON</u> <u>NOT TO MOVE FORWARD WITH THE PROPOSED</u> <u>ACTION.</u></p>	<p>Comment noted.</p>

ID #	Comment	Response
50	Mackie, Martha Frisco, CO	Response to Comment Number 50
	<p style="text-align: center;">Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p>Please provide your name and contact information:</p> <p>Name: <u>MARTHA MACKIE</u> Phone: _____</p> <p>Address: _____ Email: _____ <u>FRISCO, CO 80443</u></p> <p>I have the following comments, questions, or concerns about this project:</p> <p><u>PLEASE RECONSIDER MOVING DICKEY</u> <u>PARKING LOT BACK 1/2 MILE OR MORE.</u> <u>SO MANY PEOPLE WITH DOGS AND ELDERLY</u> <u>USE THE TRAIL BY THE LAKE. ADDING</u> <u>A MILE (1/2 EACH WAY) OF HOT, BARREN</u> <u>WALK BEFORE YOU GET TO THE TRAIL</u> <u>ADDS 1 HOUR TO A HIKE FOR THE ELDERLY</u> <u>AND CHILDREN BEFORE THEY EVEN SEE</u> <u>THE LAKE.</u></p> <p>Please deposit this comment sheet tonight in the Comment Box, or mail (postage required) to the address shown on the other side not later than August 8, 2014. You may also submit your comments via the project website www.coloradodot.info/projects/hwy9f2b or e-mail them to grant.anderson@dot.state.co.us. Thank you.</p> <p><u>THE EXISTING ROAD COULD ACCOMMODATE LIMITED</u> <u>CARS TO THE PARKING AREA ALONG WITH BIKES.</u> <u>THE BIKE PATH IS SHARED IN PARTS OF FRISCO.</u></p>	<p>With regard to the location of the replacement parking lot and trail connection, see the response to Comment Number 24.</p>

ID #	Comment	Response
51	Morscher, Kurt Frisco, CO	Response to Comment Number 51
	<p style="text-align: center;">Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p style="text-align: center;">Please provide your name and contact information:</p> <p>Name: <u>Kurt Morscher</u> Phone: _____ Address: <u>Frisco, Co. 80443.</u> Email: _____</p> <p>I have the following comments, questions, or concerns about this project:</p> <p>A. <u>Two comments to make.</u> <u>The presentation tonight answered two questions of great concern, that the project would not impact the Iron Springs Fen., and that there appear to be 3 areas where wildlife has ability for movement between the peninsula and the Fen area (critical wildlife area) and other mountains, etc.</u></p> <p>B. <u>The second comment is regarding Dickey Day Use. You seem to be making it harder for an old guy to get his old Lab down to the water. I like the idea of access being up at the light for safety, but wish you could have a gravel access from there to the existing park area.</u></p>	<p>A. You are correct; the Proposed Action will not impact the Iron Springs fen. Also, as you have stated, the Proposed Action includes three underpasses, two for the bikeway and one for drainage, which will be oversized and designed to allow/encourage use by wildlife crossing the highway corridor.</p> <p>B. With regard to the location of the replacement parking lot and trail connection, see the response to Comment Number 24.</p>

ID #	Comment	Response
52	Nadalin JoAnne Silverthorne, CO	Response to Comment Number 52
	<p style="text-align: center;">Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p>Please provide your name and contact information:</p> <p>Name: <u>JO ANNE NADALIN</u> Phone: _____</p> <p>Address: <u>SILVERTHORNE, CO 80498</u> Email: _____</p> <p style="text-align: right;"><i>Overall, I support the proposal action</i></p> <p>I have the following comments, questions, or concerns about this project:</p> <p><i>Not nearly enough thought has been given to the Rec Path underpasses. The pipe described in the EIS will result in more bike/pedestrian conflict and are potentially unsafe. As described in the EIS, they are not large enough for elk migration. The concept boards at this meeting are misleading as they show a much wider underpass.</i></p> <p><i>The underpasses should be sized to accommodate the paved Rec Path and a very wide natural surface path for pedestrians and wildlife. They should be high enough to admit significant natural light and drainage. Below the underpass must be studied to minimize icy conditions.</i></p>	<p>See the response to Comment Number 5 regarding the final design of the underpasses.</p>

ID #	Comment	Response
53	Owens, Dave Frisco, CO	Response to Comment Number 53
	<p style="text-align: center;">Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p style="text-align: center;">Please provide your name and contact information:</p> <p>Name: <u>DAVE OWENS</u> Phone: _____</p> <p>Address: <u>FRISCO, CO 80413</u> Email: _____</p> <p>I have the following comments, questions, or concerns about this project: <u>I SUPPORT THE PROPOSED ACTION BECAUSE IT WILL IMPROVE SAFETY AND REDUCE CONGESTION AND BOTH OF THOSE THINGS NEED TO BE DONE!</u></p>	<p>Comment noted.</p>

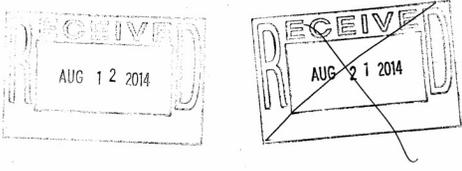
ID #	Comment	Response
54	Resseguie, George Silverthorne, CO	Response to Comment Number 54
	<p style="text-align: center;"> <u>Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</u> Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO </p> <p style="text-align: center;">COMMENT SHEET</p> <p>Please provide your name and contact information:</p> <p>Name: <u>GEORGE RESSEGUIE</u> Phone: _____</p> <p>Address: <u>SILVERTHORNE, CO 80498</u> Email: _____</p> <p>I have the following comments, questions, or concerns about this project:</p> <p><u>Table 2 of the Environmental Assessment of April 2014 mentions reduction in foraging and nesting habitat and a limitation of access to elk winter range (59 acres). Given this "giveaway" there must be compensating benefits that offset this. Accordingly, it will be essential to ensure the "oversized drainage structure be installed and wildlife friendly. Also, the 2 underpasses should be restudied and made even more wildlife friendly - mainly by providing assurance of safe travel to both wildlife and cars.</u></p> <p><u>You should make an extra effort to incorporate the wildlife benefits for the project in R9 words of Submittal to this project</u></p>	<p>See the response to Comment Number 5 regarding the final design of the underpasses.</p>

ID #	Comment	Response
55	Resseguie, Kathryn Silverthorne, CO	Response to Comment Number 55
	<p style="text-align: center;">Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p style="text-align: center;">Please provide your name and contact information:</p> <p>Name: <u>Kathryn Resseguie</u> Phone: _____ Address: <u>Silverthorne</u> Email: _____</p> <p>I have the following comments, questions, or concerns about this project:</p> <p><u>Sadly, there were no provisions made for wildlife crossings on RT9 from the H.S. to break. Adding more vehicle traffic by this proposed project will further impact wildlife + increase vehicular, animal conflicts.</u></p> <p><u>You say a passage will be provided for wildlife but I question its effectiveness unless it is really a priority to the project. It sounds more like a token. Small game passage is not enough. Elk + moose also share our environment.</u></p> <p><u>Please consider + spend what is needed to protect our wild life + give them access to the land + water they have always had.</u></p> <p><small>Please deposit this comment sheet in the Comment Box next to the project sign.</small></p>	<p>See the response to Comment Number 5 regarding the final design of the underpasses.</p>

ID #	Comment	Response
56	Sabatini Mark Frisco, CO	Response to Comment Number 56
	<p style="text-align: center;">Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p>Please provide your name and contact information:</p> <p>Name: <u>MARK C. SABATINI</u> Phone: _____ Address: <u>FRISCO, COLORADO 80443</u> Email: _____</p> <p>I have the following comments, questions, or concerns about this project:</p> <p><i>* I PARTICIPATED IN THE FIRST MAJOR (POND) RECONSTRUCTION ON HIGHWAY 9 IN YEAR 1998.</i></p> <p><i>* AT THAT TIME, A SMALL WRAPPING OF SHOULDER & CURB/RAIL IMPROVEMENTS ALONG LEFT CURB WOULD SIGNIFICANTLY REDUCE RISK TO WATER QUALITY IN POND RESERVOIR.</i></p> <p><i>* THAT RISK REMAINS TODAY. I URGE THAT CDOT PROCEED IN THE MOST EXPEDITIOUS MANNER POSSIBLE; COMPLETE DESIGN & CONSTRUCT THE IMPROVEMENTS.</i></p> <p style="text-align: center;"><i>Mark C. Sabatini</i></p> <p><i>(over)</i></p> <p>Please deposit this comment sheet tonight in the Comment Box, or mail (postage required)</p>	<p>Comment noted.</p>

ID #	Comment	Response
	<p>Saboatini, Mark (continued)</p> <div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p style="text-align: right;">Frisco, CO 80443 PO Box 2236 Attention: Grant Anderson SH 9 Iron Springs Alignment EA Colorado Department of Transportation</p>  </div> <p style="text-align: right; font-size: small;">Place stamp here. Postal service will not deliver without postage</p> <p>fold in half along dotted line.</p> <p><i>* THE WILDLIFE CONDITIONS REMAIN & ARE SUITABLY MITIGATED WITH THE PROPOSED IMPROVEMENTS. WILDLIFE UNDERPASSES DO WORK, AND THEY WORK WELL. I HUNT ? ON HIGHWAY 285, WAS SKEPTICAL @ FIRST, BUT AM CONVINCED THEY MORE THAN MITIGATE IMPACTS OF THE INFRASTRUCTURE UPGRADES - WHILE PROVIDING SHELTER & A PASSAGEWAY THAT WORKS IN THE BEST INTERESTS OF THAT WILDLIFE & THE RETAIN VALUE OF THIS COMMUNITY. Shmuel Sabotini -</i></p>	<p>See the response to Comment Number 5 regarding the final design of the underpasses.</p>

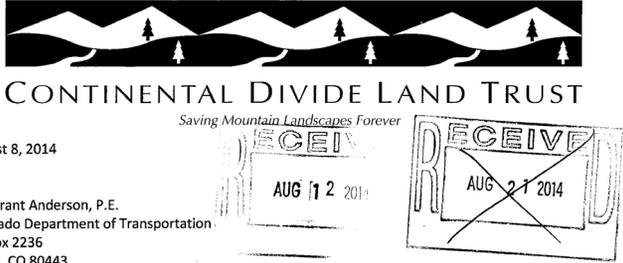
ID #	Comment	Response
Comments Submitted via Letter		
57	Collins, Dora Breckenridge, CO	Response to Comment Number 57
<p>A.</p> <p>B.</p> <p>C.</p>	<p>Dear Mr. Anderson- I couldn't attend the meeting about Iron Springs but I do have some comments.</p> <p>I have lived in Farmers Grove for 10 yrs and find the traffic has increased and the speed limit is rarely followed. On one side of SH 9 it says 40 and the other 45 (to Breck). The <u>leath blending</u> curve at the HS says 50 (amazed there hasn't been a leath yet).</p> <p>I feel the 2004 proposal should be used - <u>NO ACTION</u> Alternative. The sides of the road are very conducive to widening. The 50 foot wall would prevent snow from melting down on Leslie's curve. I elk have seen 1 car off the road in 10 years deer and NO accidents. NO dead animals lynx and NO live animals crossing to the water lake. Why do animals and bikers need 2 arched stone passes when they have NOT needed them for xxxxx ^{10 by 10} number of years?</p> <p>A curve in the road will slow down traffic instead of a straight away for speed.</p> <p>The construction equipment will provide just noise etc on both projects the reduced time of 30 sec is ridiculous.</p> <p>Also I have never seen a traffic counter 20,000 per day???</p>	<p>A. The engineering analysis completed for the Proposed Action as part of the Environmental Assessment (EA) shows safety benefits compared to the No Action Alternative (widening on the existing SH 9 alignment (per the 2004 Record of Decision). These safety benefits will be implemented while reducing environmental impacts compared to the No Action Alternative. See responses to Comment Number 28 and Comment Number 6, respectively, for information on safety and speed limits.</p> <p>B. As part of the EA, CDOT and FHWA coordinated the proposed project with Colorado Parks and Wildlife, U.S. Fish and Wildlife Service, and U.S. Forest Service. These agencies provided vital information about the movement of large (and small) mammals from the Peninsula area to the Iron Springs area. Based on coordination with these agencies, it was decided that three underpasses were needed to accommodate wildlife movement across SH 9. See Comment Number 58 for more information about wildlife movement and about animal vehicle collisions that have occurred in the project area.</p> <p>The safety analysis presented in EA Appendix A3 shows a concentration of accidents on SH 9 within the project limits, with 67 accidents occurring from 2007 to 2011 including 8 injury accidents and 1 fatality. During this 5-year period, there were 12 overturning accidents in a one-mile stretch of SH 9 that includes Leslie's Curve. As identified in the EA, the Proposed Action is expected to provide safety benefits due to the elimination of the tight compound curve, thereby resulting in fewer accidents.</p>

ID #	Comment	Response
<p>D.</p> <p>E.</p> <p>F.</p> <p>G.</p>	<p>Collins, Dora (continued)</p> <p>The new Dickey Day parking is much too far away from trail at the lake.</p> <p>I also find it hard to believe that both projects would cost the same.</p> <p>With looking at the environmental assessment I still couldn't figure out the configuration of the road straight flat, billy???</p> <p>News paper quot "statement of work for construction bids for the proposed project" Howard Brown</p> <p>Who is more important people or wild life ???</p> <p>Mrs Dora Collins</p> <p>P.S. Lower and enforce speed limit at Farmers Corner.</p> 	<p>C. Information on existing traffic counts and future traffic projections is provided in the Transportation Resources Technical Memorandum presented as EA Appendix A2. Traffic counts from an automated traffic recorder on SH 9 at Tiger Road, south of the Proposed Action, currently average about 18,000 vehicles a day, but this number is expected to climb to 31,000 by year 2035. The Proposed Action will reduce travel time by 30 seconds more than the No Action Alternative; however, both alternatives will provide capacity/mobility, safety and transit operational benefits as described in the EA.</p> <p>D. See response to Comment Number 24 regarding the parking lot location.</p> <p>E. See response to Comment Number 5 with respect to the cost of the alternatives.</p> <p>F. The new SH 9 would have a slight hill in it (about 4% grade) from the high school to the top of Ophir Mountain. This grade would be less than most sections of Swan Mountain Road between Farmers Korner and Keystone.</p> <p>G. See the response to Comment Number 6 regarding speed limits.</p>

ID #	Comment	Response
58	Colorado Parks and Wildlife	Response to Comment Number 58
	 <p>COLORADO Parks and Wildlife Department of Natural Resources Hot Sulphur Springs Service Center PO BOX 216 346 Grand County Road 362 Hot Sulphur Springs, Colorado 80451 P 970.725.6200 F 970.725.6217</p> <p>August 7, 2014</p> <p>Grant Anderson , P.E. Colorado Department of Transportation PO Box 2236 Frisco, CO 80443</p> <p>RE: Environmental Assessment- State Highway 9 Iron Springs Alignment</p> <p>Dear Mr. Anderson,</p> <p>Thank you for the opportunity to review the proposed State Highway 9 Iron Springs Alignment project in Summit County. Colorado Parks and Wildlife (CPW) has a statutory responsibility to manage all wildlife species in Colorado; this responsibility is embraced and fulfilled through CPW's mission to protect, preserve, enhance, and manage the wildlife of Colorado for the use, benefit, and enjoyment of the people of the State and its visitors. CPW encourages the Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) to afford the highest protection for Colorado's wildlife species and habitats. CPW has engaged in meetings with CDOT and the U.S. Forest Service (USFS), reviewed the Environmental Assessment for the Proposed Action, and would like to offer the following comments.</p> <p>The 500-acre Frisco Peninsula is a historically timbered area of lodgepole pine, a majority of which is dead and has been recently cut. This timber clearing has reduced the overall thermal and protective cover for small and large mammals, but has also stimulated understory growth and increased ground forage. The Frisco Peninsula also has an Adventure Park plus an extensive trail system, and experiences a high level of year-round recreation. Winter activities include a commercial tubing hill complete with night lighting and snowmaking, beginner ski hill, cross country nordic center, day lodge, and evening sleigh rides with a winter dining experience. Summer activities include a bike park, skate board park, disc golf course, USFS campground, lighted ball parks, day lodge, and hay rides with chuck wagon dinners in addition to hiking and mountain biking on the popular trail system.</p> <p>The Frisco Peninsula is isolated by Dillon Reservoir and the Town of Frisco, and offers limited habitat connectivity for wildlife. The Frisco Peninsula provides summer range for deer, overall range and winter range for elk, and summer range for moose. The area also provides seasonal habitat for several other wildlife species including black bears, mountain lions, Canada lynx, small mammals, songbirds and raptors.</p> <p>Bob D. Broscheld, Director, Colorado Parks and Wildlife • Parks and Wildlife Commissioner: Robert W. Bray • Chris Castillon, Secretary • Jeanne Horne Bill Kane, Chair • Gaspar Perricone • Dale Pizol • James Pritzl • James Vigil • Dean Wingfield • Michelle Zimmerman • Alex Zipp</p> 	<p>As you have stated, the amount of habitat lost due to the Proposed Action will be relatively small compared with the total wildlife habitat in the area. The Proposed Action includes development of a revegetation plan to mitigate the loss of habitat. In addition, CDOT will continue to work with agencies, including Colorado Parks and Wildlife (CPW) and the U.S. Forest Service, to identify opportunities for minimization and mitigation of habitat fragmentation in the area.</p> <p>In this FONSI, CDOT and FHWA are selecting the Proposed Action. If that decision should change such that the No Action Alternative becomes the preferred alternative, CDOT will reevaluate suggestions for wildlife crossings.</p> <p>The habitat impact will be minimized compared to the No Action Alternative because of the commitment to include three underpasses with the Proposed Action. Each underpass would be sized to allow large and small mammal movement from the Peninsula to the Iron Springs area. The underpass sizing will be reevaluated with CPW during final design. It is CDOT's and FHWA's goal to increase the size of the underpasses as much as possible. CDOT and FHWA will also coordinate the need for fencing, escape ramps, and end treatments with CPW during final design.</p>

ID #	Comment	Response
	<p data-bbox="296 248 751 272">Colorado Parks and Wildlife (continued)</p> <div data-bbox="310 280 1024 1255" style="border: 1px solid black; padding: 5px;"> <p data-bbox="323 297 1010 488">Wildlife periodically attempt to cross State Highway 9 (SH 9) to move back and forth between the Frisco Peninsula and the more suitable habitat areas of Miner's Creek and Ophir Mountain, and are occasionally hit by vehicles. Wildlife species that have been hit within this 1.3 mile section include mule deer, elk, black bear and lynx. No moose have been documented getting hit by vehicles along this section; however, multiple moose have been sighted both on the Frisco Peninsula and attempting to cross SH 9 along this stretch within the past year. Although habitat is limited on the Frisco Peninsula, wildlife species will continue to attempt to cross SH 9 and utilize this area. SH 9 poses a barrier to daily and seasonal movements of wildlife, and CPW continues to be concerned about animal-vehicle collisions.</p> <p data-bbox="323 505 1010 716">Construction of the No Action Alternative would result in expansion of the current highway to four lanes including a continuous 1.06 mile concrete barrier in the center with no median, 2,800 feet of steep cut slopes on the western side of SH 9, approximately 2,200 feet of retaining wall directly adjacent to Dillon Reservoir. This Alternative does not include any wildlife crossing structures, and CPW is concerned that the expansion would create a long-term barrier to localized wildlife movement. The proposed concrete barrier and retaining walls could potentially trap animals on the roadway if they attempt to cross, increasing overall wildlife mortality and further endangering motorists. CPW recommends that if this alternative moves forward, oversized culverts or underpasses be considered to allow for successful movement of wildlife.</p> <p data-bbox="323 740 1010 976">The Proposed Action would result in a new roadway alignment and lane expansion that bisects mule deer, elk and moose seasonal ranges, permanently impacting approximately 11.0 acres of elk winter range and 13.8 acres of mule deer and moose summer range, and limiting access to approximately 57.0 acres of current habitat between the proposed alignment and future bikeway (current SH 9 alignment). Approximately 6.7 acres of habitat would be converted to transportation and recreation use. While the total habitat loss is a relatively small percentage of the total wildlife habitat in the area, southern Summit County has experienced extensive fragmentation and development over the past several years. The re-alignment of SH 9 would contribute to this fragmentation, and CPW recommends that CDOT mitigate this loss through off-site habitat improvement to elk winter range and mule deer summer range elsewhere in the county.</p> <p data-bbox="323 1000 1010 1122">The road expansion, re-alignment through current habitat, and increased traffic volumes associated with the Proposed Action may increase the potential for wildlife-vehicle collisions. However, the Proposed Action would eliminate the need for large retaining walls and a concrete barrier in the median, and would include two large multi-use underpass structures for the new Blue River Bikeway as well as a new drainage structure at the east end of the project area.</p> <p data-bbox="323 1146 1010 1235">This drainage structure is proposed as a 10' high by 16' wide arch culvert with a natural bottom substrate to accommodate medium-sized mammals, and maintaining and enhancing existing vegetation surrounding the structure to provide security and cover for wildlife and encourage use of the structure. The two multi-use underpasses located at each end of the</p> </div>	

ID #	Comment	Response
	<p>Colorado Parks and Wildlife (continued)</p> <p>new alignment include a 4-foot wide separate path (natural substrate) adjacent to the 12-foot wide paved bike trail. There will be no lighting in the underpasses to encourage use by wildlife.</p> <p>CPW is encouraged that CDOT has acknowledged the impacts of SH 9 on wildlife by incorporating wildlife underpass structures into the Proposed Action. CPW is concerned that the size of the proposed arch culvert will discourage use by large ungulates, and recommends increasing the arch culvert size to 15' high and 20' wide to accommodate elk and moose. The two multi-use underpasses will likely only accommodate wildlife species that are more tolerant of human activity, including coyote, fox, raccoon, and other small mammals.</p> <p>CPW notes that wildlife fencing was mentioned as a future item in the Proposed Action. Without fencing, most wildlife will not use the culverts and underpasses; if fencing is added to guide animals towards the crossing structures, then game escape ramps will be needed. Because the current proposed arch culvert is not sufficient in size for use by large ungulates, CPW does not recommend fencing as it would restrict movement of these mammals. If the culvert size can be increased to sufficient height and width, then CPW would encourage CDOT to consider fencing and game escape ramps in the design.</p> <p>CPW appreciates the opportunity to communicate with CDOT and the USFS and comment on this important project in Summit County. CPW requests to participate in future discussions of design and placement of wildlife crossing structures. If you have any questions, please contact me at 970-485-3081.</p> <p style="text-align: center;">Sincerely,</p> <div style="text-align: center;">  Elissa Knox District Wildlife Manager </div> <p>Cc: Ron Velarde, Northwest Regional Manager- CPW Lyle Sidener, Area Wildlife Manager- CPW Tom Davies, District Wildlife Manager-CPW Michelle Cowardin, Wildlife Biologist- CPW Kirk Oldham, Wildlife Biologist- CPW</p>	

ID #	Comment	Response
59	Continental Divide Land Trust Frisco, CO	Response to Comment Number 59
A.	 <p>August 8, 2014</p> <p>Mr. Grant Anderson, P.E. Colorado Department of Transportation PO Box 2236 Frisco, CO 80443</p> <p>RE: Comments on State Highway 9 Iron Springs Realignment, South of Frisco</p> <p>Dear Grant and CDOT:</p> <p>Continental Divide Land Trust hereby provides the following comments on the Environmental Assessment for Highway 9 south of Frisco, also known as the Iron Springs Alignment.</p> <p>Continental Divide Land Trust (CDLT) holds a conservation easement on the 30 acre Iron Springs Open Space property, owned by Summit County Government's Open Space & Trails Department. The purchase of the property was partially funded by Great Outdoors Colorado, and a Deed of Conservation Easement (CE) was granted to CDLT in 2003.</p> <p>At the time of the grant of the CE, CDLT was aware of the proposal to widen Highway 9 to four lanes from Frisco to Breckenridge. We accepted the CE knowing that changes were coming to the property. Provisions were included in the CE to allow for the widening of Highway 9 in its current location, including relocation of the rec path and impacts to the fen wetland on the property.</p> <p>When CDLT learned in 2011 of the current proposal to re-route Highway 9 through the Iron Springs Open Space property, our organization was opposed and expressed our concerns to the Board of County Commissioners in a letter dated March 3, 2011.</p> <p>Since then, we have had several meetings with CDOT and Summit County and have been engaged as a stakeholder in the process. We appreciate CDOT's willingness to listen to our concerns, and CDOT's cooperative spirit in working with CDLT to address issues important to our organization and the conserved land.</p> <p>While CDLT remains strongly committed to preserving the conservation easements entrusted to us, we are aware that conditions do change. Given increasing traffic and transportation needs, we recognize that Highway 9 needs to be expanded. The current "No Action" alternative raises safety and environmental concerns. Considering the relative benefits in safety, recreation, and environmental impacts, the Board of Directors of CDLT supports the Environmental Assessment (EA) for the Proposed Action with consideration of our comments below.</p> <p>970.453.3875 Office P.O. Box 4488 info@cdlt.org Frisco, CO 80443 www.cdlt.org</p>	A. Comments noted.

ID #	Comment	Response
	<p>Continental Divide Land Trust (continued)</p> <p>Page 4 of 6, August 8, 2014</p> <p>C. The finished highway and rec path project will reflect directly on Continental Divide Land Trust. Therefore, it is an important goal for CDLT that the finished project is as good as it can be. With that goal in mind, we offer the following comments on the EA and mitigation measures:</p> <p>D. Mitigation Category – Wetlands (Tracking numbers 10 – 17): CDLT supports the mitigation commitments pertaining to wetlands. As an additional enhancement, we would like to see improvements to the wetland habitat at the north end of the Iron Springs Open Space property. Please include language in the EA about wetlands improvements and potential to connect the currently existing wetlands complex and Dillon Reservoir.</p> <p>E. Mitigation Category – Vegetation (Tracking numbers 18 – 25): CDLT supports the mitigation commitments pertaining to vegetation, in particular Tracking #21 which states that “native trees and shrubs will be planted where appropriate.” We feel that it is very important to include trees and shrubs (in addition to grasses and forbs) throughout the project area, including adjacent to and along the rec path, in order to replicate the experience provided by the previous rec path, to enhance the user experience, and to improve wildlife habitat. Additionally, CDLT feels that it is important to include native wildflower seeds or transplants in the revegetation mixes for the benefit of pollinators, birds, and the viewing public. Please include language in the EA where revegetation is discussed to add trees, shrubs and wildflowers to the planting mix.</p> <p>F. Mitigation Category – Noxious Weeds (Tracking numbers 26 – 33): CDLT supports the mitigation commitments pertaining to noxious weeds. As noxious weeds along the project area may spread to the conserved lands, this is an area that CDLT will monitor closely. We also offer our assistance in monitoring and tracking noxious weeds during and after construction.</p> <p>Mitigation Category – Wildlife, Special Status Species and Sensitive Species (Tracking numbers 34 – 54): CDLT supports the mitigation commitments pertaining to wildlife, special status species and sensitive species. We greatly appreciate the mitigation measures that CDOT has agreed to, including but not limited to, the arch culvert designed with a natural bottom to promote wildlife usage, the multi-use underpasses which will not be lighted and will include a natural substrate to promote usage by smaller wildlife species, enhancement of vegetation adjacent to these underpasses, revegetation plan that includes blending with existing vegetation and native species, and special measures to help protect sensitive and special status species.</p> <p>G. Mitigation Category – Historic Properties (Tracking number 55): CDLT supports the mitigation commitments pertaining to the Dillon Placer as an historic property. CDLT supports the extension of a paved interpretive trail to the Dillon Placer site and interpretive signage.</p> <p>H. Mitigation Category – Right-of-Way (Tracking numbers 58 – 59): CDLT supports the mitigation commitments pertaining to Right of Way issues and will work with CDOT and Summit County to effectuate the proposed Land Swap Agreement.</p> <p>Mitigation Category – Parks and Recreation Resources (Tracking numbers 61 – 67): CDLT supports the mitigation commitments pertaining to park and recreation resources. One of CDLT’s goals in this project is that the recreation experienced be enhanced. We support the relocation of the</p>	<p>D. The potential to connect and enhance wetlands will be looked at during final design and wetland mitigation.</p> <p>E. CDOT has identified reseeding with native species, which typically include a wildflower mix.</p> <p>F. Comments noted.</p> <p>G. CDOT and FHWA do not plan to construct a bike path spur to the Dillon Placer Mine Historic Site. The spur would cause environmental impacts, conflict with wildlife movement, and potentially affect drainage patterns. However, CDOT and FHWA have committed to interpretive signing along the realigned bikeway that discusses the significance of the Dillon Placer Mine.</p> <p>H. Comments noted.</p>

ID #	Comment	Response
Continental Divide Land Trust (continued)		
Page 5 of 6, August 8, 2014		
H.	<p>rec path along the current highway alignment. In order to further enhance the experience, we request that the abruptness of cuts and fills along the new rec path on the CE property be reduced in the final design. We also request that the final design of the rec path allow for meanders, pull-offs, and a gentle rise and fall within the prism of the current highway to enhance the rec path experience. Landscaping with native plants, wildflowers, trees and shrubs will also be an important enhancement to the recreation experience as stated in our comments under Mitigation Category – Vegetation noted above. We also support the relocation of the parking area for the Dickey Day Use Area to the Frisco Peninsula Recreation Area (Recreation Way), to minimize additional site disturbance and road cuts, and to enhance the recreational experience at the Dickey Day Use Area that will be quiet and serene once the highway is removed from the area.</p>	
I.	<p>Mitigation Category – Visual Resources (Tracking numbers 69 – 73): CDLT supports the mitigation commitments pertaining to visual resources. We particularly appreciate the mitigation commitments in Tracking # 70 to minimize impacts to public views of the Iron Springs Open Space property and along the rec path with blending, minimizing cuts and fills, potential coloring, and native plant materials. Because the cut in the hillside through the Iron Springs Open Space property for the new highway will be so dramatic, CDLT requests that the final design consider a slightly steeper grade to allow for less cut, as long as such grade would be considered safe.</p>	<p>I. Increasing roadway grades would not substantially decrease roadway cut slopes. Other techniques will be used to soften the visual impact. CDOT will work with stakeholders, including CDLT, during final design on these techniques.</p>
J.	<p>Mitigation Category – Section 4(f) (Tracking numbers 79 – 83): CDLT supports the mitigation commitments pertaining to Section 4(f) concerns. We believe that recreational experiences will generally be enhanced by the Proposed Action.</p>	<p>J. Comment noted.</p>
K.	<p>Other issues identified by CDLT regarding the Proposed Action not addressed in the EA:</p> <ul style="list-style-type: none"> In order to protect the integrity of the wildlife underpass, please do not allow any pull-offs or scenic view pull-off points along the highway corridor in the Proposed Action. 	<p>K. No roadside pullouts are included along the realigned SH 9 in the Proposed Action.</p>
L.	<ul style="list-style-type: none"> Please identify any impact to the iconic clump of aspen trees framed by Peak One visible from the current Highway 9, located approximately behind the Hospital. While not on the conserved property, visual resources throughout the entire project are important to CDLT. 	<p>L. The Proposed Action will not impact the iconic clump of aspen you have referenced, which is located behind the hospital and frames Peak One.</p>
M.	<ul style="list-style-type: none"> There is a stream that runs through the open space property adjacent to the Iron Springs Road, which drains the Iron Springs fen above the property. Please identify impacts to the stream. CDLT would like to see that the stream is day-lighted throughout the project and not funneled into a culvert. 	<p>M. See EA Appendices A1 and A6 for impacts to Iron Springs Creek. CDOT will continue to explore measures to minimize impacts to the creek throughout the final design process.</p>
N.	<p>CDLT has an obligation to monitor the Iron Springs Open Space property and will seek a larger role during construction to ensure that the conservation values of the property are being protected to the greatest extent possible. CDLT recognizes that the process of building the new highway will require on-going learning and adaptive management practices over the course of construction and afterward.</p> <p>CDLT will engage with CDOT and Summit County as a partner in the final design and construction of the Proposed Action, and is willing to assist with monitoring of noxious weeds, tree planting, native seed collection, or other similar projects.</p>	<p>N. Comments noted.</p>

ID #	Comment	Response
N.	<p>Continental Divide Land Trust (continued)</p> <div data-bbox="304 316 1029 662" style="border: 1px solid black; padding: 10px;"> <p>Page 6 of 6, August 8, 2014</p> <p>The Board of Directors and staff of Continental Divide Land Trust thank you for your consideration of our comments and requests for the Proposed Action of the EA for the State Highway 9 Iron Springs Realignment. Please feel free to contact CDLT if you have any questions or need additional information.</p> <p>Yours,</p> <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  <p>Scott Hummer President</p> </div> <div style="text-align: center;">  <p>Leigh Girvin Executive Director</p> </div> </div> </div>	

ID #	Comment	Response
60	Feuerriegel, Robert Frisco, CO	Response to Comment Number 60
	<p style="text-align: center;">Environmental Assessment State Highway 9 Iron Springs Alignment, South of Frisco</p> <p>Public Hearing July 29, 2014 4:30 PM – 6:30 PM Summit County Community and Senior Center 0083 Nancy's Place, Frisco, CO</p> <p style="text-align: center;">COMMENT SHEET</p> <p>Please provide your name and contact information:</p> <p>Name: Robert Feuerriegel Address: Frisco, CO 80443</p> <p>A. <input type="checkbox"/> I think the Iron Springs "shortcut" is the best plan and should be implemented as soon as possible. It completes the four lane corridor, solves several safety issues and has side benefits for recreation, wildlife, and environmental impact.</p> <p>B. <input type="checkbox"/> I have two concerns. The Dickey Day Use TH is too far away with it's relocated parking lot near the existing traffic light for the Adventure Park. I suggest a low quality gravel road to provide access to the current parking area.</p> <p>C. <input type="checkbox"/> Secondly, regarding the noise level near the Water Dance traffic light. Having experienced the speeding traffic while waiting to cross on my bicycle, I think the speed limit should be reduced to 35 until past the hospital entrance.</p> <p>Thank you for an excellent presentation on July 29, 2104</p> <div style="text-align: center;">  </div> <p>Please deposit this comment sheet tonight in the Comment Box, or mail (postage required) to the address shown on the other side not later than August 8, 2014. You may also submit your comments via the project website www.coloradodot.info/projects/hwy9f2b or e-mail them to grant.anderson@dot.state.co.us. Thank you.</p>	<p>A. Comment noted.</p> <p>B. With regard to the location of the replacement parking lot and trail connection, see the response to Comment Number 24.</p> <p>C. See the response to Comment Number 2 with regard to noise and Comment Number 6 regarding speed limits.</p>

ID #	Comment	Response
61	Rossetter, Laura Frisco, CO	Response to Comment Number 61
	<p style="text-align: right;">Laura Rossetter Frisco, CO 80443 -----</p> <p>August 4, 2014</p> <p>Grant Anderson, P.E. Colorado Department of Transportation PO Box 2236 Frisco, CO 80443</p> <p>Stephanie Gibson Federal Highway Administration-Colorado Division 12300 W. Dakota Ave, Ste 180 Lakewood, CO 80228</p> <p>I am writing to provide comment regarding the State Highway 9 Iron Springs Alignment project. I am 27-year resident of Summit County and live in the Bill's Ranch neighborhood, which is just west of the County Commons complex in Frisco. I am an avid user of the paved bike trail system in Summit County and also often trail run, mountain bike and nordic ski along the Iron Springs dirt road that travels above the project area between the High School and Frisco. I also frequently use the Dickey parking area and lakefront access trail to walk my dog, trail run, hike and mountain bike.</p> <p>My comments focus on either concerns and/or suggestions for various elements of the Proposed Action.</p> <p>I feel very strongly about preserving, as undisturbed open space, the National Forest and County land that is located between Frisco and Farmer's Corner within and around the project area. The undeveloped nature of this area is an important resource in numerous ways: as an open space buffer between developed areas, as important wildlife habitat and for backcountry summer and winter recreation. I feel the paved bike path is a very important resource to both the locals and visitors of this county and any impacts to the bike path should have the end result of a more positive, safe and aesthetically pleasing experience. Also, the Frisco Nordic Center is a valuable winter amenity for the county and there should be no negative impacts to</p>	<p>Many of the project considerations you have discussed will be detailed in final design. During final design, CDOT and FHWA will consider the input received and will work with the agencies and other stakeholders to design and implement the project such that it both meets the transportation needs and fits within the context of the local community and environment.</p> <p>Responses are provided below following the major headings in your comment letter for ease of reference.</p>

ID #	Comment	Response
	<p>Rossetter, Laura (continued)</p> <p>nordic center trails from this project. It is critical, if this project is approved, that all legitimate concerns must be effectively mitigated and that best practice standards are enforced in order to minimize impact to the natural landscape and wildlife and to protect the recreation resources located within and adjacent to the project area.</p> <p>The Paved Recpath:</p> <p>1. I support the construction of 2 recpath underpasses and feel they are crucial to the safety and success of the recpath realignment. Because of the volume of use on this path and the fact that a large number of the riders are novices renting bicycles, underpasses provide a much safer road crossing experience.</p> <ul style="list-style-type: none"> • I do not support any changes to the proposal that eliminates underpasses and instead have a recpath crossing at the stoplight by the hospital. An at grade crossing on such a busy road is extremely dangerous to recpath users and detrimental to safe flow of vehicle traffic (since some cyclists, unfortunately, cross when the stoplight is red). • The underpasses should be wide enough to accommodate safe passage of users traveling both directions at the same time. • The underpasses must be designed to consistently drain all water out of the underpass to eliminate the potential for puddling or ice. • The underpasses must contain adequate light to easily see other riders and obstacles on the path. <p>2. Extensive reclamation of the abandoned highway is crucial to the safety and enjoyment of the proposed recpath realignment.</p> <ul style="list-style-type: none"> • The reclamation work should completely eliminate any sign the route was originally a road. Adequate revegetation using mature trees, grasses, etc, grading to eliminate dropoffs on either side of the road, and narrowing of the asphalt surface to a recpath width are only some of the techniques that must be applied to this reclamation effort. • The new recpath alignment should simulate the experience of the current recpath alignment, which passes through a natural, undeveloped and peaceful landscape. <p>3. During construction of the new highway section, every effort should be made to keep path users on the existing alignment as long as possible during the project period. Once the recpath is displaced due to highway construction, an alternative route should open immediately. The recpath connection is too critical of a social, economic and non-motorized community connection resource to be closed during the summer months, even for a few days. This alternative should be as wide as the existing recpath and must safely separate and buffer recpath users from vehicle traffic.</p>	<p>The Paved Recpath:</p> <ol style="list-style-type: none"> 1. The two underpasses for the bikeway will be included in final design. CDOT will make the underpasses as large as possible and will consider drainage and lighting needs during final design to ensure that safety is adequately addressed. Lighting of the underpasses is not currently anticipated, but this will be considered further in final design. 2. CDOT is working with Summit County, the U.S. Forest Service, and the Town of Frisco to design the bikeway to be constructed along the current highway alignment so that it provides a safe and enjoyable experience for users. Grading and revegetation will be important elements of the construction of the new bikeway alignment, and these will be detailed during final design. The aesthetics of the new bikeway alignment will be designed to provide a pleasing experience. Final design will include measures to soften the visual appearance of the former highway section, including removal of pavement and guardrail, narrowing of the section to accommodate the narrower bikeway, and revegetation. 3. The bikeway will remain open or a detour provided during the construction period. The detoured route will have a similar width to the current facility and will be separated from traffic by a barrier.

ID #	Comment	Response
	<p data-bbox="300 248 621 276">Rossetter, Laura (continued)</p> <p data-bbox="317 289 621 310">The Dickey Area Parking and Access Trail:</p> <p data-bbox="317 315 1010 509">1. It is apparent, from the comments at the public input meeting on July 29th, that there are many concerns related to preserving a viable parking lot and access trail to the lakefront if the current heavily used Dickey parking is closed. This parking area, and the lakefront access trail, are extremely important to residents and visitors of the county because they provides quick access to the lake for fishermen, walkers, runners, mountain bikers and people just wanting to enjoy the lakefront. Because of the short distance and flat terrain, the access and lakefront trails are some of the very few trails in the county that can accommodate a wide range of users of varying abilities.</p> <ul data-bbox="348 529 1003 602" style="list-style-type: none"> • If the current Dickey parking is to be closed due to the proposed project, it is crucial to provide mitigation that adequately duplicates the experience and addresses the concerns of the public. <p data-bbox="317 646 1010 740">2. Further analysis of all possible options is needed to find the solution that best duplicates the current Dickey parking and trail location. Although the currently proposed mitigation plan does work, it greatly increases the distance it would take to access the lake and so, is not truly mitigation because it does not provide a similar experience.</p> <ul data-bbox="348 760 1003 805" style="list-style-type: none"> • I encourage all entities involved with this project to again review all options to see if a solution can be found that provides for parking closer to the lakefront. <p data-bbox="317 849 1010 1122">3. I do support the proposed arterial paved recpath that would connect the main recpath to the proposed Dickey parking alternative, mainly because this route greatly improves the safety and flow of the recpath system in the Frisco area. While this artery recpath does act as the access to the lakefront, more importantly it serves the very important purpose of providing a much more direct and safe connection between the main recpath and the Peninsula Recreation Area and as well, beyond to the recpath leading to Dillon. It is a very important segment of the recpath system because it eliminates the necessity for users of the realigned recpath to cross under the highway on the underpass and then have to backtrack toward the peninsula by using the hospital stoplight (less than ideal due to safety concerns of an at grade crossing of a busy highway). For this reason alone, the proposed artery recpath must be included as part of the project.</p> <p data-bbox="317 1149 1010 1195">4. In addition to this paved artery recpath, there is a more practical solution that would address at least some of the public's concerns regarding the loss of the current Dickey parking that</p>	<p data-bbox="1062 280 1541 308">The Dickey Area Parking and Access Trail:</p> <p data-bbox="1062 315 1850 378">1 and 2. See the response to Comment Number 24 with regard to the replacement parking lot and trail.</p> <p data-bbox="1062 399 1896 462">3. This paved connection will be included in the project, as stated in the EA.</p> <p data-bbox="1062 483 1902 678">4. There is currently an unpaved primitive trail that runs parallel to a portion of the planned new paved connection. This can be seen in Figure 7 in the EA and also in the figure included in Appendix C of this document. This existing primitive trail will provide a connection to the Dickey Day area and will continue to the shoreline for users desiring an unpaved trail experience.</p> <p data-bbox="1062 699 1902 971">5. The new parking lot will be constructed at the location presented in the EA. The appropriate easements and agreements will be obtained prior to construction such that facilities will be permanent. The new parking lot will be designed to provide at least as much parking as the current lot. Winter use of the lot will be discussed with the stakeholder agencies during final design. It is currently anticipated that the replacement lot will not be maintained/open in winter. The Town of Frisco will ultimately have responsibility for the parking lot.</p>

ID #	Comment	Response
	<p>Rossetter, Laura (continued)</p> <p>would add minimal (if any) cost and effort to the realignment project yet, would more sufficiently mitigate the loss of the current Dickey parking.</p> <ul style="list-style-type: none"> • While the proposed paved artery trail does provide access to the lakefront, it does not sufficiently accommodate the current user groups, who are predominantly walkers and mountain bikers who are used to getting out of their cars and using a primitive, natural surface trail to access lake. Walkers (often with dogs and children) sharing a paved trail used by fast traveling recpath cyclists is a less than desirable experience that increases the potential for user conflicts. • A better option would be, as part of the realignment project, to commit to a secondary, more primitive dirt trail that, as directly as possible, travels from the proposed parking area, through the peninsula land toward the old parking area and the lakefront. This trail alignment would be somewhat parallel to, but above (with adequate buffer distance), the proposed paved artery trail and would be located on Town of Frisco and/or National Forest lands. Users could travel along the route in the same manner they do with the current Dickey trail and not have to be concerned about recpath cyclists. • The trail could quickly, and with minimal cost, be constructed to primitive trail standards similar to the lakefront trail. It could be easily built by volunteers and may even be able to use parts of existing dirt roads in the area. This dirt trail, while not addressing the distance concern, would provide a much more natural, primitive experience (more in keeping with the current experience) than having to travel along a paved recpath. While the project requirements may not necessarily need to commit to actually financing and constructing this trail, the project language should, at the very least, require that the Town of Frisco and the National Forest commit to the development of this trail within a specified time frame as part of the mitigation for the project. <p>5. Below are additional recommendations for designing the best possible mitigation for the loss of the existing Dickey parking.</p> <ul style="list-style-type: none"> • The new parking location should not move any further away from the lakefront than the proposal currently shown on project maps. If the proposed parking were to move further away (i.e. to the existing Peninsula Recreation Area parking), the access to the lakefront would be too far away to adequately accommodate the Dickey parking/trail users. • Any proposed parking and trail mitigation measures must be protected in permanent easements so that the landowners (Town of Frisco and Forest Service) can never, in the future, eliminate or move them to less functional or desirable locations. 	

ID #	Comment	Response
	<p>Rossetter, Laura (continued)</p> <ul style="list-style-type: none"> • The proposed parking lot must be at least as big as the current Dickey parking to accommodate the growing number of users of the Dickey lakefront area. • The project needs to specifically address winter use of the Dickey parking area. If there is currently winter use of this area, the proposed mitigation routes must adequately accommodate that use. The lakefront access should not be allowed to become a groomed nordic trail during winter, since it would be in conflict with walkers or nonpaying nordic skiers accessing the lakefront. <p>The Dickey parking area seems like a very small part of a very big project. But, for many residents and visitors, the Dickey area lakefront access is a very big part of the enjoyment of this part of Lake Dillon. In the past, too many of Summit County's trails and trailheads have been lost or degraded due to development. This process can no longer continue and since mitigation is a part of this project's requirements, truly functional mitigation of the loss of the current Dickey parking is a necessity. If the project can commit to only one trail for lakefront access, then the paved artery trail should be the priority because of the other retrace connectivity functions it serves (as stated above) But, I encourage the project proponents to include language on the necessity of a secondary natural surface trail because it would best mitigate the moving of the Dickey parking area.</p> <p>Iron Springs Dirt Road:</p> <p>1. Iron Springs Road is a significant backcountry recreational route connecting Frisco to Farmer's Corner. It is used both summer and winter by hikers, runners, mountain bikers and nordic skiers as an backcountry alternative to the paved retrace. As well, this road provides direct access to other significant backcountry trails.</p> <ul style="list-style-type: none"> • During realignment construction, impacts to this road should be minimized, to preserve its character as a primitive recreational backcountry route. • Because of its recreational significance, this road must remain open during the construction period. If there are safety issues involved with its use (construction staging, etc.), a temporary backcountry route duplicating its purpose must be provided. • Upon completion of the project, there must be a viable connection from the southeastern end of Iron Springs Road to the paved retrace, similar to the current connection that provides a smooth transition from the dirt road onto the retrace. • Administrative use of this road should only be allowed from the southeastern end of Iron Springs Road. Currently there is no viable access from the northwestern end (closer to the hospital) The old road in this area has not been used by vehicles in years and the large, sensitive bog area has been restored. Currently, there is a good example of the damage vehicles can do to this bog area. During May, 2014 an Xcel vehicle tried to exit through the bog toward the hospital. The vehicle got stuck in the bog and had to get 	<p>Iron Springs Dirt Road:</p> <p>Iron Springs Road currently is gated and provides access for administrative vehicles. It is not open to other motor vehicles but provides access to non-motorized recreational users. These recreational users access the road by going around the gate and then travel along this unpaved road to access the backcountry, including several trails in the area.</p> <p>With implementation of the Proposed Action, Iron Springs Road will continue to provide access for administrative vehicles as well as non-motorized recreation users as it does today. The access point will be in approximately the same location as it is today, and it will be accessed via the paved bikeway. This will provide access for both administrative vehicles and non-motorized recreational users. Details of this connection will be established during final design. It is anticipated that access to Iron Springs Road will be maintained during project construction, and impacts during construction will be minimized. The U.S. Forest Service has jurisdiction over Iron Springs Road, and its use is governed by White River National Forest plans.</p>

ID #	Comment	Response
	<p>Rossetter, Laura (continued)</p> <p>towed out. The damage to the bog was extensive and negated years of successful restoration. It is environmentally irresponsible to allow administrative vehicles access Iron Springs Road from the hospital area.</p> <p>Highway Realignment Location, Construction Impact, Visual Impact: 1. The land surrounding the proposed alignment, although disturbed by recent logging, is still in a relatively natural state. Since the proposed realignment moves a large-scale road deeper into the natural landscape, every effort should be conducted an exceedingly careful construction project that avoids all unnecessary impact to this area.</p> <ul style="list-style-type: none"> • The alignment and disturbance impacts should stay within the boundaries indicated in the proposal. Any changes in this regard must require additional environmental analysis. • Every attempt should be made to minimize disturbance, even in the areas recently logged, as the Forest Service has stated that these areas will successfully regenerate as a natural landscape. • Because the new alignment goes through a sensitive natural area and is located further into the National Forest, all staging areas for construction should be located closer to existing development (near the high school, etc.), rather than within the natural areas adjacent to the new alignment. • The cut slopes for the new alignment will create a large, permanent visual scar in an area that currently has a relatively natural visual appearance. As part of the project, CDOT must aggressively revegetate, with trees, shrubs and grasses, along all cut slopes in order to soften and screen the impact created by the excavation on either side of the new section of highway. <p>Development Adjacent to the New Highway Alignment: 1. The land adjacent to the proposed realignment provides a critical buffer of natural landscape between 2 areas of increasing development (Frisco and Farmer's Corner) The Summit County Countywide Master Plan states the need to maintain open space buffers between the county's communities to avoid large scale urban sprawl. Because the proposed highway realignment is further to the west and deeper within a natural landscape and has sensitive wildlife habitat, numerous open space qualities, and backcountry recreation opportunities, any development that were to occur adjacent to this alignment would have a negative impact on the surrounding land.</p> <ul style="list-style-type: none"> • There should be no development of roadside amenities (scenic pullouts, picnic areas, interpretive signs, etc) along the realigned section of highway. 	<p>Highway Realignment Location, Construction Impact, Visual Impact: As identified in the EA, CDOT is committed to working with stakeholder agencies to develop and implement measures to maintain a natural-looking appearance and the visual character of the corridor. This will include grading to blend disturbed areas into the existing topography and revegetation using native plants. The details will be established during final design.</p> <p>Development Adjacent to the New Highway Alignment: No pullouts or other roadside amenities are planned for this section of SH 9. No construction staging would be allowed outside the project footprint in natural areas.</p> <p>The Land Use Technical Memorandum provided as EA Appendix A16 presents information regarding current and future planned land use in the vicinity of the Proposed Action. National Forest lands and county lands are outside CDOT's jurisdiction, and their use is determined by White River National Forest and Summit County land use plans.</p>

ID #	Comment	Response
	<p>Rossetter, Laura (continued)</p> <ul style="list-style-type: none"> • The project approval should include language that all adjacent National Forest and County lands should remain in a natural state and that no development will be allowed adjacent to the realigned highway. This language would prevent the situation where the creation of the new highway section sets a precedent for a rationale that adjacent development is appropriate due to the impact already caused by the new alignment. • All surrounding county and National Forest land should remain undeveloped, and protected as a natural landscape, either through a conservation easement or as National Forest land that can never be traded to a private entity as part of a land exchange. The National Forest land in this area must be viewed as contiguous, with no isolated parcels that could qualify as suitable for trade. <p>Wildlife Crossings:</p> <p>1. I support providing a viable wildlife crossing (as specified by the Forest Service and Colorado Division of Wildlife) in order to improve safe access by wildlife between the lakefront/peninsula area and the Iron Springs area. While the 2 rectxh underpasses may accommodate some wildlife species, a separate, well designed wildlife crossing is crucial to the wildlife habitat in this area.</p> <ul style="list-style-type: none"> • The final approval for the project must contain a viable wildlife crossing. <p>The Frisco Nordic Center:</p> <p>1. The Frisco Nordic Center is a extremely important recreational facility in Summit County.</p> <ul style="list-style-type: none"> • There must be no negative impact on the nordic center trails or appearance from any aspect of the realignment project. <p>Thank you for the opportunity to comment. I appreciate your consideration of my suggestions.</p> <p>Laura Rossetter</p>	<p>Wildlife Crossings:</p> <p>As identified in the EA, one additional underpass for drainage and wildlife use is included in the Proposed Action. This additional underpass in not intended for recreational use.</p> <p>The Frisco Nordic Center:</p> <p>The Proposed Action has been planned to avoid negative impacts to the Frisco Nordic Center. This will be carried through final design. The Parks and Recreation Resources Technical Memorandum and the Section 4(f) Evaluation, provided as EA Appendices A20 and A26, respectively, describe impacts to recreation resources, including the Frisco Nordic Center.</p>

ID #	Comment	Response
62	Sissel, George Frisco, CO	Response to Comment Number 62
	<p>To grant.anderson@dot.state.co.us</p> <p>SOUND BARRIER FOR WATER DANCE FOR WIDENING OF HIGHWAY 9, FRISCO</p> <p>Would need a substantial sound barrier along Water Dance on Highway 9 in Frisco if Highway 9 is widened to four lanes. Many trees have been lost due to pine needle disease, so a man-made sound barrier is now the only way to minimize noise and impairment of property values in Water Dance due to highway 9 widening.</p>  <p>George A. Sissel</p> <p>Frisco, CO</p>	<p>See the response to Comment Number 2 with regard to traffic noise and the Water Dance community.</p>

ID #	Comment	Response
63	Wooden Canoe at Water Dance HOA Frisco, CO	Response to Comment Number 63
	<p style="text-align: center;">WOODEN CANOE AT WATER DANCE ON LAKE DILLON HOMEOWNERS ASSOCIATION C/O MOUNTAIN MANAGERS P.O. BOX 647 FRISCO, CO 80443</p> <p>July 21, 2014</p> <p>Grant Anderson Resident Engineer CDOT - Mountain Residency P.O. Box 2236 Frisco, CO 80443</p> <p>Subject: State Highway 9 Safety & Noise Abatement Actions</p> <p>Dear Mr. Anderson,</p> <p>Wooden Canoe at Water Dance in Frisco has repeatedly sought action by CDOT to improve safety and reduce noise for our homeowners and the community along State Highway 9. Our HOA has communicated with Jill Schlaefer proactively on these issues -- see attached -- but she has not responded to our concerns since August, 2013, despite our follow-up correspondence.</p> <p>Safety and noise issues will be compounded by the Iron Springs Alignment segment presently being reviewed. As a result of the increase in traffic over time and the added noise that will arise from construction of this segment, we request that the safety and noise abatement actions we have outlined in the attached letter be included in the scope of the Iron Springs Alignment segment. Regardless of the decision of CDOT on this segment, these issues along the Wooden Canoe frontage should be addressed.</p> <p>We appreciate your time and consideration of our requests. We plan on participating in the July 29 CDOT Public Hearing on the State Highway 9 Project.</p> <p>Sincerely,</p> <p>Wooden Canoe at Water Dance on Lake Dillon Board of Directors c/o Mountain Managers (agent for Wooden Canoe) P.O. Box 647 Frisco, CO 80443</p> <p>Attachment</p>	<p>See the response to Comment Number 6 with regard to safety and Comment Number 2 with regard to traffic noise at the Water Dance community. As noted in that response, CDOT has continued to discuss these concerns and provide information to the Water Dance community, most recently in a meeting held on August 28, 2014.</p>

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