

Appendix A

Comments and Responses

Comment Index

This appendix contains agency and public comments received on the SH 82/Grand Avenue Bridge Environmental Assessment during the 60-day comment period (October 31, 2014 through December 31, 2014). Agency comments are presented first, followed by public comments received at the November 19, 2014 public hearing (including verbal and written comments), and other written public comments received during the comment period. Note that letters to the editor printed in local newspapers were not considered comments submitted on the Environmental Assessment (EA), unless the letter was also submitted to the Colorado Department of Transportation (CDOT) as official comment on the EA. Responses are provided beside each comment.

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Comment No.	Comment	Response
1	<p>Comment # 1: U.S. Fish and Wildlife Service, Susan C. Linner, Colorado Field Supervisor</p> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>United States Department of the Interior</p> <p>FISH AND WILDLIFE SERVICE COLORADO FIELD OFFICE/LAKEWOOD P.O. BOX 25486, DENVER FEDERAL CENTER DENVER, COLORADO 80225-0486</p> </div>  </div> <p>IN REPLY REFER TO: ES/CO: CDOT TAILS: 06E24000-2015-TA-0071</p> <p style="text-align: center;">NOV 12 2014</p> <p>Eva LaDow Federal Highway Administration 12300 West Dakota Avenue, Suite 180 Lakewood, Colorado 80228</p> <p>Dear Ms. LaDow:</p> <p>Based on the authority conferred to the U.S. Fish and Wildlife Service (Service) by the Fish and Wildlife Act of 1956 (916 U.S.C. 742(a)-754); Fish and Wildlife Coordination Act (FWCA - 16 U.S.C. 661-667(e)); National Environmental Policy Act of 1969 (NEPA - 42 U.S.C. 4321-4347); Department of Transportation Act (49 U.S.C. 1653(f)), and; Endangered Species Act of 1973, as amended (ESA - 50 CFR §402.14), as well as multiple Executive Orders, policies and guidelines, and interrelated statutes to ensure the conservation and enhancement of fish and wildlife resources (e.g., Migratory Bird Treaty Act (MBTA - 16 U.S.C. 703), and Bald and Golden Eagle Protection Act (BGEPA - 16 U.S.C. 668)), the Service reviewed your October 28, 2014, Glenwood Springs SH82/Grand Avenue Bridge Environmental Assessment.</p> <p>On December 9, 2013, we agreed that the project is not likely to impact any federally listed species (06E24000-2014-I-0126). However, we also noted that should project plans change or if additional information regarding listed or proposed species becomes available, this determination could be reconsidered under the ESA. We request that prior to project construction, please contact the Colorado Field Office to request a review and extension. We appreciate your submitting this report to our office for review and comment. If the Service can be of further assistance, please contact Alison Deans Michael of my staff at (303) 236-4758.</p> <p style="text-align: center;">Sincerely,  Susan C. Linner Colorado Field Supervisor</p> <p>cc: CDOT, HQ (Jeff Peterson) Michael</p> <p><small>Ref: Alison\My Documents\CDOT 2007+Region 3\Grand_Ave_Glenwood_Springs_SH82-Grand_Ave_bridge_EA_comments.docx</small></p>	<p>Comment #1 Response: The Colorado Department of Transportation (CDOT) will continue to coordinate with the U.S. Fish and Wildlife Service (USFWS) as requested throughout final design and construction.</p>

Comment No.	Comment	Response
2	<p>Comment # 2: Garfield County, John Martin, Chair Board of County Commissioners</p>  <p>November 20, 2014</p> <p>Mr. Joseph Elsen Colorado Department of Transportation 202 Centennial Street Glenwood Springs, Colorado 81601</p> <p>RE: SH 82/Grand Avenue Bridge Environmental Assessment</p> <p>Dear Mr. Elsen:</p> <p>On November 10, 2014 the Garfield County Board of County Commissioners ("Board") met to review the State Highway 82/Grand Avenue Bridge Environmental Assessment. Based on the Board's review, the Board would like to express its support for the EA's preferred alternative. In addition, the County would like to restate their commitment for financial support in the amount of \$3million for the funding of a portion of the planned pedestrian improvements. The County looks forward to seeing this project move forward in the near future.</p> <p>Respectfully,</p>  <p>John Martin, Chair Board of County Commissioners</p>	<p>Comment #2 Response: Comment noted.</p>

Comment No.	Comment	Response
<p>3</p>	<p>Comment # 3: Colorado Parks and Wildlife, Ron D. Velarde, Northwest Regional Manager</p>  <p>November 21, 2014</p> <p>Joe Elsen, P.E. Colorado Department of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p>RE: Grand Avenue Bridge Environmental Assessment</p> <p>Dear Mr. Elsen,</p> <p>Colorado Parks and Wildlife (CPW) has reviewed the Environmental Assessment prepared for the State Highway 82 Grand Avenue Bridge replacement project. CPW staff has been involved throughout the planning phase of the project and has commented on the proposed timeline. We appreciate the opportunity to provide input on this important project for the town of Glenwood Springs.</p> <p>CPW would like to reiterate the following recommendations previously conveyed, and provide a few additional best management practices to help avoid, minimize, and mitigate the effects of the project on local wildlife and fish species:</p> <ul style="list-style-type: none"> • Conduct all in-stream work, including the installation of causeways and removal of existing bridge piers, within CPW's recommended timing window of August 15 to September 30 to avoid impacts to spawning fish species. • Avoid constructing areas where fine sediment will accumulate to avoid creating habitat for tubifex worms, a host of the whirling disease parasite. • Consider armoring causeways to protect against erosion during the spring run-off period. • Utilize BMPs to minimize the release of sediment downstream for all disturbances within the ordinary high water mark. CPW recommends the use of coffer dams to "work in the dry" with appropriate measures to minimize sediment flushes while removing the dams. • Disinfect all equipment that will be used in the river before and after it is moved onsite. Follow Senate Bill 40 guidelines as indicated in the EA. • Remove the existing bridge structures which contain cliff and barn swallow nests outside of the nesting period to avoid destruction of occupied nest sites, or utilize another method in compliance with the Migratory Bird Treaty Act. • Obtain fill material for causeway construction from a certified weed free source which is also free of any chemical contaminants. • Consult with local fishing and river guides and outfitters to coordinate periods of river closures to minimize the impacts on individual recreationists and businesses. • Remove non-native vegetation within the general area of the project including tamarisk and other state identified noxious weeds.  <p><small>Bob D. Benschid, Director, Colorado Parks and Wildlife • Parks and Wildlife Commission: Robert W. Bny • Chris Castilian, Secretary • Joanne Home Bill Kane, Chair • Gaspar Perricone • Dale Pizal • James Pribyl • James Vigil • Dean Wingfield • Michelle Zimmerman • Alex Zipp</small></p>	<p>Comment #3 Response: CDOT provided the following response letter to the Colorado Parks and Wildlife:</p>  <p>January 13, 2015</p> <p>Ron D Velarde Northwest Regional Manager Northwest Regional Office 711 Independent Avenue Grand Junction, CO 81505</p> <p>RE: Grand Avenue Bridge Comments</p> <p>Dear Mr. Velarde:</p> <p>Thank you for your November 21, 2014 comment letter. CDOT intends to incorporate most of your recommendations into the Grand Avenue Bridge Replacement project. Specifically, we will construct the causeway to minimize sediment plumes and will include contract provisions that are aimed at managing the spread of invasive aquatics, noxious weeds, and to comply with Migratory Bird Treaty Act requirements.</p> <p>We will not be able to incorporate two of your recommendations. An improved river access point for recreationists is not currently in our scope of work and while we support the notion of improved river access we do not consider it practical to add this type of activity to the bridge replacement project. It is outside of the purpose of the project and is further complicated by the need to cross the Union Pacific Railroad (UPRR) to gain river access. The UPRR is an operating railroad at this location and is also a historic property that is protected by the National Historic Preservation Act of 1966 and Section 4(f) of the Department of Transportation Act of 1966. The latter requires avoiding use of the property unless there are no prudent and feasible alternatives.</p> <p>The second item we will not be able to accommodate is the recommendation to conduct all in-stream work during a timing window of August 15 to September 30. We were in the process of working out a new timing window with your staff at the time your letter was received. The reasons we will not be able to adhere to that recommendation are as follows:</p> <ul style="list-style-type: none"> • Our contractor estimates we will need one month to install the north causeway, and the same time frame for the south causeway, which is a total of 2 months of in-stream work and exceeds the recommended 45 day timing window. • It is our goal to complete the project in two years. The recommended timing window would place constraints on construction activities in the river and will add time to the duration of the overall construction schedule. It is likely that one full year could be added to the project, which would increase impacts to roadway users. These constraints would also increase the overall cost of the project due to extended overhead, standby-time, and project contract administration costs. <p>In this instance, CDOT proposes a broad in stream work period that would avoid the spring trout spawning and high runoff period from March 1st and June 30th and allow work outside of that period. In any case, impacts during construction and removal of the causeways and the permanent restoration of the river banks will be minimized through application of Best Management Practices contained in CDOT's Revised 250 Specification for Sediment and Water Control. As design of the causeway continues to progress, CDOT and the Contractor will continue to reduce the footprint of the causeway to minimize in-stream impacts. We currently anticipate the overall area in the river for both causeways to be approximately 1.5 acres or less.</p> <p>222 South 6th St, Rm 317, Grand Junction, CO 81501-2769 P 970.683.6250 F 970.683-6227 www.coloradodot.info</p> 

Comment No.	Comment	Response
<p>3 (cont'd)</p>	<p>Additionally, CPW has proposed that CDOT explore two other possibilities during project planning to help mitigate the impacts of construction and increase opportunities for angling and recreation in the town of Glenwood Springs. First, an improved river access point on the south side of the river would provide anglers and river users with increased access. Project representatives indicated earlier that this would depend on permission from Union Pacific Rail Road and agreed to explore the option further. If possible, CPW still feels this would be an important addition to the proposed project. Second, there appears to be an opportunity to create/enhance trout habitat within the Colorado River by utilizing the removed boulders around the existing piers. CPW staff is available to help identify locations and strategies for constructing fish habitat structures in the river channel.</p> <p>Colorado Parks and Wildlife appreciates the opportunity to provide input on this project and the applicant's desire to maintain Colorado's fish and wildlife resources. If there are any questions or needs for additional information do not hesitate to contact Land Use Specialist, Taylor Elm at (970) 947-2971 or District Wildlife Manager, Dan Cacho at (970) 456-7003.</p> <p>Sincerely,</p> <p><i>Ron D. Velarde</i></p> <p>Ron D. Velarde, Northwest Regional Manager</p> <p>Cc. Mike Vanderhoof, CDOT Planning and Environmental Manager Perry Will, Area 8 Wildlife Manager Dan Cacho, District Wildlife Manager Kendall Bakich, Aquatic Biologist Taylor Elm, Land Use Specialist File</p>	<p>The total work time in the river for causeway installation and removal is estimated to be approximately three months over a two-year period. It will be very difficult to make an August 15-September 30 in-stream work period work due to a complex set of constraints not only for constructability, but our commitments to local business owners to close the bridge during the off season when few tourists are in town. Allowing CDOT a broader window would be extremely helpful for our agency to achieve the schedule and to minimize impacts to all resources.</p> <p>We appreciate your agency's participation in the development of this project and plan to continue to involve you for input as we move into construction. We would appreciate a response if any of the information in this letter is not acceptable or requires additional discussion.</p> <p>Sincerely,</p> <p><i>Michael E. Vanderhoof</i></p> <p>Michael Vanderhoof Region 3 Planning and Environmental Manager</p> <p>Copies Perry Will Kendal Bakich Taylor Elm Dan Cacho</p> <p>222 South 6th St, Rm 317, Grand Junction, CO 81501-2769 P 970.683.6250 F 970.683-6227 www.coloradodot.info</p> 

Comment No.	Comment	Response
4	<p>Comment # 4: Glenwood Springs Chamber Resort Association, Michael K. McCallum, Board Chair</p>  <p>December 16, 2014</p> <p>Joe Elsen, PE Colorado Department of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p>RE: SH 82/Grand Avenue Bridge Environmental Assessment</p> <p>Dear Joe:</p> <p>This letter is written on behalf of the Glenwood Springs Chamber Resort Association (GSCRA) Board of Directors in support of the Grand Avenue Bridge Environmental Assessment (EA).</p> <p>There is no doubt that the past three years of work and public comment have taken a great deal of thought and energy on the part of CDOT and the community. With this arduous task behind us, we now strongly urge CDOT to move forward with both the Grand Avenue Vehicular Bridge and Pedestrian Bridge. We feel any delays would cause complications and make these projects more expensive.</p> <p>The GSCRA's support for the EA and the subsequent projects recognizes the following advantages for the city:</p> <ul style="list-style-type: none"> • A safer bridge; • The development of more real estate within a limited downtown footprint, i.e., under the bridge, 6th Street, 7th Street; • A more pedestrian and bike friendly town for visitors and locals; • The opportunity to make our city entryway more welcoming; • A place to create more shopping districts/village centers within the 6th Street area. <hr/> <p>Glenwood Springs Chamber Resort Association 802 Grand Avenue / PO Box 1238 GLENWOOD SPRINGS, CO 81602 Phone: 970.945-5002/ Fax: 970.945.1531 marianne@glenwoodchamber.com / www.glenwoodchamber.com</p> 	<p>Comment #4 Response: Comment noted. CDOT looks forward to continued coordination with the Glenwood Springs Chamber Resort Association as the project progresses. CDOT concurs with the project benefits listed in the comment letter. These benefits have been identified in the EA.</p>

Comment No.	Comment	Response
4 (cont'd)	<p>It is our hope you will consider our perspective in evaluating the EA comments. We know there are challenges ahead, but the GSCRA is ready to aggressively work with the community and local leadership to help us all through the construction period.</p> <p>Sincerely,</p>  <p>Michael K. McCallum Board Chair</p>	

Comment #	Comment	Response
<p>5</p> <p>5a</p> <p>5b</p> <p>5c</p>	<p>Comment # 5: City of Glenwood Springs, Leo McKinney, Mayor</p> <div style="text-align: center;">  <p>CITY OF GLENWOOD SPRINGS CITY COUNCIL 101 WEST 8TH STREET GLENWOOD SPRINGS, COLORADO 81601 PHONE: (970) 384-6408 FAX: (970) 928-0980</p> </div> <p>December 15, 2014</p> <p>Joe Elsen, P.E. Colorado Department of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p>RE: City Council Comments on Grand Avenue Bridge Environmental Assessment</p> <p>Dear Joe:</p> <p>This letter and the attachments comprise the City of Glenwood Springs comments on the Grand Avenue Bridge Environmental Assessment (EA) Document. The City would like to thank the CDOT for the additional comment period provided the community. As you are aware, the Grand Avenue Bridge Project will affect the look and feel of Glenwood Springs for many years to come and it is important that the project be the very best that can be done. As a destination resort community, the look and feel of the historic downtown is important to the long term economic prosperity of the community. The project provides local, regional and statewide facilities to transport goods and people from around the State into the Roaring Fork Valley by various modes of transportation. It is important that the project be constructed to minimize the impact on the community during construction and provide a safer and more efficient means to get across the Colorado River.</p> <p>As you are aware, the City Council passed Resolution 2011-22 in support of working collaboratively with the State to complete the Grand Avenue Bridge Project. Since that time, the City and State have worked collaboratively to ensure the State's goals and the City's goals would be met. The City Council and the CDOT representatives have met numerous times to discuss issues related to the project. The Glenwood Springs City Council supports the Grand Avenue Bridge Project that we have been collaboratively working on for the past three years; however, the City Council does not support the Grand Avenue Bridge Project that is defined with the EA document. The Council believes the project defined within the EA document does not reflect your apparent intentions or the City Council's expectations. It does not accurately reflect the impact on the visual or historic character of the Downtown, it does not reflect the State's commitments to the community, and it does not reflect the needs of the CDOT from the City or the region to construct this project.</p> <p>The following points address some of the major concerns of the Council regarding the EA document. Other comments can be found within the attachments.</p> <p>On page 3-8 of the Document, "Build Alternative design would include aesthetic treatment to blend with the historic and mountain context of the study area (illustrations of aesthetic treatments are in Section 3.14). However visual impacts were assumed to have a concrete (or neutral) color with no design enhancements, such as earth-tone finishes and texture".</p>	<p>Comment #5a Response: CDOT understands the City's concerns. The Build Alternative meets the purpose and need of the project, meets current design standards, and includes aesthetic treatments and urban design elements that reflect the city's historic mountain town character and stakeholder input. Chapter 3 of the EA evaluates construction period impacts in detail and includes mitigation measures to reduce construction impacts.</p> <p>Comment #5b Response: The commenter indicates that the project does not meet CDOT's intentions or the City's expectations. Chapter 1 of the EA defines the purpose and need of the project, which was developed taking into consideration public scoping comments and adopted planning documents. The public, agencies, and City of Glenwood Springs have all provided meaningful input into the project's purpose and need.</p> <p>Please refer to Comment #5c Response for more information about the visual impact analysis. CDOT is committed to incorporating the aesthetic treatment and urban design elements in the Build Alternative that have been, and continue to be, vetted with stakeholders. This commitment is outlined in Section 3.1.4 of the EA page 3-16, "CDOT has and will continue to work with stakeholders to identify opportunities for aesthetic treatments in the design of the bridge, roadway, and sidewalk elements to reflect the materials and architectural style of Glenwood Springs' small town character and historic structures." Those measures have guided the study team and stakeholders in the development of aesthetic treatments and urban design elements of the Build Alternative and will continue to provide guidance as final design of the Build Alternative progresses. Preliminary and final design of aesthetic treatments and urban design elements has been an ongoing and evolving process. The EA is a snapshot in time – it cannot be continually updated as design decisions continue to be made, otherwise an EA could never be completed. Therefore, as design proceeded and decisions were made concerning aesthetics as the EA was being prepared, CDOT refrained from including such specifics in the EA. This does not mean that CDOT lacks commitment to include these design elements; rather, it indicates CDOT's commitment to provide for stakeholder input and flexibility in ongoing design decision making. The City of Glenwood Springs and other stakeholders may request changes to previous decisions as final design continues; and leaving such specifics out of the EA allows the continued flexibility to make such changes. The mitigation measures listed in the EA will continue to guide the design process. That being said, in response to previous concerns voiced by the City, CDOT included more specifics in the EA with renderings showing current aesthetic treatments and design decisions. To allow for continued flexibility in design decisions, as described above, the EA contained the statement that "a preliminary level of design is shown and is subject to modification."</p>

Comment #	Comment	Response
		<p>In response to the City’s request for further detail, please refer to Section 4.1 of the Finding of No Significant Impact (FONSI), which provides additional detail regarding aesthetic treatment and design element decisions, as well as updated project renderings. Again, to allow for continued flexibility in design decisions made beyond the NEPA phase, the FONSI includes the statement that the list of design elements listed is not all inclusive and minor variations could occur depending on continued consultation with the City and other stakeholders during the ongoing final design process.</p> <p>Comment #5c Response: The assessment of visual impacts was made based on project elements having a concrete (or neutral) color for assessing overall scale and mass. It also considered inclusion of mitigation measures and aesthetic treatments developed with stakeholder input, as illustrated in the EA. As stated in Section 3.1.3 of the EA, page 3-15: “Based on the visual quality ratings for each of the selected viewpoints, the study team determined that, with implementation of mitigation measures outlined in Section 3.1.4 of the EA, the Build Alternative will result in a moderate visual change. A moderate visual change means that a moderate negative change to the visual resource with moderate viewer response will occur, and that the visual impact can be mitigated within five years using the conventional practices described in Section 3.1.4 of the EA. Therefore, the study area’s overall existing visual quality will remain Moderately High after construction of the Build Alternative.”</p>

Comment #	Comment	Response
5 (cont'd)	<p>December 18, 2014 Page 2 of 3</p>	<p>In response to a previous City request, CDOT included a rendering in the EA of the new Grand Avenue bridge from the west side of the bridge looking east (see Table 3-5). This rendering has been updated to reflect more current bridge design (see Section 4.1 of the FONSI). Preparing visual simulations and renderings is costly and, as explained in Section 5.4 of the <i>Visual Impact Assessment Report</i>, it is not feasible to analyze all views from which the project will be seen. Therefore, it is necessary to select key viewpoints to represent the visual effects of the project. The “Hot Springs/I-70 Traveler Viewpoint” was identified as a representative view of a number of viewer groups, including I-70 travelers. Changes in visual quality for this viewpoint were felt to be representative of the changes in visual quality that will be experienced by both westbound and eastbound I-70 travelers, in terms of vividness, intactness, and unity. This methodology is consistent with guidance from the Federal Highway Administration (FHWA), including <i>Visual Impact Assessment for Highway Projects</i> (FHWA 1988).</p>
5c (cont'd)	<p>It appears in the Document that the visual assessment was based on neutral color or grey concrete forms. It is a significant underestimation of visual impact if that is true. Attached is the City’s estimation of what the bridge would look like with grey concrete form traveling west to east on I-70. If this is the State’s basis for analyzing visual impact, the Council does not agree that the overall visual impact remains unchanged or is improved. The Council also questions why further analysis from different perspectives was not done. It appears the State used visual perspectives that minimized the potential negative public perception. For example, the most impacted view is likely from the North side of the Bridge looking south back towards downtown. This was not assessed, but was acknowledged as being heavily impacted.</p>	<p>Renderings are not required to evaluate visual impacts. Although the EA did not provide a rendering of views from residents north of the river looking toward the project, the impact analysis did consider and document changes to these views in the visual quality rating. Views from second story residences were considered a worst-case scenario for views from north of the river looking south because of their proximity to the project. This is summarized in Table 3-5 of the EA, and detailed in Sections 5.3.2 and 6.2.1 of the <i>Visual Impact Assessment Report</i>.</p>
5d	<p>The CDOT has indicated that overall long term visual impact will be improved based on aesthetic treatments, yet there are no specific commitments contained in the document for these treatments. The CDOT only commits to discussing and identifying these treatments. This does not reflect the commitments the CDOT has made to the community or the CDOT’s collaborative process where the independent task force (ITF) has already identified a range of acceptable architectural treatments (attached). The ITF and the Council have indicated a strong preference for the use of natural materials, and color palettes consistent with the historic character of the community. The CDOT has indicated they will use these materials. The Council questions why this commitment is not included in the EA.</p>	<p>Comment #5d Response: Refer to Comment #5b Response regarding CDOT’s commitment to include aesthetic treatments and urban design elements that have been developed and are currently being developed in the Build Alternative.</p>
5e	<p>The visual analysis does not acknowledge that the trees along Grand Avenue between 7th and 8th Street must be removed and cannot be replaced in the same locations. The Council does not agree that the visual experience from the corner of 8th and Grand Avenue remains largely unchanged without these trees.</p>	<p>Comment #5e Response: Landscaping shown in the visual simulations was based on design concepts at the time. The need for permanent removal of the street trees along Grand Avenue was not yet known. A brief updated visual impact analysis based on this changed impact is provided in Section 4.2 of the FONSI.</p>
5f	<p>On 9/9/2014, the Glenwood Springs City Council and Garfield County Board of Commissioners held a special meeting to hear a request from the CDOT for funding for the Grand Avenue Bridge Project. The City Council also understands the CDOT made a request of the region, through the IMPTR, for \$3.3 million dollars for the Grand Avenue Bridge Project. The CDOT also has requested funding from Pitkin County and Eagle County. The request from the City and Garfield County was for \$6 million dollars, and was a result of the costs of the project being in excess of the original budget of \$60 million dollars. The City learned publically at that time that the project does not include any replacement landscaping. The CDOT indicated that an intergovernmental agreement would be needed for use of local funds. The Council questions why the EA document does not reflect what the CDOT is responsible for and the budget to fulfill these responsibilities. Another example is the removal of the public restroom under the existing bridge. The CDOT has no plans to replace this public facility.</p>	<p>Comment #5f Response: CDOT appreciates the City’s financial contribution to the project, as well as other contributions made from local governments and other state sources. Local government commitments were made as the EA was being completed and therefore not mentioned in the EA. Section 2.3 of the FONSI notes these contributions and provides additional information about project funding. Landscaping included in the project at the present time consists of native seeding and mulching, and conduits for future irrigation. Design, construction, and maintenance of more extensive landscaping within the project area may be provided by the City and/or the DDA. This will be determined through CDOT’s continued coordination with the City and DDA. This is clarified in Section 4.1 of</p>
5g	<p>The Council believes these items should be mentioned in the document so the public better understands the project. If outside funding is needed to complete the project including the mitigation, the document should reflect these partnerships. In summary, why does the document not reflect what the CDOT is actually doing or not doing, and why does the document not accurately reflect the budget? If the document is accurate, it seems to the Council it only reflects construction of a grey or neutral color bridge with natural forms and without any mitigation or mitigation inconsistent with the representations made by the CDOT to the community.</p> <p>The EA document suggests that the CDOT will use all of the City’s Streets and right of way without any mention of the need to obtain consent from the City. This includes 7th Street, Midland Avenue between exit 114 and the 27th Street Bridge, and streets in downtown. Three of the affected areas are outside of the study area, but nonetheless, these areas will be impacted. Of significant concern to the City Council is the plan of use of the City’s right of way with the construction of a new parking lot at the location of existing bridge, which effectively privatizes the area, without any consent of the City. The Council</p>	
	<p><i>Note: Format of above comment letter page was slightly modified: one paragraph was split up so that comment lettering for discrete comments within that paragraph could be made more clear.</i></p>	

Comment #	Comment	Response
		<p>the FONSI. Also, CDOT has coordinated with the City of Glenwood Springs regarding replacing the existing public restroom under the bridge. The construction of the restroom will be completed by the City. This will be included the Intergovernmental Agreement (IGA) between the City and CDOT and is part of the City funding for the project. Please refer to Comment #5b regarding CDOT’s commitment to include aesthetic treatments and urban design elements that have been developed and are currently being developed for the Build Alternative.</p> <p>Comment #5g Response: CDOT has the responsibility to secure adequate property interests needed to support this project. CDOT understands there are ownership claims by both the City and the Hot Springs Lodge & Pool (HSLP) to the existing Grand Avenue right-of-way; however, this is a legal matter rather than a transportation or environmental issue. Property interests of the City and those of the HSLP necessary for the project are to be addressed by agreements with each party and CDOT.</p> <p>Throughout project development, the City has been most cooperative in consenting to the use of their City streets and right-of-way to build the project. An agreement with the City to formalize their concurrence for use of their right-of-way for the project; to acknowledge CDOT’s rights as to the proposed new State Highway (SH) 82 Bridge, roadway, and pedestrian bridge lying within the City’s right-of-way; and concurrence to replace and expand surface parking was tendered to the City on December 18, 2014.</p> <p>An agreement to be developed in accordance with the Code of Federal Regulations (CFR) Title 49, Part 24 Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, as well as Colorado statutes, policies, and procedures, will be tendered to HSLP to acquire interests that HSLP has, or may have, in property necessary for the project.</p> <p>CDOT included in-kind replacement parking as part of the project to mitigate an adverse effect on the current use of a portion of Grand Avenue right-of-way by the HSLP. Due to the proposed new configuration of the vehicular and pedestrian bridges, there is an opportunity to expand parking within this area of the Grand Avenue right-of-way, thereby mitigating any loss of parking due to the project. This proposed replacement and expanded parking is subject to the agreement of the City, HSLP, and CDOT.</p> <p>Section 4.2 of the FONSI clarifies that much of the land north of the river is owned by the Glenwood Hot Springs Lodge and Pool, Inc. Some of the land in this area, currently occupied by the existing SH 82/Grand Avenue Bridge has recognized claims by both the Hot Springs Lodge and Pool and the City of Glenwood Springs.</p>

Comment #	Comment	Response
		<p>The Union Pacific Railroad (UPRR) and CDOT own transportation right-of-way for the railroad and I-70, respectively. The City of Glenwood Springs owns the transportation right-of-way for the pedestrian bridge. Most other parcels are smaller commercial parcels.</p> <p>Also, updated right-of-way requirements for the project are noted in Section 4.1 of the FONSI.</p> <p>Finally, Section 4.2 and Table 3-2 of the FONSI clarify that any existing City of Glenwood Springs right-of-way that is needed for this project will be addressed in a joint use agreement between CDOT and the City.</p>
5h	<p>December 18, 2014 Page 3 of 3</p> <p>believes the EA document should reflect all agreements required for the State to be able to complete this project.</p> <p>In summary, the City Council expects the CDOT will revise the EA document to accurately reflect the impact on the community, accurately reflect commitments made to the community, and accurately reflect the necessary commitments to construct the project with the necessary mitigation. The Council feels it is important that the public clearly understand how the project will look and feel in the context of the community. Further the Council requests that all specific mitigation measures for the adverse impacts associated with this project be included within the decision document issued by the Federal Highway Administration.</p> <p>The City Council looks forward to continuing to work the CDOT to ensure this project moves forward in positive manner.</p> <p>Sincerely,  Leo McKinney Mayor</p>	<p>Comment #5h Response: Corrections and clarifications to the EA are noted in Section 4.2 of the FONSI. Please refer to Sections 4.1, 4.2 and Table 3-2 of the FONSI for updated information about mitigation commitments, including mitigation for visual changes associated with the Build Alternative. Also refer to Comment #5b Response.</p>
<p>Note: The following comments numbered “5” were submitted as an attachment in table format to City’s letter provided above.</p>		
5i	<p>ES-7 An emergency short or long term closure of the bridge would result in significant travel impacts for local and regional SH 82 users. This is a regional facility, but the regional impacts were not addressed in the EA.</p>	<p>Reducing the risk of bridge closure is part of the project’s purpose and need. As such, transportation effects to SH 82 users from an emergency bridge closure are discussed in Sections 1.4.1 and 1.4.2 of the EA. Section 4.2 of the FONSI clarifies that these risks will remain under the No Action Alternative. For the comment on regional effects, please refer to Comment #22b Response.</p>
5j	<p>ES- 9 Map shows private parking on public right of way. The City has not consented to that use.</p>	<p>Please refer to Comment #5g Response regarding right-of-way needs of the project and replacement parking.</p>

Comment #	Comment	Response
5k	<p>ES-10 Improve bicycle and pedestrian connection on both sides of river. While this may be true, the level of improvement is minimal as the State is not improving the connection under the exiting exit 116 interchange. Also, maintenance trail is unpaved, and out of direction travel west to east to access pedestrian underpass from 6th Street.</p>	<p>The project will not affect the connection under the Exit 116 interchange.</p> <p>This project will change the existing pedestrian and bicycle environment. Some of the changes greatly improve the existing conditions (e.g., SH 82 underpass) while others might provide a more challenging environment (e.g., roundabout at 6th Street). Overall, the introduction of an underpass for pedestrian and bicycle traffic, widened pedestrian bridge, crosswalks, sidewalks, and Americans With Disabilities Act (ADA) accessible ramps that meet current standards will provide an improved condition for Glenwood Springs. The project design allows for both 6th Street and North River Street as bicycle connections to the Glenwood Canyon Trail. CDOT came to the decisions described in the EA through an extensive stakeholder coordination process, which involved the Joint River and Transportation Commissions.</p> <p>The maintenance trail is now proposed to be paved as part of the project, as noted in Section 4.1 of the FONSI.</p>
5l	<p>ES -11 No displacement of public facilities. Restroom/Parking is displaced. Potentially the City right of way at the north end of the pedestrian bridge is displaced.</p>	<p>See Comment #5ak Response regarding the disclosure of the relocation of the restrooms. See Comment #5f Response regarding funding for the restrooms, and Comment #5g Response regarding parking.</p>
5m	<p>ES-12 Long term visual changes. No analysis was done for West to East Travelers on I-70. Impact is unknown. The analysis was based on bridge with no aesthetic and context sensitive solutions. Overall visual impact is not improved given base case. No landscaping is an example. Grey concrete/neutral color and forms is another example. The visual impact results are not accurate given the base case.</p>	<p>Please refer to Comment #5c and # 5e Responses regarding the visual impacts of the project.</p>
5n	<p>ES -13 /14 Budget is not accurate based on representations made by CDOT. Project is not \$60 million dollars. CDOT has asked local jurisdictions to pay the difference between total project cost and \$60 million dollar number. \$60 million does not reflect total cost based on representations made to the Public.</p>	<p>There are three major elements to the cost estimate as represented in Table ES-1 on page ES-14 of the EA. These include the construction cost of \$60 million, the preconstruction cost of \$25.3 million and other indirect costs associated with CDOT management, administration, procurement, review, other costs, as well as contingency costs. As the project has progressed some of these costs have changed due to better understanding of what’s included in the Build Alternative. The current total cost including all three elements is approximately \$110 to \$115 million. CDOT is not asking local jurisdictions to pay the difference between total project cost and the \$60 million construction estimate. The CBE has committed to pay approximately \$99 million toward the project. Costs are clarified in Section 2.3 of the FONSI.</p>
5o	<p>ES-4 Where are the “one on one” contacts summarized? Is there an appendix for them?</p>	<p>The one-on-one contacts were summarized in Chapter 5 of the EA, as follows:</p> <ul style="list-style-type: none"> • Stakeholder involvement activities: Section 5.5 • Visioning Session: Section 5.5.1 • Stakeholder Working Group: 5.5.2 and Table 5-1 • Public open houses: 5.5.3 and Table 5-2

Comment #	Comment	Response
		<ul style="list-style-type: none"> • One-on-one meetings: 5.5.4 • Issue Task Forces: 5.5.5 • Interested Organizations: 5.5.6 • Business Owner Meetings: 5.5.7 and Table 5-3 • Public Officials Briefings: 5.5.8 • PLT Meetings: 5.5.9 • Community Events: 5.5.10 • Story Poling Events: 5.5.11 • Coordination with Downtown Development Authority (DDA): 5.5.13 • Specialized Environmental Justice Outreach: 5.6.1 • Public Comments Summary: Table 5-5 <p>Also refer to Appendix E (Public Involvement) of the EA for additional information.</p>
5p	ES-5 How does “traffic congestion” relate to the purpose and need of improving multi-modal connectivity?	<p>The project Purpose is to: “(p)rovide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Roaring Fork River and I-70 to the historic Glenwood Hot Springs area.”</p> <p>Traffic congestion relates to the ability to provide that connectivity across the Roaring Fork River and I-70. The existing bridge, with its narrow lanes and substandard horizontal clearances, contributes to existing and future traffic congestion and, therefore, reduces connectivity. Refer to Comment #21c Response.</p>
5q	ES-10 Short Term Impacts w/in GWS. Local streets will experience significant short term noise impacts as well as safety concerns when the 8th Street extension occurs. I am concerned that the channelization of cars on a detour route will not be effective and traffic will diffuse throughout the downtown residential streets.	<p>As discussed in Section 3.8.2 of the EA, increased traffic on the detour routes will increase noise levels during detour operation. Section 3.8.2 summarizes the noise assessment conducted for the temporary SH 82 detour; the <i>Noise Technical Report</i> provides details. Traffic noise is anticipated to range between approximately 59 A-weighted decibels (dBA) to 75dBA near sensitive receptors along the detour routes, with higher noise levels in this range occurring downtown. Even if these noise increases were permanent and not short-term, they likely will not qualify for permanent mitigation (e.g., noise barriers) per CDOT noise abatement criteria because of the urban setting. Gaps would be needed in the noise barriers downtown for public/pedestrian sidewalks and access, which would render the noise barriers ineffective. Further, placing walls close to access points would result in inadequate sight distance, which would be a safety concern.</p> <p>The detour design includes features intended to encourage use of the designated detour and discourage “cut-through” traffic (refer to Comment #5x and #5bo Responses for examples). Detour design will be an ongoing and collaborative effort between CDOT and the City. CDOT plans to assist the City to adapt the traffic management of the detour throughout the full bridge closure detour.</p>

Comment #	Comment	Response
5r	<p>Page 2-32 This statement “Early in the project, a five-foot sidewalk with barrier would be built on or adjacent to the existing Grand Avenue Bridge. The existing pedestrian bridge would be removed and the new bridge built adjacent to the existing Grand Avenue Bridge. Concurrently or afterward, causeways for work pads would be built in the river, and the site at the 6th and Laurel intersection would be prepared, including removal of the Shell station. More preparatory work would follow, such as working on bridge piers and utilities and modifying existing streets as necessary”</p> <p>In the past, CDOT has represented that the work at the intersection of 6th and Laurel would be performed with the closure of the Grand Avenue Bridge. The statement in the EA indicates that the intersection work may occur with the removal of the Shell Station in the early parts of the project. The City is concerned with the sequence of work, in that travel patterns and use of the Midland Avenue corridor will increase with the construction activities at 6th and Laurel. Please provide a proposed sequence of work and include analysis of the additional time for the use of and impacts to the Midland corridor.</p>	<p>Work in the 6th Street and Laurel Street intersection will occur throughout the duration of the project. The phasing order and duration is still being coordinated with the contractor, and CDOT’s desire is to have the contractor work in the area outside the existing lanes of traffic to the extent possible to avoid impacting traffic. CDOT will require a minimum number of lanes on 6th Street, Laurel Street and Midland Avenue be maintained during construction. The Final Office Review (FOR) plans will show the phasing in more detail, and the City will continue to be invited to review and comment on the construction phasing in the plans. The 6th Street/Laurel Street work order is generally:</p> <ul style="list-style-type: none"> • Before the bridge closure, little or no work to be done at the intersection. The goal is to maintain the existing intersection capacity through most of the project. Some work such as utility relocation may be required prior to the bridge closure but will be of short duration. • Immediately prior to bridge closure (up to one month prior) some lane closures may occur in preparation for the full closure or for utility work. • During bridge closure, the priority for the contractor will be to prepare the SH 82 to I-70 connection so it can be fully open with the bridge re-opening. The contractor may begin work at 6th Street and Laurel Street during this time if possible. • After or during the bridge closure, with all of the SH 82 traffic volume removed from 6th Street and Laurel Street, the 6th/Laurel roundabout will be constructed/completed. One lane in each direction on 6th Street will be maintained at all times. Local access to Laurel Street and adjacent private businesses will be maintained at all times with flagging and/or short term detours. <p>Please refer to Comment #5bo Response regarding Midland Avenue. Section 2.2 of the FONSI includes greater detail on the construction phasing.</p>
5s	<p>Page 2-33 “Eastbound and westbound I-70 traffic would be rerouted onto 8th Street at a temporary break in the I-70 barrier near the Yampah Vapor Caves, shown in Figure 2-13. The 0.5-mile detour would be repaved to handle the additional traffic.” Repaving of this section of road should be coordinated through the DDA and the City. The DDA may have a project to reconfigure the 6th Street corridor, before the completion of the GAB.</p>	<p>Assume commenter meant to refer to 6th Street in first sentence of comment. The EA noted that CDOT would repave 6th Street along the 0.5-mile I-70 Detour route to handle additional traffic during detour operation. However, because the detour will only be used approximately 10 times during nighttime hours when traffic volumes are low, CDOT has determined that the existing pavement is adequate and the roadway will not be repaved.</p>
5t	<p>Page 2-33 Additional measures to change the City street system will need to be considered. Right now Colorado functions as a one-way street headed south bound. Placing a barricade at 9th and Colorado will only allow access to the block from 9th east bound. It may be better to switch the configuration of the parking and signs for the duration of the detour to allow for easier access from 10th and Grand Avenue. Also, it appears that the west bound direction of 9th between Colorado and Pitkin will be completely inaccessible.</p>	<p>The EA included general information regarding the detour’s use of Colorado Avenue and 9th Street. Input gained from the City and the public hearing is informing the detour design, and will help balance needs for temporary parking changes, local and business circulation and delivery, and temporary local road closures to mitigate potential cut-through traffic. At 9th Street and Colorado Avenue, southbound to westbound right turns will be allowed for local circulation and post office deliveries. Allowing this turn is unlikely to generate cut-through traffic because the detour route ends nearby.</p>

Comment #	Comment	Response
5u	<p>Page 2-35. The detour will require a significant loss of parking through the area of the “square about” and along 8th Street. This parking around the City’s government centers is heavily used by both businesses and local residents.</p> <p>Please evaluate parking loss and suggest replacement or mitigation.</p>	<p>The diagonal parking along Colorado Avenue will be converted to parallel parking during the detour, which will result in the temporary loss of about 10-12 spaces. However, existing parking will remain on 8th Street, 9th Street and Colorado Avenue (8th to 9th Street) except during overlay operations, which are expected to be take less than a week. Existing parking will remain on SH 82 between 8th and 9th Streets. No mitigation is proposed considering the parking loss is temporary and the small number of affected parking spaces relative to spaces available during the detour (including the 149 space parking garage at 900 Cooper Avenue.) Further, Transportation Demand Management (TDM) measures undertaken during detour operation will reduce parking demand. Street parking will return to existing conditions after the detour phase.</p>
5v	<p>Page 2-38 Figure 2-17. I don’t know how closely CDOT has assessed the causeways or access to them, but the Colorado Riverbank on the south side is very tall and steep. Actual access to the river may require a longer approach and more disturbance than is shown in this figure.</p>	<p>CDOT is working closely with the contractor and UPRR on the preliminary causeway design, which has considered the height and grade of the southern riverbank. The causeway final design has not been completed and impact limits may change as the design is completed. Coordination with the U.S. Army Corps of Engineers (USACE) on these impacts has been ongoing.</p>
5w	<p>2-23: There is a statement regarding the elevator at the south end of the ped bridge that reads “Elevators received the greatest amount of City and stakeholder support.” I seem to recall that at a City Council meeting Tom Newland stated that approximately 2000 people spoke in favor of the ramp at the south end of the ped bridge. Is there any official documentation of those contacts? If it were true, then the accuracy of the above quotation would seem suspect.</p>	<p>Input received from Farmers Market events did indicate broad public support for a ramp at the south end of the pedestrian bridge. However, many stakeholders, including the City Council, favored the elevator. An evaluation of the two options, conducted by a task force developed by the Project Leadership Team (PLT), identified merits and limitations with both options. The study team concluded either option would work, but because the City will be responsible for both maintenance and ADA accessibility, the City’s input on these issues was critical. With City Council support of the elevator only, the study team concluded the elevator option was the best choice for the project. This was clarified in Section 4.2 of the FONSI.</p>
5x	<p>2-34: Figure 2-15 Figure 2-15 shows traffic following a detour however the reality may be much different. Why is Colorado Ave. being protected but Pitkin isn’t?</p>	<p>This detail for Pitkin Avenue and School Street had not been established when the EA was distributed. This issue was also raised at the public hearing. The design now includes temporary barriers at each street to prohibit right turns from 8th Street (blocking southbound traffic) but leaving an outlet for northbound local traffic turning onto 8th Street. This mitigation measure was added to Table 3-2 of the FONSI and shown on Figure 2-4 of the FONSI. CDOT will also monitor traffic during the full bridge closure and respond with appropriate measures to mitigate traffic impacts, such as use of flaggers.</p>
5y	<p>2-38: The temporary access road on the south side of the river, at 7th and Colorado may have impacts on local traffic with construction traffic intersecting. This is already a challenging intersection. Should there be limits on usage, flaggers required? I assume UPRR will require flaggers for their crossing.</p>	<p>Traffic control during construction for the 7th Street and Colorado Avenue intersection is currently under design. Flagging for the area may be required during heavy construction traffic use. Flagging for crossing the UPRR tracks is anticipated, with the specific requirement still under discussion with the UPRR. CDOT will coordinate with the City on the traffic control design once developed.</p>

Comment #	Comment	Response
5z	<p>3-8: Build Alternative design would include aesthetic treatment to blend with the historic and mountain context of the study area (illustrations of aesthetic treatments are in Section 3.14). However visual impacts were assumed to have a concrete (or neutral) color with no design enhancements, such as earth-tone finishes and texture.</p> <p>If the evaluation of the visual impacts was based on grey concrete forms, the analysis underestimates the impacts to the community. The document would suggest that the visual impact is improved (see above) using grey concrete or neutral color forms. No public involvement portrayed the impacts of a project without architectural treatments.</p>	Please refer to Comment #5b and #5c Responses.
5aa	3-10: Table 3-5 City Center Landscape unit, Pedestrian views on Grand Avenue. There is no mention of the loss of trees along Grand Avenue, and it does not appear the loss of the trees was considered in the visual analysis. The State suggests there is a minimal impact associated with a slightly higher bridge that blocks views across Grand Avenue than currently exist, and the State suggests there is a minimal impact associated with a larger bridge closer to buildings and narrower sidewalks. The States acknowledges the bridge will become a more dominate visual feature. Again, the analysis is based on grey or neutral form, and given this, the impact is understated.	Please refer to Comment #5b and #5c Responses.
5ab	3-11: “Overall visual quality of the Grand Avenue Bridge would improve.” This is only true if architectural treatments and landscaping are included.	Please refer to Comment #5b and #5c Responses.
5ac	3-11: I-70 corridor landscape unit. “The visual quality of this landscape unity overall would improve as a result of the Build Alternative. This would be true for east to west if the pedestrian bridge is built with architectural treatments. It is not true from west to east based on neutral or gray concrete forms.	Please refer to Comment #5b and #5c Responses.
5ad	3-11: Visual Elements in Multiple Landscape units “Walls range between 2.5 feet and 25 feet in height and 15 feet to 562 feet in length. This would not meet City Requirements.	CDOT discussed this comment with the City on 1/19/15. The City provided their retaining wall requirements following that discussion, noting the standards were written for construction of residential and commercial development on private property and government buildings - not for large-scale public roadway projects. Retaining walls are being used to minimize the project footprint to avoid property and environmental impacts. For example, the longer wall referenced in the comment is located along the river to minimize impacts to the river, as required under section 404 of the Clean Water Act, and has decreased in size as design has progressed. Also, CDOT has worked with the project stakeholders to design walls consistent with City standards where possible. The design of certain walls may include terracing or other means to break up the visual line of the wall, depending on constraints such as space and topography. Wall locations and dimensions continue to be refined as design progresses, and CDOT will provide the City with 90% design plans for their review and input.

Comment #	Comment	Response
5ae	3-12: Grand Avenue viewpoint visual quality rating. Visual change would be barely discernable. All trees have to be removed and will not be replaced. Bridge will be closer to buildings. This will be visually discernable. Visual patterns would be affected.	Refer to Comment #5e Response. The statement that the visual change will be barely discernable is based on the selected viewpoint demonstrated in the photo simulation (see Table 3-6 of the EA). Table 3-5 of the EA describes how the new bridge will be slightly higher and closer to buildings along Grand Avenue than the existing bridge, and now the new bridge will become a more dominant visual feature there. Considering the aesthetic treatments and urban design elements that CDOT will incorporate into the Build Alternative, the visual impact in this area will be minimized. Refer to Section 4.1 of the FONSI for more information about current aesthetic treatments and urban design elements of the Build Alternative.
5af	3-13: Consistency with Area Plans “Glenwood Canyon entrance, and historic structures, and would include aesthetic treatments for the pedestrian bridge that are compatible with the area’s small town character and historic setting that will be considered during final design. This lacks commitment on the part of CDOT to implement representations made to the community.	Please refer to Comment #5b Response.
5ag	3-16: Visual Mitigation “using the established context-sensitive solutions (CSS) process, CDOT has and will continue to work with stakeholders to identify opportunities for aesthetic treatments in the design of the bridge, roadway, and sidewalk elements to reflect the materials and architectural style of Glenwood Springs’ small town character and historic structures, as well as the visual and aesthetic goals and objective provided in the I-70 mountain corridor aesthetic guidance.” This statement does not indicate CDOT will implement any of the design enhancements represented to the community.	Please refer to Comment #5b Response.
5ah	3-17: No mention of the use of natural materials as represented to the ITF.	Please refer to Comment #5b Response.
5ai	3-24: Transportation: Study Area Roadways. The Study area does not reflect the area of impact. For example exit 114 will have improvements made to it and Midland will also have improvements. Midland between 8th and 27th will be impacted and has not been included.	<p>The study area shown in the EA focused on the area of permanent improvements needed to address purpose and need. In turn, this helped focus the impact analysis on those areas having the greatest potential for significant impacts. As discussed with City staff, revising the study area to include all temporary detour impacts will be a considerable change and will not affect CDOT’s ability to make decisions in the best overall public interest.</p> <p>Impacts to Midland Avenue from the SH 82 detour and mitigation measures are addressed in the EA. Table 3-2 of the FONSI includes measures to minimize these impacts. As noted in Table 3-2, CDOT will monitor traffic during the full bridge closure and respond with appropriate measures to mitigate traffic impacts. Please refer to Comment #5bo Response for more information.</p>
5aj	3-51: “Even though there is heavy traffic, there are adequate sidewalks, crosswalks, and signals to maintain pedestrian connectivity to adjacent neighborhoods”. The crosswalk times to cross Grand Avenue have been a constant source of complaints from the community. The time is short, and there is no protected pedestrian movement.	The statement referenced is correct. There is existing pedestrian connectivity. Replacing the bridge will not induce traffic and will not exacerbate existing pedestrian issues (see Comment #152b Response). Sections 3.18.2 and 3.18.8 discuss project effects to the pedestrian environment. CDOT will work with the City regarding signal timing for the project per Manual on Uniform Traffic Control Devices (MUTCD) standards.

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5ak	3-53: Social Resource Impacts. The State is removing the existing restroom under the Bridge and is not replacing it.	Refer to Comment #5f Response regarding funding for restroom relocation. Section 4.2 of the FONSI clarifies that the Build Alternative will remove an existing restroom located underneath the SH 82 bridge on the south side.
5al	3-64: Arvada, Colorado, and St. Croix MN are not good comparisons to Glenwood Springs. These are not small destination resort communities.	Arvada and St. Croix are dissimilar to Glenwood Springs in many respects. However, these two case studies were used because they involved significant bridge reconstructions next to a downtown. We researched other projects across the country and were unable to find other case studies and their lessons learned more applicable to this project's situation.
5am	3-65: No mentions of loss of parking under the bridge, loss of restrooms under the bridge, or loss of trees along Grand Ave between 7 & 8th.	See Comment #5f and #5ak Responses regarding the restrooms, and Response #5ap Response regarding tree removal mitigation. Clarification was added to Section 4.2 of the FONSI stating that closure of the wing street will also result in loss of parking spaces under the existing bridge, and that, based on coordination with City and the Downtown Development Authority (DDA), the parking spaces will not be replaced in order to accommodate the plaza area under the new bridge.
5ao	3-68: Construction impacts. Short Term Impacts from Construction Jobs. There is no recognition of the potential contributions of local jurisdiction to the project. This takes money out of projects locally.	This was clarified in Section 4.2 of the FONSI.
5ao	3-90: On the North Side (CDOT) is not considering an underground vault. Why is this in the document? (south side stormwater facility) These responsibilities will be included in an intergovernmental agreement (IGA) between CDOT and the City. Why is an IGA referenced here, and not referenced in relation to the budget and millions of dollars of contributions of local dollars to the State's project?	When the EA was finalized, the decision on whether to construct a detention basin or underground best management practice (BMP) on the north side had not been determined. Both BMP types were mentioned to provide flexibility in design. Since the completion of the EA, it was decided that an in-line diversion system, not a detention basin, will be constructed on the north side. This was clarified in Section 4.1 of the FONSI. Additionally, the funding from local agencies is anticipated to be included in IGAs. This was clarified in Section 2.3 of the FONSI.
5ap	3-101: Vegetation and Noxious Weed Impacts, Build Alternative. "The Build Alternative is not expected to directly impact vegetation or noxious weeds other than during construction". This is not accurate. CDOT is not replacing any of the landscaping. They have publically stated that landscaping is not included in the project. It is anticipating that the landscaping will be incorporated into an IGA requires the City to pay for the landscaping and maintain all landscaping. Why is this not referenced?	The statement referenced is found in Section 3.12.2 of the EA. The statement is correct – vegetation will be directly impacted during construction of the project, and the next paragraphs of that section describe vegetation impacts, including removal of riparian vegetation along the river, and removal of plants in the landscaped areas along local streets and parking lots. The street trees in the 700 block of Grand Avenue will be permanently removed. CDOT evaluated modifying underground utilities to allow for replanting of these trees, but determined it is not feasible due to space constraints. CDOT is working with the City to determine the number, size, and value of trees being impacted. Any trees removed on City land that are not replaced by the project will be mitigated through reimbursement to the City, which will be formalized in the Intergovernmental Agreement between CDOT and the City. Landscaping mitigation included in the project at the present time consists of native seeding and mulching, conduits for future irrigation, and planters provided in the 700 block of Grand Avenue. The City will be responsible for installing and maintaining the planter plants. Design, construction, and

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		maintenance of more extensive landscaping within the project area may be provided by the City and/or the DDA. This will be determined through CDOT’s continued coordination with the City and DDA. This is clarified in Section 4.1 of the FONSI.
5aq	3-113: Figure 3-27 Why is west leg of the wye between the mainline and 7th Street crossing not included in the APE?	The historic boundaries and Area of Potential Effect (APE) boundary shown on this figure were established through the Section 106 consultation conducted for the project. Based on this comment, CDOT modified the historic boundary of the Denver & Rio Grande Railroad-Aspen Branch (Site #5GF.1661.7), modified the APE boundary to encompass the changed boundary, and consulted with the SHPO and other consulting parties regarding these changes. This is documented in Section 4.1 of the FONSI.
5ar	3-124: Figure 3-30 Facilities of Concern within the Study Area. The State is going to re construct a parking lot for private use on the City’s right of way without the consent of the City.	Figure 3-30 of the EA shows facilities of concern for hazardous materials and does not pertain to parking. The EA process has documented the need for replacement parking as mitigation for removal of existing parking. Please refer to Comment #5g Response regarding the project’s right-of-way needs and replacement parking included in the Build Alternative.
5as	“To mitigate visual impacts to Glenwood Springs visitors and Colorado River recreationist, CDOT will incorporate aesthetic treatments in the design of the bridge elements to reflect the materials and architectural style of the surrounding historic structures. The process for identifying and incorporating aesthetic treatments discussed under Section 3.1.4 Visual Mitigation.” The State is only committing to a process rather than the outcome presented to the community.	Please refer to Comment #5b Response.
5at	3-139: Figure 3-34. To facilitate bike and pedestrian use on North River Street the maintenance access/trail as on street bicycle trail would function better for that purpose if it were paved.	The maintenance road will be paved. This was clarified in Section 4.1 of the FONSI.
5au	3-149 Identification of Resources for Cumulative Impact Analysis. Why was economic impact not considered?	Title 40 CFR Part 1508.7 defines a cumulative impact as: “The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” As discussed in Section 3.6 of the EA, the project’s effects on the economy are largely expected to be short-term, and both adverse and beneficial. The direct and indirect economic effects of the proposed project will be concentrated in the downtown area. However, the reasonably foreseeable future projects identified in Section 3.22.5 of the EA tend to be located outside of the downtown area, with the exception of the confluence redevelopment and 8th Street extension, neither of which are currently planned to occur at the same time as the bridge replacement. Because long-term economic effects of the proposed project, the confluence redevelopment, and 8th Street extension are expected to be beneficial, the project’s contribution to adverse cumulative

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		economic effects is negligible and CDOT determined that no additional analysis was necessary in the EA.
5av	3-149: Geographic Area of Analysis for (cumulative impact) “For land-use, the cumulative study area includes lands within the municipal boundaries of the City of Glenwood Springs.” Why only for land use for City limits impact? Why were not all impacts assessed on the City limits basis?	As discussed in Section 3.22.2, page 3-148 of the EA, the geographic resource boundaries used for the cumulative impacts analysis can vary, and are based on the resources of concern and the potential impacts to these resources. For Land Use, the EA explains the cumulative study area includes lands within the municipal boundaries because topographic constraints somewhat limit developable land outside of the City boundaries. Therefore, this area captures the primary area where past, present, and reasonably foreseeable future land use change is anticipated.
5aw	3-150 Land Use. High Real Estate prices also result from proximity to Aspen/Pitkin County.	This was clarified in Section 4.2 of the FONSI.
5ax	3-154 Figure 3-36. Iron Mountain Hot Springs and Quarry Hotel and future expansion of Glenwood Adventure park should be included.	This information was added to Section 4.2 of the FONSI.
5ay	3-157 The Study does not address the long term viability of commercial properties between 7th and 8th next to the bridge and thus the potential future land use.	We assume this comment refers to businesses on Grand Avenue. If so, Section 3.6.2, page 3-165 of the EA, discusses long term effects to businesses on Grand Avenue between 7th and 8th Streets.
5az	3-158 “The build alternative would result in a moderate visual change and the study area’s overall visual quality would remain moderately high after implementation.” Given grey concrete or neutral color forms were used for the assessment, and that there is no landscaping included in the project, I do not believe the visual quality would remain moderately high.	Please refer to Comment #5c Response.
5ba	3-161 Commitment #1. The paragraph only commits CDOT to working with Stakeholders to identify opportunities. There is no commitment in this paragraph to construct those aesthetic treatments that are identified by the stakeholders.	Although Commitment #1 focuses on future coordination, Commitments #2 through #7 detail aesthetic and urban design treatments that will be included in the project. In response to the City’s request for further detail, please refer to Section 4.1 of the FONSI, where CDOT has provided additional detail regarding aesthetic treatment and design element decisions made to date, as well as updated project renderings. Also, please refer to Comment #5b Response.
5bb	3-161 Commitment #3. There is no mention that CDOT’s plans include no landscaping and that CDOT will depend on other entities to mitigate the impacts of the tree/vegetation removal occurring as a result of the project.	Please refer to Comment #5ap Response.
5bc	3-163 There is no comment in the transportation section about the loss of parking as a result of the wing street closing.	The closure of the wing street will result in the loss of five parking spaces under the existing bridge. This impact has been clarified in Table 4-1 of the FONSI.
5bd	3-164 Commitment #18. A temporary signal will be installed..... Does CDOT have the ability to make changes on local streets without the consent of the City? Contrast the word “will” here with the lack of the word “will” construct aesthetic improvements from commitment #1.	The plan for a Midland Avenue/8th Street detour route is being coordinated with the City and includes many design details, such as this temporary signal, modifications to signing, striping, two-way versus one way, etc. on City streets. This was clarified in Section 4.2 of the FONSI.

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5be	3-165 Commitment #21 “Specific travel demand measures could include.” The word “could” does not imply a commitment and does not commit the State to do anything.	The final Transportation Demand Management (TDM) plan will be designed and implemented in 2016, 2017, or both years. Public information during construction is a project commitment. The appropriate items for the closure will be determined in 2016.
5bf	3-168 Commitment #40. CDOT acknowledges that there are business impacts to the region, has asked the region and entities outside the City to commit money to the project, but does not include these areas in the “area of study or impact. This seems inconsistent.	Commitment 40 in the EA stated that CDOT will “Conduct public outreach to let the local community and region know that the area is open for business.” This does not state there are regional economic impacts, just that CDOT will attempt to attract patrons <u>from</u> the region to businesses located <u>in</u> the study area during construction to minimize the loss of business.
5bg	3-168 Commitment #41 There is no commitment to implement any measures only to identify them. How does talking about measures actually mitigate impacts? Who will implement the measure identified?	<p>Local business organizations have offered to partner with CDOT to develop additional strategies to mitigate business impacts, beyond those included in Section 3.6.3 of the EA. The commitment, therefore, is for CDOT to follow through with this coordination. CDOT will implement mitigation measures and cannot make commitments for entities beyond its control.</p> <p>Following is the regulatory definition of mitigation and FHWA’s requirement to implement mitigation:</p> <p>Per Title 40 CFR 1508.20: Mitigation includes:</p> <ul style="list-style-type: none"> (a) Avoiding the impact altogether by not taking a certain action or parts of an action. (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation. (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment. (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action. (e) Compensating for the impact by replacing or providing substitute resources or environments. <p>Per 40 CFR 1500.2(f): Federal agencies shall to the fullest extent possible: Use all practicable means consistent with the requirements of the Act and other essential considerations of nation policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions on the quality of the human environment.</p> <p>Per 23 CFR [CDOT], in cooperation with the Administration [FHWA], to implement those mitigation measures stated as commitments in the environmental documents prepared pursuant to this regulation. The FHWA will assure that this is accomplished as a part of its program management responsibilities that include reviews of designs, plans, specifications, and estimates, and construction inspections. The Urban Mass Transportation Administration (UMTA) will assure</p>

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		implementation of committed mitigation measures through incorporation by reference in the grant agreement, followed by reviews of designs and construction inspections.
5bh	<p>3-173 Commitment #68 “The City of Glenwood Springs will assume inspection and maintenance responsibilities for the underground BMP, which will be included in the IGA between the CDOT and the City”</p> <p>There are a number of places where an IGA will be required for CDOT to implement what is mention in this document.” CDOT contemplates IGA’s for \$3 million dollars from both Garfield County and the City to complete their project. Why are these IGA’s not mentioned in the EA?</p>	IGAs regarding items such as maintenance and inspection responsibilities for elevators and water quality BMPs were noted on pages 2-23, 2-27, and 3-90 of the EA. The need for an IGA regarding local funding sources is clarified in Section 2.3 of the FONSI.
5bi	<p>3-188 Commitment #147 “CDOT will incorporate aesthetic treatment in the design of bridge elements to reflect the materials and architectural style of the surrounding historic structures.”</p> <p>This is a commitment statement, but it does not commit the State to implement what has been discussed at the ITF and the use of natural materials.</p>	Please refer to Comment #5b Response. Additionally, see mitigation commitment #4 which commits CDOT to using materials and/or aesthetic treatments on bridges to blend with the historic and mountain context of the study area.
5bj	<p>3-189 Commitment # 153. “As funding allows” Because this is already a financially constrained project as demonstrated that the State has had to ask local jurisdictions for funding, it is doubtful this will be done. Again, this is not a strong commitment.</p>	Text was modified to remove “as funding allows.” Refer to Section 4.2 and Table 3-2 of the FONSI.
5bk	<p>Page 3-12 Table 3-6, View Points Visual Quality Ratings. The after view from viewpoint GA is deceptive. Due to the width of the bridge and utility corridors next to the bridge deck, minimal landscaping will be able to be replaced in the pedestrian corridors next to the bridge. Trees should be removed to accurately show the impact of the wider bridge.</p>	Please refer to Comment #5e Response.
5bl	<p>Page 3-27 Figure 3-9, Existing 2012 Peak Hour Traffic Conditions. The Access Control Project also performed traffic counts in March of 2012 and calculated Level of Service for many of the same intersections, with different results. The results and difference are as follows:</p> <ul style="list-style-type: none"> a. EB On Ramp - LOS A/A in Figure 3-9, ACP LOS B/B 1b. 6th and Laurel intersection – LOS C/C in Figure 3-9, ACP LOS D/D c. 6th and Pine intersection – LOS A/A in Figure 3-9, ACP LOS B/C d. Grand Avenue and 8th Street – LOS A/A in Figure 3-9, ACP LOS C/C <p>Both studies were managed by CDOT. It seems like the LOS calculations should be consistent for the existing 2012 condition.</p>	<p>The alternatives analysis and most EA traffic work were completed prior to April 2012, when the Access Control Plan (ACP) traffic data first became available. The EA used 2006 - 2007 traffic data. Due to the economic downturn between 2008 and 2011, this older traffic data was similar to the 2012 data (some traffic volumes were higher, some lower). Thus, there was no re-analysis or re-forecasting of traffic numbers or level of service (LOS) analysis using 2012 data. Other assumptions incorporated into LOS analysis (e.g., truck percentage, signal timing, pedestrian phases) can lead to different LOS results.</p> <p>The method of forecasting 2032 or 2035 traffic also differed between the ACP and the EA. Because the purpose of the Grand Avenue Bridge project was not based on capacity or congestion, the traffic data was primarily used to compare alternatives to each other, and focused on evaluating the roadway network changes north of the Colorado River. The 2012 ACP data and operations modeling is much more comprehensive for its purpose, particularly because there were numerous stakeholder questions about traffic operations downtown regarding the various</p>

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		access control options. As a result, that team completed a very focused effort in the downtown section (8th, 9th, 10th, and 11th Streets). Although updating the EA traffic to match the ACP data would provide consistency between the two studies, it would not affect previous decisions made as part of the EA or decisions regarding final design.
5bm	Page 3-32 Figure 3-11, No Action Alternative Peak Hour Travel Forecasts. The City/State Access Control Plan projected 2032 levels of service for many of the same intersections, again with different results. The most striking difference was the projected level of service at the 8th and Grand Avenue intersection. The Access Control Plan projects an E/F LOS in the am/pm peak hours in 2032, while the EA predicts a LOS B/C in the am/pm peak hours in 2035. Again, it seems like these two studies should come to very similar conclusions. The same comment should be made regarding Figure 3-13, reflecting the 2035 build alternative.	Please see Comment #5bl Response.
5bn	Page 3-39 Third paragraph, and Table 3-28, Mitigation Commitment #9. While it is possible to reroute RFTA’s bus service from the City’s Wing Street to Cooper or Colorado, parking loss for these route changes should be evaluated. At the current time, when a temporary closure of Wing Street occurs, RFTA usually reroutes to Cooper street, requiring the loss of two spaces on the east side of the street at the intersection to allow for RFTA’s turning movement.	Thank you for raising this issue. It also brings up the issue of the ability of a bus to turn right from Grand Avenue to 8th Street. Buses may need to use 9th Street to Cooper Avenue because there is more room at 9th Street. Section 4.2 of the FONSI clarifies that depending on how buses are rerouted, up to two parking spaces may be removed to accommodate turning buses.
5bo	Page 3-39 Fifth paragraph. The City also recognizes that Midland Avenue between 8th and 27th Street will be used as an alternative route during periods of high congestion. Because we believe that it will be very difficult to achieve the hoped for substantial reduction in peak hour trips through the system, the City would like to have Midland Avenue between 8th and 27th added to the traffic model, and appropriate planning done to avoid gridlock, reduce frustration and prevent accidents through the system.	Initially, the Midland route between 8th and 27th Streets will likely see substantial northbound detour traffic in the PM peak. This can be somewhat regulated by the signal timing at 8th Street and Midland Avenue and signing discouraging the use of that route. On the first day of the detour, the signal timing will greatly favor the 8th Street detour route and not Midland Avenue north of 8th Street. Many regional drivers will try 27th Street to Midland Avenue, find the delay is too high, and realize that the 8th to Midland detour route has less delay. CDOT and the City will actively monitor the traffic operations and adjust the signal timing at 8th/Midland and at other locations to achieve the most optimal results. Please refer to Response #5cc Response below regarding adding Midland Avenue to the traffic model and conducting all appropriate planning. The intersections on each end of Midland Avenue (8th and Midland Avenue and 27th Street & Grand Avenue) are already included in the traffic modeling. The EA lists commitments to the TDM plan to address traffic during construction. These will continue to be developed during construction. Measures could include use of smart phone applications that provide information on area congestion and alternate routes to be considered. Since the EA was distributed, CDOT has continued to work with the City and Roaring Fork Transportation Authority (RFTA) to identify transit and other TDMs. Also, CDOT will meet regularly with the City before and

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		during the full bridge closure. CDOT will adapt the TDM plan to changing traffic conditions, as needed.
5bp	Pages 3-40 and 3-41, Page 3-163, Table 3-28, During the 90 day full bridge closure, the EA proposes full closure of 7th Street between Colorado and Cooper Streets. At this time, the 8th Street connection is planned to be in place, hopefully channeling most of the arterial traffic that would normally use 7th Street to the 8th Street extension. The City agrees that 7th Street must be closed for dangerous overhead work, however, if 7th Street is being used for staging, or other purposes, the City still prefers to have these activities take place in other areas. Seventh Street contains a number of restaurants who's business will substantially decline during a full street closure.	CDOT understands the City desires to keep open 7th street and will work with the contractor to keep 7th Street open to the extent possible, even if only for one way traffic. However, during the approximately 90-day bridge closure, concentrated and constant construction work will occur on 7th Street, and due to safety critical overhead work considerations, 7th Street will need to be closed to vehicular traffic during this period. Pedestrian access will be maintained during the approximate 90-day bridge closure via protected overhead pedestrian structures. This is clarified in Section 4.2 of the FONSI.
5bq	Page 3-90 Last paragraph. The statement that the City will assume inspection and maintenance responsibilities for the underground BMP on the south side of the Colorado, or the north side, is still being negotiated. The Division of Authority Statute is unclear regarding water quality facilities.	The study team discussed this issue with City staff on 1/19/15. The underground BMP on the south side will be located on a city street and therefore will be maintained by the City. Further, the City has agreed to be responsible for maintenance of the BMP on the north side of the river. This will be included in the IGA with the City. Note this BMP has been changed from a water quality detention pond to an in-line diversion system, as clarified in Section 4.1 of the FONSI.
5br	Page 3-99 Third bullet point in the first paragraph and Page 3-178, Table 3-28, Mitigation Commitment #89. Removal of the riprap creates some risk for failure of the existing structure. If this were done to reduce flood risk, it should be done very cautiously.	Agreed. Caution will be exercised if this mitigation measure is deemed necessary.
5bs	Page 3-133 Second paragraph. Impacts to the City's Whitewater Park, just south of Exit 114 should be assessed and added to this section. It seems like access to and use of the Whitewater Park and Vogelaar Park will be impacted by the large volume of traffic along the detour route.	Indirect traffic impacts to Whitewater Park during operation of the detour, and mitigation measures, are noted in Section 4.2 of the FONSI. Impacts to Vogelaar Park access are discussed on page 3-133 of the EA. CDOT will monitor traffic during the full bridge closure and respond with appropriate measures to mitigate traffic impacts. These measures could include using flaggers during peak travel periods.
5bt	Page 3-136 Last paragraph. It is possible that the planned improvement #15 will be constructed within the foreseeable future, perhaps with the removal of the detour cut through the UPRR track.	Comment noted.
5bu	Figure 3-33 Existing and Planned Pedestrian and Bicycle Facilities. Please add planned sidewalk along the east edge of Devereux Road from Centennial to the pedestrian bridge, the pedestrian bridge itself, and a new sidewalk connection from the bridge to the north along the east side of Devereux to the intersection with West 6th Street. Please add a blue dot for intersection improvements at West 6th Street and Devereux Road. Please add a pedestrian connection along 6th Street between the existing Grand Avenue Bridge and the 6th and Laurel intersection. Please extend the blue project line for planned project #15 up to the existing end of 8th Street. Finally, please add a blue dot for a future intersection improvement at 9th and Grand Avenue.	Figure 3-33 in the EA shows planned facilities included in currently approved plans. The figure has been revised to include future intersection improvement at 9th Street and Grand Avenue (see Section 4.2 of the FONSI). The existing and planned pedestrian and bicycle facilities are identified from approved plans described in Section 3.18.1 of the EA. Note that the facilities mentioned in the comment would not change the analysis of the effects of the Build Alternative. In fact, the proposed improvements on 6th Street in combination with the Build Alternative will help strengthen the pedestrian and bicycle system. The Build Alternative will not preclude the proposed improvements described in the comment.

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5bv	<p>Page 3-138 Eighth bullet. The City believes that North River Street connecting into Glenwood Canyon is a highly used bicycle facility today and will remain so after the project. We are concerned that adding the roundabout on North River Street will increase the volume of cars using the road and negatively affect the use and safety of bicyclists. The City would prefer to have a separated bicycle facility on the street, or separated from the street. If sharrow markings are proposed instead, the State should verify that the volume of vehicles does not preclude their use.</p>	<p>The roundabout on North River Street will be used primarily to access the Hot Springs Pool. The roundabout does not improve travel time or access into this area, and will not induce increased vehicular traffic. The primary purpose of the roundabout is to allow westbound traffic on North River Street to turn around rather than being forced onto southbound SH 82 or to use the Hot Springs parking lot to turn around. With limited right-of-way on North River Street, a sharrow (shared-lane marking) has been proposed on North River Street to accommodate bicycles. There is insufficient right-of-way for a separate bike trail or lane on North River Street. Because bicycles are allowed use on almost any roadway unless specifically prohibited (e.g., I-70), there are no volume thresholds for using sharrows. The North River Street traffic volume will be in the range of 2,000 vehicles per day (vpd). Note that the City of Denver uses sharrows on roadways exceeding 10,000 vehicles per day.</p>
5bw	<p>Page 3-139 Figure 3-34. The pedestrian crossing on the north roundabout to 6th Street should be moved east and the median extended to line up with the path from the underpass. Moving the crossing to the east will improve the safety of the facility by removing the pedestrian crossing of the east bound slip lane to 6th Street and by providing more sight distance for vehicles coming from and entering the roundabout. In addition, it will eliminate out of direction travel for pedestrians wishing to cross to the north side of 6th Street and head east.</p>	<p>Extending the median would restrict access at the Kum & Go, which would increase business impacts under the Build Alternative. The concern with a crosswalk east of the slip lane is the potential conflict between traffic and their ability to recognize pedestrian crossings at that distance from the roundabout. The planned design better meets the desirable crossing locations for pedestrians at roundabouts based on available design guidelines, including the National Cooperative Highway Research Program (NCHRP) Report 672, which is recognized by FHWA as representing current practice for roundabout design. That said, we will reconsider the crossing location and coordinate with the City on this issue.</p>
5bx	<p>Page 3-140 Build alternative impacts to pedestrian and bicycle facilities. Please add a bullet to this list stating that, “Pedestrian areas along Grand Avenue would be diminished by the reduction in the width of the space, and the loss of old shade trees along the street”.</p>	<p>This was clarified in Section 4.2 of the FONSI.</p>
5by	<p>Page 3-141 Construction impacts to pedestrian facilities Due to the expected volume of traffic through the Midland to 8th Street detour, a number of pedestrian crossings will be affected:</p> <ul style="list-style-type: none"> a. The Midland Avenue pedestrian crossing near Exit 114 to the Whitewater Park b. The Midland Avenue pedestrian crossing to the Alternative High School c. The pedestrian crossing on 7th Street to the trail through the Wye area to GSES d. The school bus stop on 8th Street, just east of Midland e. Pedestrian crossings of 8th Street and 9th Street to access the Post Office <p>The detour planning for the project should include a plan for pedestrian access.</p>	<p>CDOT is currently developing a Pedestrian Plan for the detour. The existing pedestrian crossing locations mentioned in your comment will be addressed in that plan. This was clarified in Section 4.2 and Table 3-2 of the FONSI.</p>

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	<p>Crossing of the detour route will be difficult. Officers or pedestrian flashing signals may be necessary to create safe crossings. Item (c) above is of special concern, because school children cross there to access GSES. The 60% plans show a pedestrian crossing on 7th street that ends in the trail going up through the wye. Now children cross the tracks to get to GSES. When the detour route goes through the kids will want to cross the 8th Street Detour in approximately the same location they do today. The project should have plan to create a safe crossing there.</p>	
<p>5bz</p>	<p>Page 3-141 Pedestrian and Bicycle Facilities Mitigation. Please include in this section the development of a plan for pedestrian crossings of the detour route.</p>	<p>See comment #5by Response.</p>
<p>5ca</p>	<p>Page 3-161 Table 3-28, Mitigation Commitment #3. Comment. The City believes that the visual changes and impact to the City’s downtown area from the removal of old shade trees from 7th Street and Grand Avenue between 7th and 8th will be a significant loss. We understand that space constraints from the widening of the bridge and the associated utility corridor on either side of the bridge prohibit the direct replacement of these trees on Grand Avenue. However the City would like to continue to work with CDOT to mitigate the loss to the greatest degree possible.</p>	<p>Please refer to Comment #5e and #5ap Responses.</p>
<p>5cb</p>	<p>Page 3-163 Table 3-28, Mitigation Commitment #11 and #22. The City appreciates CDOT’s willingness to allow us to offer comment on the design of the detour routes and TDM measures. However I think it is important to state that while removal of 20-25% of the peak volume of traffic from the system in the am and pm peaks is a goal for the project, design of transit routes and the availability of drivers and officers to control intersections should be planned around a more achievable volume reduction. In addition, CDOT should consider the probability that the impacts to the detour route from Exit 114 to 8th Street will occur over a longer period of time and that due to construction risks, the actual closure of the bridge may be longer than 90 days. The plans for additional intersection control, uniformed officers, additional busses and drivers may need to be in place for a longer period of time than anticipated.</p>	<p>CDOT has and will continue to work with the City and RFTA on planning and details for the temporary SH 82 detour. The traffic control plan for the detour operation will be flexible to accommodate a shorter or longer full closure of the bridge. Also refer to Comment #5ce Response.</p>
<p>5cc</p>	<p>Page 3-163 Table 3-28, Mitigation Commitment #16. Could Midland Avenue from 8th Street through to 27th Street be included in the traffic models for the detour route? This would allow mitigation measures for this section of Midland to planned in advance.</p>	<p>The intersections at either end (8th Street and Midland Avenue, and 27th Street and Grand Avenue) are already included. Adding the entire route won’t provide new information. CDOT will work with the City during design and planning of the detours.</p>
<p>5cd</p>	<p>Page 3-164 Table 3-28, Mitigation Commitment #18. Will any additional signals or control be needed for transit on Wulfsohn Road?</p>	<p>Additional temporary signals or other control could be needed as part of TDM measures proposed during detour operations. CDOT will work with RFTA and the City to improve transit during the closure period. CDOT is currently coordinating with RFTA, and a signal at Wulfsohn Road is likely.</p>
<p>5ce</p>	<p>General Transportation. Emergency services during the 90 day bridge closure are a great concern. The City has fire stations with trained medical and</p>	<p>Detours during the full bridge closure will lengthen trips from the north side of the river to the hospital located south of the river. Local emergency responders develop</p>

Comment #	Comment	Response
	emergency personnel on both sides of the Colorado River. During the bridge closure however bringing patients with medical emergencies back to the hospital at 20th and Grand Avenue may be very slow to impossible. CDOT, in conjunction with the City EMS should realistically look at the response times across the City and create a plan for emergency response. It may be faster to station Flight for Life at the hospital, to bring a gurney across the Colorado River on the pedestrian bridge or to drive patients to Rifle.	their own Incident Response Plans. CDOT will provide input and assistance to local emergency responders, police, and Colorado State Patrol in these plans. All of the options mentioned are possible and will be evaluated. Their plans will consider various scenarios so emergency responders can prepare for different situations. CDOT will meet with emergency responders before the full bridge closure. During the closure, CDOT will work with responders to adapt the plan to changing traffic conditions as needed. See also Comment #5ep Response below.
5cf	A similar concern exists for the City and County's police force. Both the City and County facilities are at 8th and Grand Avenue. No satellite facilities exist on the north side of the Colorado River. Response times during the bridge closure may be unacceptable. Again the State and the City and County need to help develop a plan for emergency response through the bridge closure.	Please refer to Comment #5ep Response. Specifics of police staging will be coordinated with their office in the years and months preceding the closure. Section 3.4.3 of the EA has a commitment regarding this coordination.
5cg	Page 3-168 Table 3-28, Mitigation Commitment #32. The City will also need to be involved in the temporary signage for visitors.	This was clarified in Section 4.2 of the FONSI.
5ch	Page 3-168 Table 3-28, Mitigation Commitment #34. The City would prefer that the 90 day bridge closure begin in March, instead of April. The March through May closure period allows one month of the City's tourist season (June) should the closure go beyond the planned 90 day period. If the closure period begins in April, there is a risk that the closure period would affect most of the City's summer tourist season.	CDOT is working with the contractor to determine the start and duration of the closure. CDOT must balance the impacts to businesses with other constraints, such as potential weather delays, high water, fish spawning seasons, completion of the National Environmental Policy Act (NEPA) clearance, final design completion, permitting, etc. CDOT understands the City's desire to minimize the full bridge closure during peak tourist season and will make every effort to avoid the City's peak tourist season.
5ci	Page 3-172 Table 3-28, Mitigation Commitment #67. The City is continuing to work with CDOT to alleviate concerns regarding the water quality basin (sediment detention area). At this time the City is uncertain whether we will be required to maintain the basin based on Colorado's Division of Authority Statute. However, if the City does maintain the detention basin, we are still uncertain about how often it will need to be done, and what equipment we will need to maintain it with, and who will be responsible for repair if damage occurs with maintenance activities. The City currently does not have another detention basin that we maintain. These issues will need to be addressed in an IGA between the City and the State.	Please refer to Comments #5ao and #5bq Responses.
5cj	Page 3-173 Table 2-28, Mitigation Commitment #68. As stated above, the Division of Authority Statute is unclear regarding water quality facilities. The City is continuing to work with CDOT to determine maintenance responsibilities.	Please refer to Comments #5ao and #5bq Responses.
5ck	Page 3-189 Table 3-28, Mitigation Commitment #153. Aesthetically pleasing trail way finding and road signage will be an important element of the overall project for the City. The City would like to work directly with CDOT and its consultants to ensure the final product will work well for the City.	This was clarified in Section 4.2 of the FONSI.

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5cl	Page 3-23 paragraph 3.2.1 Existing Conditions, Roadways. Does not list the City residential streets in the downtown core that will be used for the detour south of the bridge: Pitkin, Colorado, and Blake and Cooper by default.	This was clarified in Section 4.2 of the FONSI
5cm	Page 3-39 Transit: “During final design, CDOT will continue to coordinate with RFTA...” please include the City as the other transit coordination partner.	This was clarified in Section 4.2 and Table 3-2 of the FONSI.
5cn	Page 3-40 first paragraph. “The two local RFTA bus routes serving the study area...” Please also include the one RGS route with two buses serving the study area.	This was clarified in Section 4.2 and Table 3-2 of the FONSI.
5co	Page 3-40 paragraph 3.2.3 Transportation Mitigation. Can the City work with CDOT to include a bus pull-out close to the northern bridge landing to make up for the lost 6th and Maple bus stop in the 6th Street retail core? This provision is also mentioned in TABLE 3-28, Page 3-162, #8 “Removal of bus stop at 6th and Maple or provision of new bus stop in the vicinity.”	Please refer to Comment #5cm Response. CDOT will coordinate bus stop locations on 6th Street near Maple Street with the City and RFTA. Loading, unloading, and bus routing need to be considered and further explored through the final design process. RFTA has suggested serving the area with stops on 6th Street west of Laurel Street.
5cp	Page 3-41 Midland Avenue. in the residential areas along Midland from 8th to 27th, CDOT is to “monitor traffic during the full bridge closure and respond with appropriate measures to mitigate traffic impacts.” What are the “appropriate measures”? What intersection controls will be in place at 8th/Midland to prevent most folks from continuing south on Midland?	Refer to Comment #5bo Response. Mitigation may include additional traffic control, signing, and possibly uniformed traffic control at critical times. Increased traffic at the intermediate intersections and driveways along Midland Avenue (e.g., 10th and 13th Streets) might promote unsafe maneuvers (e.g., left-hand turns into heavy opposing traffic to enter a driveway).
5cq	Page 3-42 Transit. Please include again that CDOT will work with the City and not only RFTA during detour transit route coordination.	This was clarified in Section 4.2 and Table 3-2 of the FONSI.
5cr	Page 3-43 Bicyclists/Pedestrians. Several times the idea is mentioned in the EA of keeping open a ped/bike connection across the Colorado River while the existing ped bridge is out of service for an undetermined amount of time. This connection is not described; is it the Rio Grande trail bridge by the confluence? Does CDOT plan to use any of the existing Grand Avenue vehicle bridge lanes for ped/bike access during this time?	CDOT is no longer considering converting the existing Grand Avenue Bridge vehicle lanes for bicyclists/pedestrians. Bicyclists and pedestrian will share the temporary pathway that will be added on the outside of the existing Grand Avenue bridge. Bicyclists can also use all the other existing bridge crossings currently available.
5cs	Page 3-43 Bike/Ped, Motorist, and Transit TDM. Current operating and administration budgets of both RGS and RFTA are limited and may not be able to provide additional funding for these examples. Will CDOT be willing to assume the financial lead here?	The EA states that specific measures to reduce travel demand could include measures such as those listed on page 3-43. Because some of these measures will require non-CDOT funding to implement, such as enhanced transit and bike sharing, CDOT cannot commit to these elements at this time. This is clarified in Section 4.2 of the FONSI. CDOT commits to working with stakeholders, including RFTA and the City, to identify and pursue outside funding for specific TDM measures and implement other appropriate measures such as those listed. (This was discussed in the January 2015 meeting with RFTA and City staff.) CDOT is working with funding partners to identify financial support for programs such as those listed for the detour. The specific TDM measures that will be undertaken for the project will be identified based on stakeholder input and coordination.

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5ct	Page 3-43 “Provide information targeted to CMVs and companies, particularly delivery trucks...” Delivery truck drivers must abide by their route schedule and appointments set in advance with business owners. These aren’t usually very flexible schedules.	One element of TDM is to provide advance information to businesses of the benefits and need to adjust their delivery schedules during the 2017 closure. This is addressed in the EA on page 3-43, Regional and Local Motorists, third bullet.
5cu	Page 3-65 please further define the “gateway concept at the I-70 exit.”	<p>The term “gateway” was raised in the Project Visioning on December 8, 2011, and identified as part of a list of a common values, criteria, and strategic building blocks. Visioning participants (stakeholders) defined gateway in various ways including: “It’s a <i>gateway</i> to the valley, not just Glenwood;” “Real <i>gateway</i> at touchdown points – the experience of driving under it;” “Something festive and fun on top – <i>gateway</i> to Glenwood.”</p> <p>The term was also raised by participants at the March 12, 2014, Issue Task Force Workshop regarding the new pedestrian underpass: “Opportunity for a <i>gateway</i> treatment.”</p> <p>Participants at the April 9, 2014, Issues Task Force Workshop, in discussing the North Glenwood area, mentioned: “<i>Gateway</i> elements concept with pillars at north abutment and at Pier 6.” These “gateway” elements were further defined as pillars or similar structures visible by the travelling public on SH 82.</p>
5cv	Page 3-69 3.6.3 Economic Mitigation. “Coordinate with the DDA to develop signage that directs visitors to the 6th Street businesses.” Include “and in accordance with the City Wayfinding Signage Plan” after DDA in this sentence.	Refer to Section 4.2 and Table 3-2 of the FONSI, where this change has been noted.
5cw	Page 3-76 “Fugitive dust control measures will include...: apply water and chemical stabilizers in active construction areas and on haul roads as necessary to suppress dust.” Does this include applying chemical stabilizers to the areas immediately adjacent to the Colorado River?	Refer to Section 4.2 and Table 3-2 of the FONSI, where it is clarified that chemical stabilizers will not be used in areas immediately adjacent to the Colorado River.
5cx	Page 3-89 Construction Impacts: “Also, refueling and operation of construction equipment near the Colorado and RF Rivers could result in release of contaminants to these waterways.” Please identify a “no-refueling within ___ feet of the river” policy for construction equipment to alleviate these potential mishaps.	The referenced text describes possible impacts to waterways. In response to these potential impacts, Section 3.9.3 of the EA outlines specific measures to minimize or avoid these risks. Refer to first two bullets on page 3-93 of the EA, and mitigation commitments 77 and 78 in Table 3-28 of the EA.
5cy	Page 3-136 “Trail connection on 7th/8th Street across the Roaring Fork River connecting to the Jeanne Golay Trail and the GWS Community Center...” Is this supposed to be a separate connection from what is in place there?	This is an existing connection. This was clarified in Section 4.2 of the FONSI and reflected in the updated EA Figure 3-33 in the FONSI.

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5cz	Page 3-137 Figure 3-33. The shared use path in Two Rivers Park is identified as the Jeanne Golay Trail on this map. Also, 11th Street is labeled as the unpaved Doc Holliday Trail. Incorrect- Doc Holliday Trail leads up to the Pioneer Cemetery, and the 12th Street Ditch Trail is the unpaved east-west connection there. The bus stop on the north side of 6th Street is just west of Maple Street, not Pine. The bus stop on the north side of 7th Street in the RR wye area is west and downhill of the east leg track crossing of 7th.	This was corrected in Section 4.2 of the FONSI and reflected in the updated EA Figure 3-33 in the FONSI.
5da	Page 3-138 Build Alternative. In addition to crosswalks and streetscaping, please consider adding signage to aid pedestrians (especially those on the south side of 6th and west of the roundabout) in finding where to safely cross the 6th/Laurel Roundabout. Also, it is suggested that “Adding sharrow markings on North River Street...” is this included in the project budget, or is this a suggestion to the City?	Project-wide wayfinding and sharrow markings (shared-lane marking) on North River Street are included in the current project design and addressed more broadly in Section 3.183, page 3-141, first two bullets of the EA.
5db	<p>Page 3-141 Will the timing of the temporary closure of the portion of trail east of Two Rivers Park and within I-70 ROW coincide with the closure of the existing Grand Avenue ped bridge?</p> <p>Will the temporary closure of the sidewalk on the south side of 8th Street at Midland affect ped access to the City Hall and GSES area via the social trail across RR wye?</p> <p>Finally, 8th and 9th Streets are listed as ped/bike detours for the 7th Street closure. Would CDOT consider improving these minor street crossings of SH-82 to facilitate more efficient ped/bike crossing? Such as bike signals for the minor approaches with pavement markings?</p>	<p>The temporary trail closure is tied to the installation of permanent storm drainage, which should occur before the full bridge closure.</p> <p>Access will be maintained to City Hall and Glenwood Springs Elementary School. The sidewalk on the south side of Midland Avenue is being temporarily closed.</p> <p>Pedestrian traffic will be detoured to the 8th Street and Midland Avenue intersection to cross to the north side of Midland where sidewalk connectivity is provided. Existing SH 82 intersections were upgraded to colored concrete crosswalks with the Grand Avenue Paving Project (GAPP) in the early 2000s. SH 82 signal timing, including pedestrian phases, will be adjusted for the detour, and provide adequate time for pedestrians and bicyclists to cross SH 82. This was clarified in Section 4.2 of the FONSI.</p>
5dc	Page 3-142 under “Changes to Two Rivers Trail access.” is a temporary ped/bike bridge across the Colorado River being proposed here? Under “SH-82 Detour”, please clarify the second sentence about the ADA ramps and three-foot sidewalk on the south side of 7th sentence.	There is no temporary pedestrian/bicyclist bridge proposed across the Colorado River; see Comment #5cr Response. Text was added to Table 3-2 of the FONSI about providing access along 7th Street.
5de	Page 3-165 Table 3-28, #21. Neither a funding source or sponsoring agency are identified for the bike depots, lockers, and bike rental/sharing service and the free or low-cost pedi-cab service. Does CO PUC allow for a pedi-cab service in GWS? Does Municipal Code allow this?	Refer to Comment #5cs Response.
5de	Page 4-7 Exit 114 Improvements. Are any ped crossing improvements planned for the Exit 114 roundabouts, in addition to the permanent vehicular improvements?	There are no crossing improvements proposed at the Exit 114 roundabouts. However, on the north roundabout, CDOT will add a sidewalk on the south side of US 6 that connects the existing sidewalks at the roundabout to the bus stop located to the east.

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5df	Appendix B CDOT Safety Assessment Report, page 6 and 7. Will CDOT please include funding for these identified accident countermeasures in the study area, i.e., the traffic signal timing improvements and intersection approach sight distance lengthening, or especially the upgrading all signal heads with 12" LED lenses and backplates with yellow borders?	Yes, the project includes funding to install new equipment to meet current standards, including signal timing improvements and new signal heads. The new bridge design will also improve vertical sight distance.
5dg	Noise Technical Report, page 4: What is the grade of the new maintenance and access trail connection linking the N River St on-road bicycle route with the new trail north of I-70? Is this connection paved? Also, is CDOT installing on-street bike facilities in the north bridge landing/new roundabout area?	The maintenance road will be paved; this is clarified in Section 4.1 of the FONSI. The grade of the maintenance road was developed in conjunction with the City based on the types of maintenance vehicles using the facility. This road has a maximum grade of 10 percent but only for about 40 feet, which is reasonable for maintenance vehicles. Bikes are accommodated on this shared road or on sidewalks. There will be no striped on-street bike facilities at the roundabout. Sharrow markings (shared-lane markings) will be provided on North River Street.
5dh	Economic Conditions Technical Report, page 14, Table 2. There are only 40 employees at the Roaring Fork Marketplace? Does this include Wal-Mart which is in the Roaring Fork Marketplace?	The Info USA database used for analysis assumes 197 employees at this Wal-Mart and these were categorized into the 23rd to City Limits column in Table 2. The 197 retail employees should be included in the Roaring Fork Marketplace column, which would then show a total of 237 employees. The 23rd to City Limits column would then show a total of 320 employees. This correction is noted in Section 4.2 of the FONSI.
5di	Economic Conditions Technical Report, page 17, 2.2.2 Businesses South of the River, West of Grand Avenue: The Grind is open again after moving from the east side of Grand to the west, not vice versa as stated.	This change was corrected in Section 4.2 of the FONSI.
5dj	3-11: There is also no visual analysis of the new bridge from the downtown (west of Grand) looking northward towards 6th Street. The new bridge will be the prominent feature in the viewshed for a block or two. No analysis of the views from the perspective of the river recreationalist from the river looking shoreward. The post-bridge viewshed will include retaining walls and newly revegetated (?) banks.	Visual changes to viewers along 7th Street are noted in Table 3-5 of the EA. Visual changes to river views, including riverbank vegetation removal, are noted in Tables 3-5 and 3-8 of the EA and in Section 6.2.1 of the <i>Visual Impact Assessment Technical Report</i> . Impacts from cut and fill walls are noted in Table 3-5 of the EA and in Section 6.2.1 of the <i>Visual Impact Assessment Technical Report</i> . Also see Comment #5c Response.
5dk	3-11: Is there any photometric analysis (before v. after) of the proposed lighting? All the new lighting at Exit 116 and the roundabout will generate a lot of new light. Will any of this lighting meet the GSMC standards?	The project does not include photometric analysis of existing conditions but is providing this analysis for the proposed design. The proposed lighting meets Glenwood Springs Code, Article 070.140, Exterior Lighting Standards as well as CDOT lighting requirements. CDOT is coordinating with the City on lighting provided in the Build Alternative.
5dl	3-11: The City needs to determine whether it is in the best interests of property owners in the 700 block of Grand Avenue to have replacement trees or planters. My concern is that these will likely preclude any future outdoor seating with only 15 feet remaining between the face of the bridge structure and the building facades.	Please refer to Comment #5ap Response.

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5dm	3-30 thru 3-35 There doesn't appear to be any discussion of the impacts of traffic volume increases on N. River and 6th Streets as a result of the new circulation pattern generated by the right in/right out intersection of N. River and Hwy. 82. Note: At the peak hour, Jacobs estimates 50 trips each way. The remainder of the traffic will now be routed in the opposite direction.	This change in access is discussed on page 2-30 of the EA. This description is referred to on page 3-36 and shown on Figure 3-14 of the EA. However, additional details are provided in Section 4.2 of the FONSI.
5dn	3-38: 2nd to last paragraph: While the number of crashes will likely fall, the severity of those crashes will increase due to the increased vehicle speed on the new viaduct.	As discussed in Section 3.2.2 of the EA, speeds in the study area may increase slightly due to the smoother route over the bridge, but the effect of increased speeds is expected to be small. The roadway will be designed to current standards consistent with the urban area and posted at 25 mph at both ends of the bridge. This would mean that inconsistent speeds, which contribute to more crashes than simply higher speeds, would be reduced. Further, as motorists travel south across the bridge, lane widths will taper from 12 to 11 feet at bridge touchdown points to tie into the existing roadway width to minimize impacts. This tapering, along with the stoplight at 8th Street and curvature of the bridge, will work to slow vehicles entering the downtown area, resulting in a traffic calming effect. The speed limit of the existing SH 82 bridge and the new SH 82 bridge will remain constant at 25 mph. Note that the most important element of speed control for a roadway of this type is enforcement. Enforcement of the 25 mph is, and will continue to be, the most effective method for maintaining lower traffic speeds downtown. Because speeds are not expected to increase appreciably, the severity of crashes should not increase.
5do	3-42: re: Downtown Grid. Again, what about Pitkin.	Please refer to Comment #5x Response.
5dp	3-81: Noise Mitigation. No discussion of impacts from increased traffic circulating through downtown neighborhoods. The noise mitigation analysis should also include the 8th Street extension to the Roaring Fork River.	Noise effects from increased traffic along the SH 82 detour, which includes the 8th Street extension, were evaluated in the noise analysis and discussed in Section 3.8.2 of the EA and the <i>Noise Technical Report</i> . As noted on page 3-81 of the EA, "Traffic noise is anticipated to range between approximately 59 dBA to 75dBA near sensitive receptors along the detour routes." This discussion was expanded to include other downtown streets. This was clarified in Section 4.2 of the FONSI.
5dq	3-101: New construction in Western Colorado, regardless of setting, increases the weed population at least for a short term. Will any of these disturbed areas to be revegetated? W/o irrigation survival and success on south facing slopes is lessened. Has any inventory of trees to be removed been conducted? Since most or all of the trees along the I-70 corridor are considered to be undesirable species, they will all be removed, forever changing the viewshed and character of the river corridor. Has the issue of type, quantity and location of revegetation has been postponed to some later phase of the project?	Please refer to the Section 3.12.3 of the EA for measures to mitigate for vegetation loss. Yes, a tree survey has been conducted for all affected trees, noting species type and trunk width. In terms of removal of the non-native trees along I-70, as discussed in the EA, CDOT will attempt to revegetate disturbed riparian areas (i.e., near the Colorado River) to the extent that topography and river flow constraints allow. Note that disturbed river banks generally will be restored to precondition contours and that non-native tree species that established before likely will reestablish without active vegetative management.
5dr	3-133: References CDOT coordinating with rafting companies to develop a Construction River Use plan. CDOT does not control upstream access to the river(WRNF). Impacts to and communicating with the recreational boating community will be more challenging. Are impacts to rafting industry discussed in the economic impacts section?	Fulfilling the mitigation commitments in 3.17.3 of the EA does not require CDOT to have authority to restrict river access. CDOT will coordinate with the U.S. Forest Service and river outfitters to develop methods to minimize impacts and include appropriate measures in CDOT's Public Information Program for the project. This was clarified in Section 4.2 and Table 3-2 of the FONSI.

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5ds	3-138: 4th bullet down from the top, reference that the new bike/ped path will strengthen the recreational link between Two Rivers park and Glenwood canyon. This plans reduces/discourages access to N. River St. which is the cycling route today. It is substantially longer distance and is out of direction, therefore less intuitive route.	Because the underpass allows bicyclists to avoid crossing SH 82, CDOT contends that the connection is strengthened. Bicyclists could still opt to use North River Street to access Glenwood Canyon, or travel via 6th Street. Refer to Comment #5k Response.
5dt	3-140: Construction Impacts – Here the authors say that the pedestrian bridge will be closed “temporary interruption”. Elsewhere CDOT has represented that pedestrian xing will not be eliminated at any time during the replacement process. Which is it?	Both statements referenced are correct. The EA described the potential impact of pedestrian bridge closure, and stated that “temporary interruption of pedestrian and bicyclist connectivity will occur during replacement of the pedestrian bridge.” That impact will occur if no mitigation was undertaken. Section 3.18.3 describes the measures that will be employed to mitigate that impact and maintain pedestrian and bicyclist connectivity during replacement of the pedestrian bridge.
5du	3-142: SH82 Detour. What is planned for crossing 7th Street in the vicinity of the funeral home during the detour? Maybe an RRFB or a cross walk attendant?	As discussed in Section 3.18 of the EA, pedestrian sidewalks and ramps will be provided in conjunction with the temporary detour construction near the 7th Street funeral home crossing. A rapid reflecting flashing beacon (RRFB) or cross walk is not planned at this time. The volume of pedestrian traffic associated with this business does not warrant special crossings.
5dv	<p>General. I am concerned that much of the detail of mitigating the visual and physical impacts of the bridge is left out of this EA. This coupled with the fact that these details are not included in the 60% construction plans leaves me wondering exactly what level of mitigation CDOT is willing to commit to.</p> <p>For example, the EA states:</p> <p>“...CDOT <u>will continue to work with stakeholders</u> to identify opportunities for aesthetic treatments” (p 3-16);</p> <p>“Preserve existing vegetation <u>where practicable</u>, and re-vegetate riverbanks with native species ... ”(p. 3-16)</p> <p>Regarding the aesthetic details, the EA states: “Some limited variation of the designs [shown on pages 3-18 – 3-20] could still occur depending on EA input, final design evaluations, funding availability and other project criteria. CDOT’s intent is to keep the design as close to that shown as reasonable based on additional input and evaluation.” (p.3-17)</p> <p>With these details left out of this EA, there is no certainty that the vehicular bridge in particular, and to a lesser degree the pedestrian bridge, will be constructed as expected.</p>	<p>Please refer to Comment #5b Response regarding your comments on aesthetics. The vegetation impact estimates included in the EA were reviewed and found to be accurate. Details about locations where vegetation will be removed will be shared with the City staff.</p>

Comment #	Comment	Response
5dw	General. The perspective illustrations are helpful but many are misleading. For example, many show landscaping and mature trees. It is my understanding that with the exception of along the riverbank, landscaping is not part of this project, and any street trees that are planted will take a decade or more to appear as shown in the illustrations.	Please refer to Comment #5c, #5dx, and #5e Responses regarding updates made to renderings.
5dx	Additionally, the EA includes several close-up illustrations showing certain aesthetic treatments. This serves the necessary purpose of having the reader focus on certain treatments. However, the EA should also include close-up perspectives of all the aesthetic treatments that would be present within that view plane. Only then can the reader analyze the effectiveness of each of the proposed treatments in the context of what actually would be seen.	The purpose of the renderings and photo simulations in the EA was to give the reader an idea of how the visual changes described in the EA may appear in terms of scale and general appearance. Both the close up and more distant views provided in the EA effectively serve this purpose. In response to previous City comments, the EA included more close up and detailed renderings of some of the aesthetic treatments that had been decided or are currently under development. Section 4.1 of the FONSI provides updated renderings that reflect more current aesthetic and design decisions made to date.
5dy	It is important to note too that many of the illustrations are out of date. In a design meeting held November 19th, during the comment period, CDOT presented design details of aesthetic treatments that conflict with what is shown in the EA.	Please refer to Comment #5b and #5dx Responses.
5dz	General. I understand that the existing public restroom will be removed and there are no plans to replace it. Glenwood Springs is a tourist town and a public restroom is an expected amenity. Without it, the burden of providing this convenience unfairly defaults to private downtown businesses. I believe that CDOT needs to work with the City to find a suitable location for a public restroom and that it should be built as part of this bridge construction project.	The public restroom was discussed during the March and April 2014 Issue Task Force Workshops and at a separate DDA workshop around the same time (not part of the Grand Avenue Bridge project). There was no agreement on the best location for the restroom, although it was recognized there is inadequate room to replace it under the new bridge. Two potential locations that emerged from the DDA workshop were in the location of the former shoe shop next to the alley between 7th and 8th Streets on Grand Avenue and in the future County parking garage on 7th Street and Colorado Avenue. As a result of these meetings, the study team concluded that the best option is to allow the City and DDA to determine the best location for the restroom and include the cost of the restroom in the contribution the City is providing toward the project. The construction of the restroom will also be completed by the City. This will be included in the IGA with the City. Additional information about the restrooms is provided in Comment #5f and #5ak Responses.
5ea	3-11 The EA should address the visual impact of the 25 foot tall retaining walls, and the impact of walls that are 562 feet in length. Walls that are located within public or pedestrian areas need to include treatments that add shadows and that have some visual interest. Long expanses of flat, mono-colored walls should not be acceptable as they are uninteresting and will become a magnet for graffiti. Form liners and sand blasted walls as suggested on page 3-22 should not be part of this project.	Please refer to Figure 3-6 of the EA that presents the aesthetic treatments for retaining walls currently being evaluated with the City and other stakeholders. CDOT is committed to including aesthetic treatments in retaining walls to mitigate their visual impact. Aesthetic treatments for retaining walls vary based on their location and setting. Please refer to Section 4.1 of the FONSI for more information.

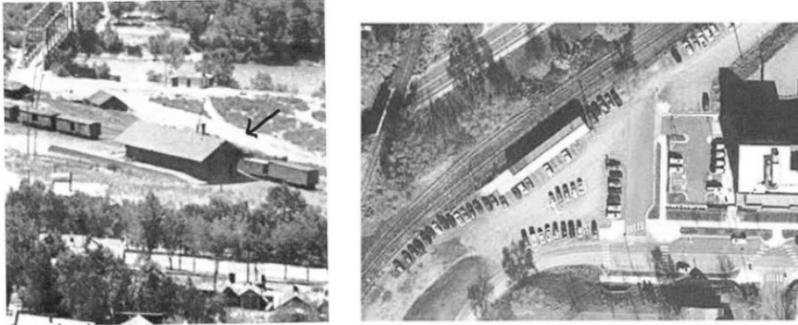
Comment #	Comment	Response
5eb	3-15: I am concerned with two statements using the term “will be considered”.	Refer to Comment #5b Response.
5ec	3-9 to 3-15. There should be an analysis of the views to the new bridge from multi-story buildings in the 700 block of Grand Avenue. Currently there is a line of mature trees that shield most views of the current bridge. The new construction requires removal of these trees but to date there are no plans to re-vegetate this area. Mitigation of this loss of tree cover should be required. Mitigation is supported by the statement on page 3-6 of the EA: “...the visual repetition of trees along a city block provides visual order and contributes to the visual intactness. Missing trees or non-unified tree species may degrade intactness”.	Views from multi-story buildings north of the bridge were considered; see Comment #5c Response. Impacts of tree removal and riverbank vegetation removal during construction are addressed in Comment #5dq Response and Table 3-8 of the EA. Section 3.1.4 of the EA lists mitigation measures for trees removed during construction of the project. Refer to Comment #5ap Response regarding mitigation for removal of landscaping. Section 3.12.2 and 3.12.3 of the EA also describe vegetation impacts and measures to mitigate those impacts. Measures to mitigate loss of street trees in the 700 block of Grand Avenue are noted in Table 3-2 and Section 4.2 of the FONSI.
5ed	3-16: Preservation and re-vegetation of urban trees (street trees) should be included in the list of visual mitigation techniques.	Refer to Comment #5ap Response. Preservation of urban street trees where practicable will be added to the mitigation measure, as noted in Section 4.2 and Table 3-2 of the FONSI.
5ee	3-17: Lighting standards. Compliance with Garfield County design standards is not applicable to this project. Delete the reference to Garfield County.	See Comment #5dk and #5ef Responses regarding lighting standards. The requested change has been noted in Section 4.2 and Table 3-2 of the FONSI.
5ef	3-17: The EA includes bridge and highway lighting as part of aesthetic treatments. It is understood that CDOT needs to install lighting fixtures on the vehicular bridge and at the new roundabout that meet certain highway standards however, I would not consider these fixtures to be necessarily “aesthetic”. Therefore I recommend that CDOT request a variance from the highway standard so that it can install decorative light fixtures that are more in-keeping with the character of the city and with the dark sky standards per the city’s Exterior lighting Code (Article 070.140).	The lighting design has been revised on Grand Avenue Bridge. Providence style lights are being proposed along the entire extent of the Grand Avenue Bridge. A large Providence luminaire at 25’ height is proposed from the southern abutment wall to Pier 6. A medium Providence luminaire at 16’ height is proposed from Pier 6 to 8th Street. CDOT will not need a variance from highway standards because this will be maintained by the City. CDOT is coordinating the lighting design with the City.
5eg	Additionally, CDOT should be required to submit a photometric plan to the City of Glenwood Springs for review and approval prior to purchase and installation of the lights. The photometric plan is necessary to insure compliance with the Exterior Lighting Code for fixture design and light levels.	Please refer to Comment #5dk Response.
5eh	3-17: To mitigate visual impacts, the EA proposes using earth-tone paint and stain. It does not provide detail as to which materials will be painted or stained. If this refers to staining or painting gray concrete, this mitigation measure should not be acceptable. Paint and stain wears off with time. Rather, the mitigation measure should be a commitment to use integrally colored concrete, natural stone and brick for both the vehicular bridge and the pedestrian bridge, retaining walls, stair and elevator towers.	The visual mitigation measure listed in Section 3.1.4 of the EA regarding paints and stains states: “Use earth-tone paints and stains and select paint finishes with low reflectivity.” It should be noted that this measure is listed under the more overarching mitigation measure to “Use materials and/or aesthetic treatments on bridges to blend with the historic and mountain context of the study area.” This mitigation measure is not intended to indicate that use of paints or stains is required or to specify which project elements may or may not be painted or stained (that process is still ongoing). Rather, the purpose of this mitigation measure is to specify that, if it is determined through the design process that paints or stains will be used, that they have these qualities to help minimize visual impacts. While it is true that it has been determined through coordination with stakeholders that certain project elements such as concrete and retaining walls will not be painted or stained,

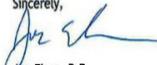
Comment #	Comment	Response
		the design of aesthetic treatments for other project elements is still ongoing. As such, this mitigation measure remains in place to be considered during that continuing process.
5ei	3-18: This illustrated view from 7th Street shows a line of trees. This illustration is deceptive because trees are not included in the visual mitigation measures for this location. This illustration should be replaced with one that accurately depicts the lack of tree cover and the proximity of the new bridge to the adjacent buildings.	Although the rendering referenced was not updated, Section 4.2 of the FONSI describes the impacts of permanent tree removal in the 700 block of Grand Avenue and measures to mitigate that impact.
5ej	3-37: Realignment of N. River Street – Will N. River and the new roundabout be the City’s responsibility to maintain?	CDOT will confirm maintenance responsibilities for North River Street and the roundabout as part of its ongoing discussions with the City.
5ek	3-39 to 3-40 Transit. CDOT should coordinate Ride Glenwood bus stops with the city of Glenwood Springs in addition to RFTA. Ride Glenwood is a city (local) bus service and RFTA is the city’s contractor.	CDOT is beginning the process of developing transit plans during the bridge closure detour as identified in Commitment #22. This process includes coordinating with both RFTA and the City.
5el	3-45: Change the zoning depicted in the block between School St and Pitkin Avenue from green (R/3) to red (C/2). The zoning was changed last year.	This was corrected in Section 4.2 of the FONSI.
5em	3-49: Correct location of library – 8th & Cooper	This was corrected in Section 4.2 of the FONSI.
5en	<p>3-50: The map should be corrected. Glenwood Springs Police are not located where shown on the map. The city police are in the ground floor of city hall. The building identified as Glenwood Springs Police is the County Jail.</p> <p>The Library is now located just east of Colorado Mountain College, at 8th & Cooper.</p> <p>The Frontier Historical Museum is on Colorado Avenue at 10th Street, the southwest corner of the intersection.</p>	This was corrected in Section 4.2 of the FONSI.
5eo	Social Resources Mitigation-Construction Impacts. 1. Amtrak uses the driveway at the north end of Colorado Avenue as an accessible entrance into the station. It appears that this access may be impacted during the bridge construction. How will the train station maintain accessibility if this access is closed at any point during the bridge construction?	Commitment #33 states that CDOT will “Maintain access to all businesses at all times.” The contractor will be required to work closely with the railroad to maintain railroad operations, including those of Amtrak.
5ep	The report indicates that police response times for areas north of the river will increase during the 90 day closure. Can this be mitigated (section 3.4.3) by opening a satellite police station on the north side of the river during the 90 day closure?	Police response times are usually influenced by where police are patrolling as opposed to the location of the police station. CDOT will not fund a temporary police station, but CDOT will work with the Glenwood Springs police, Colorado State Patrol (CSP), and emergency services on Incident Response Plans and emergency services response. These agencies plan their own incident response, with input, assistance and cooperation from CDOT and contractors. A fire station is located in west Glenwood Springs on the north side of the river for emergency response.
5eq	3-68: Short-term impacts from construction jobs. The EA did not include an analysis of where the construction workers would reside for the duration of this	As discussed in Section 3.6.2 of the EA, construction will benefit the local economy by creating jobs and certain types of revenue. Estimates include \$55.6

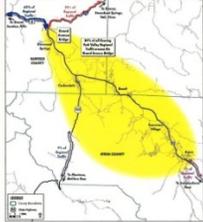
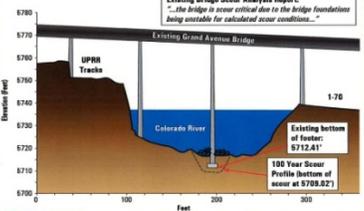
Comment #	Comment	Response
	project, other than to state that some construction workers could live in extended stay lodging in the area. More thought should be given to mitigating the impact of housing construction workers during this project. Glenwood Springs has a shortage of housing. And, because this is a resort community, during the peak summer season there will be competition with tourists for hotel rooms. Some of the city’s hotels have a greater than 90% occupancy.	and \$91.9 million of “value added” and “direct effect” benefits to the local and regional economies, respectively. CDOT does not consider housing of construction workers as an adverse impact to be mitigated. During peak times and higher hotel prices, many construction workers may opt for housing outside of the city and commute to the site.
5er	3-70: Economic mitigation. The EA states that CDOT among other things will conduct public outreach to let the local community and region know that the area is open for business. The outreach efforts should be coordinated through or with the Chamber Resort Association.	This was added to the mitigation measure listed in Table 3-2 of the FONSI.
5es	3-81 to 3-83 Temporary noise mitigation during construction. The mitigation measures include offering hotel vouchers to a place identified as “R17” and to “the second-story residence on 7th Street”.	This comment appears to be related to the following Comment #5et.
5et	1. According to the map on page 3-78, R17 may be a residence at 114 6th Street. There is also an apartment building located behind 208 6th Street. Will these residents also be impacted by noise during construction?	Receptor R17 represents the second story apartments with balconies located behind the flower and bike shops at 208 6th Street. This receptor was analyzed in the noise analysis. The Sioux Villa Curio building at 114 6th Street does appear to have apartments at the rear. The upper level apartments do not have outdoor uses. A ground floor apartment may have an outdoor porch, but we cannot confirm because a large privacy wall blocks views. Regardless, predicted noise levels are anticipated to be lower than Receptor R17 due to the block wall shielding the ground receptor. The presence of another receptor will not change the results of the mitigation analysis.
5eu	I am not sure about the reference to “the second story residence on 7th Street”. There are a number of residents of upper floor units in the 700 block of Grand Avenue (approximately 12 units?). Due to proximity of the bridge, won’t these people be impacted by noise more than would be a unit on 7th Street?	Receptor R17 is located off 6th Street and Receptors R32a-R32f are located off 7th Street. There are additional upper floor units located along 6th Street, 7th Street, as well as the 700 block of Grand Avenue. However, only the units with outdoor uses were modeled and included in the noise analysis, per CDOT noise policy. Also refer to Comment #5et Response.
5ev	3-83: The EA indicates that noise barriers are not recommended at this time however it goes on to state that 4 foot tall shields may be installed to prevent splash back, and the shields would result in noise reduction. The shields are illustrated throughout the document as clear panels. Are these just examples or is this what is proposed? Do shields continue to be proposed for this project?	Sections 2.3.2, 3.1.2, and 3.8.3 of the EA noted that shielding may be used on the Grand Avenue Bridge extending from just north of the railroad tracks to the intersection of Grand Avenue and 7th Street. The purpose of the shielding was to prevent splash back from the bridge, with the added benefit of providing a small noise reduction. This shielding is no longer being considered in response to concerns expressed by the City of Glenwood Springs, and will not be included in the Build Alternative. Elimination of the shielding will not change noise impacts from the Build Alternative. This was clarified in Section 4.1 of the FONSI.
5ew	3-84 & 3-116 Pile driving – the EA should include an analysis of the number of buildings in the APE that are on rubble foundations. How will CDOT mitigate damage to foundations? In a April 2, 2014 correspondence to me, as staff to the Glenwood Springs Historic Preservation Commission, CDOT represented: “The final design process will consider several factors, including geological/soil densities and composition, and proximity of historic	CDOT provided information about seismic impacts to historic properties in response to a question from Glenwood Springs Historic Preservation Commission in a Section 106 letter dated April 2, 2014. Pile driving may be required for construction, and will be the loudest of the construction operations and present the most potential for vibration impacts. However, no pile driving will occur south of the Colorado River and/or near historic properties. Pile driving may occur north of

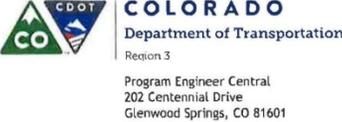
Comment #	Comment	Response
	<p>resources to determine final pile driving locations and pile driving techniques that would be employed in order to protect sensitive properties from adverse vibratory effects.” Page 3-116 lists historic properties that may be affected by construction activities. Among these CDOT determined that 12 of 16 buildings may be impacted by vibration. I assume these to be the sensitive properties.</p> <p>However, I am aware that there are other potentially historic properties within the area that were not included on the list, but that may be adversely impacted by construction activities, especially pile driving. These properties are located on the south side of the river within 1 block or less of the construction area. How does CDOT intend to address property owner concerns during construction?</p>	<p>the river but not in proximity to historic resources.</p>
5ex	<p>3-91: Revegetation of disturbed areas with native grasses or appropriate landscaping. There needs to be a plan to temporarily irrigate these areas to help establish the seed and landscaping through the first year.</p>	<p>Please refer to Comment #5ap Response.</p>
5ey	<p>3-120 Historic properties. CDOT should assess how vibration from construction activities such as pile driving may affect historic buildings. Some of the old buildings within proximity to the construction site have rubble foundations. Mitigation should involve seismic monitoring.</p>	<p>Please refer to Comment #5ew Response.</p>
5ez	<p>3-121 Memorandum of Agreement. CDOT staff has been consulting with the City’s Historic Preservation Commission through this process. However, there should be a statement clarifying that the Historic Preservation Commission is an advisory board to City Council. Therefore, City Council, if it agrees with mitigation measures, will be the concurring party to the MOA.</p>	<p>This is noted in Section 4.1 of the FONSI.</p>
5fa	<p>3-137 Trail Map. Trail #4 should be shown on 12th (which is an unimproved right of way).</p>	<p>Figure 3-33 referenced in your comment has been modified based on other comments the City provided (Comment #5bu and #5cz Responses). This was corrected in Section 4.2 of the FONSI.</p>
5fb	<p>3-141 Pedestrian & bike mitigation measures. At the new pedestrian crossing on W. 6th mitigation should include some kind of warning striping on the pavement or a flashing warning sign to warn motorists of the crossing. It seems that west bound traffic through the roundabout may need some pre-warning of this crossing zone.</p>	<p>Enhanced signing and striping is planned for this crosswalk as part of this project. Conduit and pull boxes will be installed at this location to provide power to the median if a future enhanced crosswalk (rapid reflecting flashing beacon [RRFB]) is desired.</p>
5fc	<p>Signage. There is a mitigation measure that calls for installing new signage to direct users to new recreational trail connections – as funding allows. Where existing linkages are changing as a result of this project, directional signage per existing City of Glenwood Springs standards should be a mitigation measure, not dependent on available funding.</p>	<p>This was clarified in Section 4.2 of the FONSI.</p>
5fd	<p>Page 26 Economic Conditions Report “While every transportation project has its own unique attributes, the Grand Avenue Bridge project would have a special set of challenges because of the bridge’s role in the regional and local economy.”</p>	<p>If the commenter is asking why local contributions are not mentioned in the EA, please refer to the Comment #5f and #5n Responses. Reasons for the local contributions vary but largely relate to the project’s benefit to the region.</p>

Comment #	Comment	Response
	<p>The circle for area of impact did not include the region only a portion of the corporate Glenwood Springs. Based on impact, the State solicited funds from Garfield County, Pitkin County, Eagle County and the Intermountain Transportation Planning Region. Why is this not acknowledge in the EA?</p>	
<p>5fe</p>	<p>4-18: The City questions the findings that the freight depot located west of City Hall is a contributing feature of the railroad based on the research presented in the site form, and believes that further research is warranted prior to making this determination. The site form indicates that the existing depot was constructed circa 1950 on the foundation of the original freight depot that was located on this property. The original depot was built in 1887 but burned in a fire in 1947. While it is conceivable that the railroad used the original foundation for the construction of the 1950-era depot, the City wants to point out that the original foundation appears to be wider and in a different configuration than the current foundation. As evidence, <u>attached are photos</u> showing close-up views of the 1880s era depot, and an aerial of the existing depot and platform. Because this form is filed with the State Historical Society, the City requests that it accurately represent the history of the existing structure.</p> <div style="display: flex; justify-content: space-around;">   </div> <div style="display: flex; justify-content: space-around; font-size: small;"> <div data-bbox="247 1182 478 1218"> <p>CHS.J2503 Denver Public Library Western History Collection © 1880-1900</p> </div> <div data-bbox="646 1195 703 1218"> <p>CHS.J2379 © 1880-1910</p> </div> </div>	<p>Please note that the Freight Depot – Denver & Rio Grande Railroad - Aspen Branch (Site #5GF.5021) was determined to be eligible for the National Register of Historic Places (NRHP) under Criterion A - Associated with events that have made a significant contribution to the broad pattern of our history. This indicates that it was determined to be NRHP eligible based on its <u>association</u> with the Denver & Rio Grande Railroad – Aspen Branch (Site #5GF.1661.7) – not because of its physical characteristics. You are correct that the site form prepared for the freight depot indicated that the existing depot was constructed circa 1950 on the foundation of the original freight depot that was located on this property, and that the original depot was built in 1887 and burned in a fire in 1947, as well as other historic details of the depot. The history of the Freight Depot – Denver & Rio Grande Railroad - Aspen Branch (Site #5GF.5021) and its association with the Denver & Rio Grande Railroad – Aspen Branch (Site #5GF.1661.7) was determined through the Section 106 process that CDOT conducted for the project, which involved consultation with the State Historic Preservation Officer (SHPO) and other historic consulting parties, including the Glenwood Springs Historic Preservation Commission. CDOT will revise information about the freight depot and provide it to the SHPO for their record. Please refer to Section 4.1 of the FONSI for documentation of the Section 106 consultation completed for this project.</p>

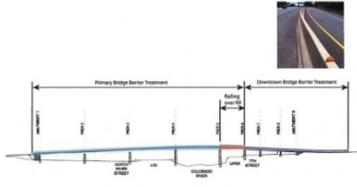
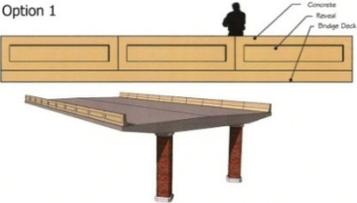
Comment #	Comment	Response
		
<p>5ff</p>	<p>Page 2-26 Figure 2-11 Here and in many other figures throughout the EA an overlay of proposed expanded parking for HSLP at north landing of ped bridge occurs on City ROW. Need to include City in discussions of expanding parking.</p>	<p>Please refer to Comment #5g Response regarding right-of-way and parking included in the Build Alternative. CDOT will continue to include the City in discussions of this parking and how this will be formalized in a joint use agreement.</p>
<p>5fg</p>	<p>Paragraph 3.5.1 in conjunction with Figure 3-20 appears to acknowledge the city’s ROW at the north landing of the current vehicular bridge and future ped bridge, but the proposed expanded parking area for the HSLP shown on this figure occurs within that ROW without mention of the need for agreement from the City.</p>	<p>Please refer to Comment #5g Response regarding right-of-way and parking included in the Build Alternative.</p>
<p>5fh</p>	<p>Paragraph 3.17.3, if continued coordination with HSLP, “to identify a solution to compensate for permanent parking impacts”, includes proposed expanded parking as shown in figures throughout the EA, City must be included in those discussions.</p>	<p>Refer to Comment #5g Response regarding right-of-way and parking replacement.</p>
<p>5 (cont’d) Photos referenced in body of City’s letter with the City’s estimate of appearance of gray concrete bridge.</p>		

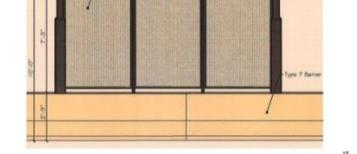
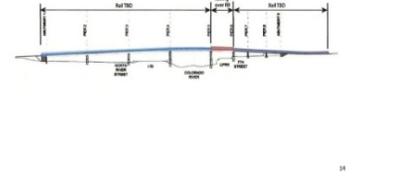
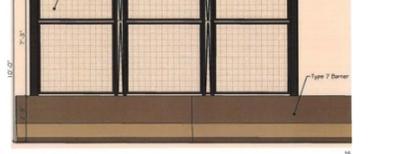
Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachment to comment</p>	 <p>September 9, 2014</p> <p style="text-align: right;">SH 82 Grand Avenue Bridge</p> <p>Glenwood City Council Garfield County Commissioners C/O City of Glenwood Springs 101 West 8th Street Glenwood Springs, CO 81601</p> <p>Dear Glenwood City Council and Garfield County Commissioners:</p> <p>The State Highway 82, Grand Avenue Bridge is the vital gateway to the Roaring Fork Valley; the existing bridge is over 60 years old and it carries over 25,000 vehicles per day, all squeezed into substandard "9 foot, 4-1/2 inch" lanes. The bridge also has substandard vertical clearances and pier locations that force the eastbound on-ramp to I-70 to be much shorter than current standards. In addition to these "Functionally Obsolete" issues, the bridge also has structural deficiencies including cracked and spalling concrete, corroded reinforcing steel, and a "Scour Critical" designation. This designation is due to the shallow foundation element that is only 5-1/2 feet below the bottom of the river. Scour "erosion" <u>below the footing</u> has been observed in this area. The bridge currently has a Sufficiency Rating of 43.2 (out of 100).</p> <p>The replacement project is being largely funded with Colorado Bridge Enterprise "FASTER" (Funding Advancements for Surface Transportation and Economic Recovery) dollars. Due to circumstances beyond the control of the project team, the total cost is estimated to exceed the \$99M threshold of FASTER funds. This requires other funding sources. We are respectfully requesting funding contributions from local agencies in the Roaring Fork Valley, as well as pursuing grant sources and other funding categories within state and federal programs.</p> <p>We very much need financial and political support from the City of Glenwood Springs and Garfield County to deliver this project, and we are requesting \$3 Million from each entity, over a multiple year period, to demonstrate that support. In our previous meeting with Garfield County a recommendation was made that the investment be used for the pedestrian bridge. The City of Glenwood investment would be best utilized as a general contribution to keep grant applications as open as possible.</p> <p>The project creates a more direct, effective connection between I-70 and SH 82 by eliminating existing signals at 6th and Laurel, and these planned improvements separate regional and local traffic resulting in significant operational improvements that will reduce the need for future interchange improvements.</p> <p>We understand the importance of the Context Sensitive Solutions process that balanced project impacts with historic mitigation and aesthetic elements. These elements reflect the input of the City and project stakeholders over the last three years. The Department needs your participation to avoid budgetary cuts that would diminish or remove some or all of these historic mitigation and aesthetic elements.</p> <p>Thank you for your consideration of City of Glenwood Springs and Garfield County funding for this important project; we look forward to meeting with you on September 9th to discuss your participation further.</p> <p>Sincerely,  Joe Eisen, P.E. Region 3 Central Program Engineer</p> <p style="text-align: center;">202 Centennial Drive, Glenwood Springs, CO 81601 P 970.945.7629 F 970.947.5133 www.coloradodot.info</p> 	

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<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 245 632 537"> <p>City Council & Garfield County BOCC</p>  <p>September 9, 2014</p> </div> <div data-bbox="659 264 1014 532"> <p>Regional Need</p>  <p>84% of all regional vehicular traffic into and out of the Roaring Fork Valley uses the Grand Avenue Bridge</p> </div> <div data-bbox="247 581 611 849"> <p>Existing Bridge Pier – Scour Critical</p>  <p>Existing Bridge Scour Analysis Report: <i>...the bridge is scour critical due to the bridge foundations being unstable for calculated scour conditions...</i></p> <p>Existing bottom of footer: 5712.61' 100 Year Scour Profile (bottom of scour at 5709.82')</p> </div> <div data-bbox="638 581 993 816"> <p>Schedule</p>  <table border="1"> <thead> <tr> <th>Task</th> <th>2011</th> <th>2012</th> <th>2013</th> <th>2014</th> <th>2015</th> <th>2016</th> <th>2017</th> </tr> </thead> <tbody> <tr> <td>Initiation & Feasibility</td> <td>█</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Alternatives</td> <td></td> <td>█</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>NEPA Documentation</td> <td></td> <td></td> <td>█</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Design</td> <td></td> <td></td> <td></td> <td>█</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Execute IGA's</td> <td></td> <td></td> <td></td> <td></td> <td>█</td> <td></td> <td></td> </tr> <tr> <td>Right-of-Way</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>█</td> <td></td> </tr> <tr> <td>Execute Construction Contract</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>█</td> </tr> <tr> <td>Construction</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>█</td> </tr> </tbody> </table> </div> <div data-bbox="247 873 611 1190"> <p>Funding Request</p> <p>Project items included in S3M City funding request:</p> <ul style="list-style-type: none"> • Premium landscaping – designed and constructed by City • Wayfinding signage • Clock tower • Elevators • Generator • Aesthetic treatments  </div> <div data-bbox="638 873 993 1149"> <p>Upcoming Key Milestones</p> <table border="1"> <tbody> <tr> <td>Sept 2014:</td> <td>Make ROW acquisition offer to Shell property-owner</td> </tr> <tr> <td>Oct 2014:</td> <td>Budget Request for Utility Phase</td> </tr> <tr> <td>Jan 2015:</td> <td>Budget Request for Steel Tub Fabrication</td> </tr> <tr> <td>Feb 2015:</td> <td>Complete FOR 90% level design plans;</td> </tr> <tr> <td>Mar 2015:</td> <td>Budget requests for ROW acquisition</td> </tr> <tr> <td></td> <td>Execute LLP for Steel Tub Fabrication</td> </tr> <tr> <td></td> <td>IGA's completed</td> </tr> <tr> <td>Apr 2015:</td> <td>Complete final 100% construction plans</td> </tr> <tr> <td></td> <td>Receive final environmental clearances</td> </tr> <tr> <td>May 2015:</td> <td>Negotiate Construction Agreed Price with CMGC</td> </tr> <tr> <td>Jun 2015:</td> <td>Execute Construction Contract with CMGC</td> </tr> <tr> <td>Aug 2015:</td> <td>Notice to Proceed to CMGC</td> </tr> <tr> <td>Sept 2015:</td> <td>Mobilization effort begins</td> </tr> <tr> <td>Oct 2015:</td> <td>Trout Spawning Restrictions in Colorado River</td> </tr> <tr> <td>Nov 2015:</td> <td>Trout Spawning Restrictions in Colorado River</td> </tr> <tr> <td>Dec 2015:</td> <td>Start work on South River Access</td> </tr> <tr> <td>Dec 2017:</td> <td>Project Completion</td> </tr> </tbody> </table> </div> <div data-bbox="289 1247 447 1279"> <p>Thank You!</p> </div>	Task	2011	2012	2013	2014	2015	2016	2017	Initiation & Feasibility	█							Alternatives		█						NEPA Documentation			█					Design				█				Execute IGA's					█			Right-of-Way						█		Execute Construction Contract							█	Construction							█	Sept 2014:	Make ROW acquisition offer to Shell property-owner	Oct 2014:	Budget Request for Utility Phase	Jan 2015:	Budget Request for Steel Tub Fabrication	Feb 2015:	Complete FOR 90% level design plans;	Mar 2015:	Budget requests for ROW acquisition		Execute LLP for Steel Tub Fabrication		IGA's completed	Apr 2015:	Complete final 100% construction plans		Receive final environmental clearances	May 2015:	Negotiate Construction Agreed Price with CMGC	Jun 2015:	Execute Construction Contract with CMGC	Aug 2015:	Notice to Proceed to CMGC	Sept 2015:	Mobilization effort begins	Oct 2015:	Trout Spawning Restrictions in Colorado River	Nov 2015:	Trout Spawning Restrictions in Colorado River	Dec 2015:	Start work on South River Access	Dec 2017:	Project Completion	
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Sept 2015:	Mobilization effort begins																																																																																																											
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Dec 2015:	Start work on South River Access																																																																																																											
Dec 2017:	Project Completion																																																																																																											

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	 <p style="text-align: right;">October 3, 2014 SH 82 Grand Avenue Bridge</p> <p>Dear Grand Avenue Bridge Stakeholder,</p> <p>Thank you for your continued interest in the Grand Avenue Bridge project. The following is an update on the project status and addresses a number of questions that have come up about project funding, project schedule, and project elements.</p> <p>Perhaps the biggest challenge facing the project in the last few months has been overall project cost and funding. There have been numerous articles in the paper regarding the subject. The issue and challenge are that available Colorado Bridge Enterprise funding is less than the current estimated cost to construct the project. Costs have been described as either construction costs only (around \$60M) or total costs, including planning, design, right-of-way, utilities, and other CDOT costs. This number is in the range of \$110 to \$114M for Total Project Cost.</p> <p>The project team has been working hard to refine the cost estimates based on a 60% level of design, looking for ways to save costs, and pursuing other funding options. Potential funding partners include local agencies such as Garfield, Eagle, and Pitkin Counties; the City of Glenwood Springs, and the City of Aspen; local, state and federal grants; as well as other transportation funding sources through CDOT and the Federal Highway Administration.</p> <p>Recent funding commitments have come from the City of Glenwood Springs, Garfield County, and the Intermountain Transportation Planning Region (IMTPR), made up of multiple agencies in the Colorado River and Roaring Fork Valleys. The City and the County have each committed \$3M. The IMTPR has committed \$3.3M and identified the Grand Avenue Bridge as their top priority project. Funding requests have also been made to Eagle County, Pitkin County, and the City of Aspen.</p> <p>These funding challenges have affected the project schedule. While the design team has developed preliminary plans for the Preferred Alternative, including all elements previously shown at public and agency presentations, further development of these plans was put on temporary hold as a cost saving measure pending confirmation that adequate funding is reasonably foreseeable.</p> <p>There are also a number of project approvals related to environmental clearances, right-of-way acquisition, river access permits, and intergovernmental agreements that were delayed.</p> <p>These delays affect the construction start as there are other constraints that are affected. These include periods where limited or no work can be done in the Colorado River or on the existing bridge; including fish spawning seasons, high water season, peak traffic periods, and winter construction challenges. As funding is being confirmed, the construction schedule will be updated to address the various constraints. The most critical period of construction will be when the existing Grand Avenue Bridge is closed and traffic will be</p> <p style="text-align: center;">202 Centennial Drive, Glenwood Springs, CO 81601 P 970.945.7629 F 970.947.5133 www.coloradodot.info</p> 	

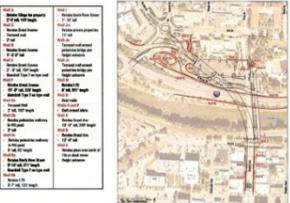
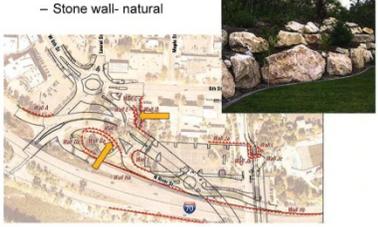
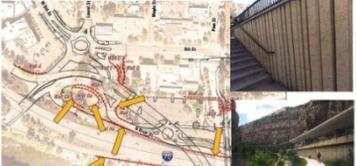
Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<p>detoured to Exit 114, Midland Avenue and a temporary 8th Street connection. This detour is currently estimated at approximately 3 months.</p> <p>As noted above, the funding concerns have also raised questions about what elements the project will include. The project elements, including the new alignment connecting directly to Exit 116, the new pedestrian bridge and attached elevators, the larger plaza area under the bridge downtown, the pedestrian underpass, and the 6th and Laurel roundabout were all developed following extensive input from affected stakeholders including business owners, residents, community groups, the City, the County, and other affected agencies.</p> <p>As documented in this process, all the project elements support the needs and goals identified early on for the project. The project team believes the extensive stakeholder input and the planning process developed the best overall solution and is moving the preferred alternative forward as previously presented. While it's possible that some elements could be delayed until future funding is secured, or revised if full funding is not available, the current plans still show all elements included.</p> <p>Assuming an acceptable funding plan is developed out of the current efforts, the Environmental Assessment should be completed and made available for public review later this fall. Following public input and a public hearing, a decision document will then be prepared, documenting the improvements to be included in the project. This decision document is currently planned for the spring of 2015. Completing the right-of-way acquisitions, final design, and all agreements to get the contractor started will take several more months.</p> <p>CDOT and the project team appreciate your continued interest and involvement and are committed to developing a project that meets the needs of all of the stakeholders while addressing the reality of limited funding and increasing construction costs.</p> <p>Sincerely,  Joseph Elsen, P.E. Program Engineer</p> <p>202 Centennial Drive, Glenwood Springs, CO 81601 P 970.945.7629 F 970.947.5133 www.coloradodot.info</p> 	

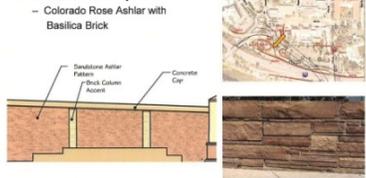
Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 250 646 527"> <p>SH 82 GRAND AVENUE BRIDGE</p> <p>Grand Avenue Bridge Aesthetics</p> <p>November 19, 2014</p> </div> <div data-bbox="653 250 1102 527"> <p>SH 82 GRAND AVENUE BRIDGE Proposed Materials</p>  </div> <div data-bbox="247 560 646 836"> <p>SH 82 GRAND AVENUE BRIDGE Proposed Materials</p>  <p>Characteristics: •Sandstone Natural Cleft or Split Face •Color- Colorado Rose •Bond Pattern •Large scale •Stone size varies- approx size 18" x 42"</p> <p>Elements: •Walls •Elevator Tower</p> </div> <div data-bbox="653 560 1102 836"> <p>SH 82 GRAND AVENUE BRIDGE Proposed Materials</p>  <p>Characteristics: •Clay Tile Roof</p> <p>Elements: •Elevator Tower •Pedestrian Bridge Roof Structure</p> <p>Characteristics: •Weathering Steel</p> <p>Elements: •Pedestrian Bridge Girder •Grand Ave Bridge Girder</p> </div> <div data-bbox="247 868 646 1144"> <p>SH 82 GRAND AVENUE BRIDGE Proposed Materials</p>  <p>Characteristics: •Sandstone Split Faced •Color- Colorado Rose •Ashlar Pattern •Small scale •Stone size varies- approx size 3" x 6"</p> <p>Elements: •Walls •Seat Walls</p> </div> <div data-bbox="653 868 1102 1144"> <p>SH 82 GRAND AVENUE BRIDGE Proposed Materials</p>  <p>Characteristics: •Clay Paver •Color- Iron Spot</p> <p>Elements: •70" Street Pavers •Hardscape Medians</p> <p>Characteristics: •Brick •Color- Basilia •Bond Pattern</p> <p>Elements: •Monument Accent •Underpass Entry •Wall Accent</p> </div> <div data-bbox="247 1193 646 1461"> <p>SH 82 GRAND AVENUE BRIDGE Barrier Aesthetics</p>  </div> <div data-bbox="653 1193 1102 1461"> <p>SH 82 GRAND AVENUE BRIDGE Primary Barrier Aesthetics</p> <p>Option 1</p>  </div>	

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 251 604 300"> <p>Primary Barrier Aesthetics</p> </div> <div data-bbox="247 300 604 349"> <p>Option 2</p>  </div> <div data-bbox="247 576 604 625"> <p>Downtown Barrier Aesthetics</p> </div> <div data-bbox="247 625 604 673"> <p>Downtown Option 1</p>  </div> <div data-bbox="247 901 604 950"> <p>Downtown Barrier Aesthetics</p> </div> <div data-bbox="247 950 604 998"> <p>Downtown Option 3</p>  </div> <div data-bbox="247 1209 604 1258"> <p>GAB Fence over RR</p> </div> <div data-bbox="247 1258 604 1307"> <p>Option 1</p>  </div> <div data-bbox="625 251 1024 300"> <p>Barrier Aesthetics</p> </div> <div data-bbox="625 300 1024 349"> <p>Option 3</p>  </div> <div data-bbox="625 576 1024 625"> <p>Downtown Barrier Aesthetics</p> </div> <div data-bbox="625 625 1024 673"> <p>Downtown Option 2</p>  </div> <div data-bbox="625 901 1024 950"> <p>GAB Fence over RR</p> </div> <div data-bbox="625 950 1024 998">  </div> <div data-bbox="625 1209 1024 1258"> <p>GAB Fence over RR</p> </div> <div data-bbox="625 1258 1024 1307"> <p>Option 2</p>  </div>	<p>Response</p>

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="241 245 630 527"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> </div> <div data-bbox="640 245 1029 527"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 1</p> </div> <div data-bbox="241 560 630 842"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 1</p> </div> <div data-bbox="640 560 1029 842"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 2</p> </div> <div data-bbox="241 868 630 1151"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 2</p> </div> <div data-bbox="640 868 1029 1151"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 3</p> </div> <div data-bbox="241 1177 630 1464"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 3</p> </div> <div data-bbox="640 1177 1029 1464"> <p>SH 82 GRAND AVENUE BRIDGE Monuments on the North</p> </div>	

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 240 634 527"> <p>Monuments on the North</p> </div> <div data-bbox="655 240 1041 527"> <p>Lighting</p> </div> <div data-bbox="247 560 613 847"> <p>Lighting</p> <p>Banners</p> <p>Hanging Flower Pots</p> </div> <div data-bbox="634 560 1033 847"> <p>GAB Lighting</p> </div> <div data-bbox="247 880 613 1167"> <p>Lighting</p> <p>Lighting</p> <p>Down lights</p> <p>Surface Mounted Lights on Piers</p> <p>Add 3rd option</p> </div> <div data-bbox="634 880 1033 1167"> <p>7th-8th Sidewalk</p> </div> <div data-bbox="247 1200 634 1485"> <p>7th-8th Sidewalk</p> </div> <div data-bbox="634 1200 1033 1485"> <p>7th-8th Sidewalk</p> </div>	

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 248 632 540"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>24 Walls included in the Grand Avenue Project</p>  </div> <div data-bbox="653 248 1087 540"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>■ Walls on the north side - Stone wall- natural</p>  </div> <div data-bbox="247 573 604 865"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>■ Walls on the north side - Stone walls- 15 Stone Walls *An additional 6 walls proposed to have stone veneer</p>  </div> <div data-bbox="632 573 1031 865"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>■ Walls on the south side - Stone Wall</p>  </div> <div data-bbox="247 898 604 1190"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>■ Walls on the north side - Glenwood Canyon formliner</p>  </div> <div data-bbox="632 898 1031 1190"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>■ Stone Wall Options - Colorado Rose Ashlar Pattern</p>  </div>	

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div style="display: flex; justify-content: space-around;"> <div style="width: 45%;"> <p>Walls</p> <p>■ Stone Wall Options - Colorado Rose Ashlar Pattern</p>  </div> <div style="width: 45%;"> <p>Walls</p> <p>■ Stone Wall Options - Forest Blend Ashlar Pattern</p>  </div> </div> <div style="margin-top: 20px;"> <p>Walls</p> <p>■ Stone Wall Options - Colorado Rose Ashlar with Basilica Brick</p>  </div>	

Comment #	Comment	Response
6	<p>Comment # 6: City of Glenwood Springs, Community Transportation Commission</p> <p>A Letter from your Community Transportation Commission</p> <p>The Glenwood Springs Transportation Commission is a diverse group of six citizens who volunteered and were appointed by the City Council. This diverse group adds perspective and provides input to the city council and staff on many of the transportation issues that we face in our community. We meet at least monthly (first Tuesday of each month at 7:30 to 9:00 AM) in the Engineering conference room at city hall.</p> <p>With a great deal of thought, input and deliberation, we support the Grand Avenue Bridge replacement. Our primary reasons for support are:</p> <ul style="list-style-type: none"> -The current bridge is rated “poor” due to its inadequate geometry and structural deficiencies. At approximately 60 years old, the bridge is nearing the end of its useful service life. Major rehabilitation work would be required to significantly extend the long term utility of the bridge. A new bridge will also provide an opportunity to create a more attractive entrance to our city. -Funding is available from the State of Colorado Bridge Enterprise Fund which can only be used for bridge projects. These funds cannot be redirected to other non-bridge projects. If Glenwood Springs does not support building a new bridge now, CDOT will reallocate the money to other high priority bridge projects elsewhere in the state and the Grand Avenue Bridge replacement will go away for the foreseeable future. -CDOT’s process of developing this bridge design has been extensive, thorough and fair. It is time to work together and build a bridge of which we will all be proud. -The bridge replacement project, through input from Glenwood Springs citizens, will solve other safety and function issues with the old bridge. The new bridge will: <ul style="list-style-type: none"> • Improve the 6th and Laurel intersection • Eliminate the bridge pier in the Colorado River which is considered to be “scour critical” • Remove Highway traffic from 6th Street between Laurel and Pine St. • Improve the on/off-ramps at Exit 116 interchange • Allow RFTA buses to cross the Grand Avenue Bridge <p>The City’s Transportation Commission acknowledges that the bridge replacement does not solve all of the traffic issues associated with the highway in the City; however it does replace and upgrade an aging bridge that is beyond its anticipated lifespan, and provides other related benefits. For these reasons the Transportation Commission supports the proposed replacement of the Highway 82 Grand Avenue Bridge.</p> <p>On another note, the update to the Glenwood Springs Long Range Transportation Plan is currently underway. This update builds on the successes of the previous plan that was developed in 2003. The intent is to have this plan be developed by the community and be dynamic so as to be constantly current. All forms of transportation - car, truck, bike, pedestrian, and transit are being addressed. Your Transportation Commission along with the River Commission, City staff, City Council and interested citizens are currently working on this long range plan to make it relevant, useful and lasting. We encourage all citizens to get involved by visiting: http://www.glenwoodspringstransportationplan.com/ Let’s get ahead of the curve and build a better Glenwood Springs.</p> <p>Signed: Your Transportation Commission: Don Gillespie, Shelley Kaup, Sandy Lowell, Mike Fowler, Ralph Trapani, and Kathy Trauger</p>	<p>Comment #6 Response: Comment noted.</p>

Comment #	Comment	Response
<p>7</p> <p>7a</p> <p>7b</p> <p>7c</p>	<p>Comment # 7: Romero (verbal public hearing comment)</p> <p>Okay. I would like to see the existing bridge turned into a two-lane bridge, and the outer lanes turned into a pedestrian crossing. That way, there's no need for a new pedestrian bridge. And cars can go straight over to the pool, the Hotel Colorado, and those areas of town.</p> <p>If necessary, that bridge can be reinforced and raised up, either with trusses or new pilings. I know people that do that kind of work, and they thought my idea was a good one.</p> <p>My nephew's an engineer. He lives in Pennsylvania. I had him go on line and look at it. He said, Absolutely they can do that. It would maintain the town, you know, as it's been for so many years.</p> <p>Did you put the part in about reinforcing the current bridge if necessary, and even jacking it up if necessary? Even if they had to bring barges in to do that they can do that, and they might want to do that before starting the new bridge.</p> <p>I like the bridge the way it is. It adds charm to our town. It's part of our history. And I don't see any reason to destroy something as charming as that bridge.</p>	<p>Comment #7a Response: Existing traffic demand, which will increase over time, requires the SH 82/Grand Avenue Bridge to have four travel lanes, per the SH 82 Corridor Optimization Plan, and to match the existing highway. A two-lane bridge would not provide sufficient capacity to adequately accommodate existing traffic volumes. Further, the roadway that connects to the bridge is currently a four-lane roadway, and in order to maintain continuity, the bridge should also accommodate four lanes - not just two lanes as suggested.</p> <p>Comment #7b Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated and was dismissed from consideration for the following reasons:</p> <ul style="list-style-type: none"> • Rehabilitating the bridge might not save money. Because so much of the bridge needs work, rehabilitation would be a massive undertaking, requiring extensive analysis, design, and major reconstruction, for example: <ul style="list-style-type: none"> - To widen the bridge, the deck and rail would need to be replaced, and additional exterior girders would need to be installed. - Rehabilitating existing girders to meet current design standards would require major retrofitting and potential replacement of some girder sections. - The entire bridge superstructure would need to be lifted one foot to provide adequate vertical clearance over 7th Street and the UPRR, resulting in very high costs. • Rehabilitation could uncover other unanticipated issues, making the cost of bridge rehabilitation highly variable. • The rehabilitation alternative would not appreciably reduce construction impacts. • Some bridge deficiencies could not be fixed without rebuilding large parts or all of the bridge. For example, while the bridge could be widened to accommodate standard lane widths on the bridge, the piers that create safety hazards for I-70 traffic and river runners could not be replaced without taking out the piers and, therefore, the bridge. As a result, the rehabilitation alternative would still result in a functionally obsolete bridge. • A rehabilitated bridge would remain on its original piers and foundations and would have a shorter design life (approximately 30 years) than a new bridge (75 years). If a new bridge is built, major construction would not be experienced for an estimated 75 years. <p>Comment #7c Response: CDOT has and will continue to work with stakeholders to incorporate aesthetic treatments in the design of the bridges to reflect the materials and architectural style of Glenwood Springs' small town character and historic structures.</p>

Comment #	Comment	Response
8	<p>Comment # 8: Anonymous (verbal public hearing comment)</p> <p>They should be building instead of talking. Talk, talk, talk, talk. Get finally finished by now.</p>	<p>Comment #8 Response: Construction is currently targeted to begin between late 2015 and mid-2016.</p>
<p>9</p> <p>9a</p> <p>9b</p> <p>9c</p>	<p>Comment # 9: John Haines (verbal public hearing comment)</p> <p>The Highway Department told us to replace the bridge or to repair the old one would be about the same amount of money, which is about \$50-, \$60 million. As far as I can tell, the replacement cost is still the same bridge today is at 110-, 120 million, and they still don't have any access to the highway east or west that's not paid for. That, we're looking at another 10- or 15 million.</p> <p>When you look at those kinds of dollars to be spent in this community it doesn't make any sense, because what they could do is look for another route for Highway 82 to get the traffic that doesn't want to be in Glenwood Springs off Grand Avenue so it could go up Valley or come down Valley.</p> <p>Citizens of Glenwood Springs asked the city council to send out a vote or a ballot to see what the citizens thought. City council said, Oh, no. We don't need to do that. We already know.</p>	<p>Comment #9a Response: Please refer to Comment #7b Response for reasons that the rehabilitation/repair alternative was dismissed. Comment #5n Response clarifies the project funding.</p> <p>Comment #9b Response: As described in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The SH 82/Grand Avenue Bridge project is also about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA, and not to remove traffic from Grand Avenue. The issue of reducing traffic on SH 82 will need to be evaluated under a separate project and carried out under a separate study. In that study, alternatives will be developed and evaluated and will consider improving traffic capacity on SH 82 as well as rerouting traffic from SH 82. CDOT and the City have worked together on the 2007 SH 82 Corridor Optimization Study (COS) and the 2010 SH 82 Corridor Optimization Plan (COP), which focused on SH 82 mobility and evaluated alternatives such as a bypass or relocation of SH 82. The 2010 COP notes the following general timeframe for planning for SH 82 improvements: 0 to 5 years - identify long-term strategy and implement immediate actions; 5 to 10 years - begin implementing moderate-cost projects to achieve long-term strategies, conduct NEPA study, if required, for long-term strategy; 10 to 25 years - obtain funding and implement long-term strategy. The Intermountain Transportation Planning Region's 2035 Long Range Transportation Plan (LRTP) includes mention of providing road bypasses to improve SH 82 mobility. Similarly, the Glenwood Springs Comprehensive Plan (2011) also calls for a study of a SH 82 relocation. The separate study to evaluate reducing traffic on SH 82 will build upon the work done under these previous studies. Regardless of whether a bypass or alternate route is constructed in the future, however, the deficiencies of the Grand Avenue Bridge need to be addressed.. The Grand Avenue Bridge project will not preclude any of the bypass options that have been studied to date.</p> <p>Comment #9c Response: 600 is a low percentage of the 4,200 ballots you distributed and the Glenwood Springs population, which, as reported on Garfield County's website, was 9,614 persons according to the 2010 Census. CDOT has</p>

Comment #	Comment	Response
	<p>So the committee that I'm a member of, Citizens to Save Grand Avenue, we spent \$2,400 of our money to send out about 4,200 ballots to people who have physical addresses in Glenwood Springs. We didn't send any to box numbers because most or some box numbers are people who don't live in Glenwood Springs. Out of those 4,200 ballots we sent out we got 700 back. And 600 people said, Tell the city and CDOT to stop construction right now and look at the future and see what they can do to solve the traffic problems.</p>	<p>received numerous comments during the comment period for the EA voicing both opposition and support for the project. However, while CDOT considers all public input received throughout the EA process, and, indeed, many design elements of the project reflect public and stakeholder input, it is important to note that consideration of public comment is not a vote-counting process in which the outcome is determined by majority opinion. CDOT and FHWA consider all public input received throughout the EA and have considered this and other data collected in making a decision in the best overall public interest. This decision was based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, State, and local environmental protection goals. The SH 82/Grand Avenue Bridge EA process involved an extensive public and agency involvement program. It included one-on-one contact with approximately 3,000 stakeholders since November 2011 through an array of outreach activities (refer to Comment #9k Response and Chapter 5 of the EA for more information).</p>
9d	<p>The other thing that goes along with this, CDOT has these future timelines and future projects like 2030, 2035, 2040. And what do you suppose is on the 2040 timeline? A bypass for Glenwood Springs.</p>	<p>Comment #9d Response: A bypass is not included in a 2040 plan. The Intermountain Transportation Planning Region's <i>2035 Long Range Transportation Plan</i> (LRTP) mentions the addition of roadway bypasses under its 2035 strategies. The LRTP also includes SH 82 mobility improvements from Glenwood Springs to Aspen, and safety improvements from Aspen to SH 24 in its 2035 constrained plan. If your comment pertains to the design life of the current project, it is standard practice to design new transportation facilities to meet travel demand for a future 'design year' so that new facilities do not require upgrades or retrofits soon after they are completed. Please refer to Comment #13b Response regarding the design horizon for this project. The 2035 design year is consistent with FHWA and CDOT long-range planning guidance. Please refer to Comment #9b Response.</p>
9e	<p>So they're going to spend \$130 million now to put a bridge in that may have no reasonable effect or add anything to what they're going to do in 2040. How stupid. These people are just like the people in Washington. They have no common sense and no brains.</p>	<p>Comment #9e Response: The Build Alternative will address the purpose and need of the project. Refer to Comment #13b Response regarding the design horizon for this project. Refer to Comment #9b Response.</p>
9f	<p>So we would like to see everybody stop doing what they are right now, do what they call an EIS, which is an environmental impact statement, which takes into account all the aspects of what this bridge will do. The City wants to put a bridge in south of town they call South Bridge. They also want to put a connection, a cross street at Eighth Street at Scotts Valley and another cross street at 14th Street to add connectivity. And that all also fits into this bridge, but nobody's looking at that and they need to look at that because that's part of what NEPA says: Any place state highway connects to a federal highway, they are required to do an environment impact study. And these people are not doing</p>	<p>Comment #9f Response: NEPA is required for federal actions. In this case, the project is using federal funds; therefore, it is considered a federal action that requires FHWA approval under NEPA. There are three "classes of actions" that prescribe the level of documentation required in the NEPA process: Environmental Impact Statements (EISs), Environmental Assessments (EAs) and Categorical Exclusions. FHWA determined that an EA was the appropriate class of action to evaluate impacts and comply with NEPA. Under the EA, FHWA considered many alternatives for this action and its potential effects, including cumulative impacts.</p>

Comment #	Comment	Response
	that.	As discussed in Chapter 8 of the FONSI, FHWA has determined that the Build Alternative will have no significant impact on the environment. The FONSI is based on the analysis presented in the attached EA and consideration of public and agency comments on the EA. FHWA has determined that preparation of an EIS is not required.
9g	They also say our bridge is dysfunctional because it's too narrow. When it was built in 1953 it had two lanes on it. CDOT are the people who made it four lanes. They're the ones who made it dysfunctional. If this were still two lanes it wouldn't carry near as much traffic, but it would be a very functional bridge.	Comment #9g Response: The existing bridge was reconfigured from two lanes to four lanes as a cost-effective method to increase its ability to handle traffic. The substandard lane widths are only one of several deficiencies associated with the aging bridge structure. Refer to Chapter 1 of the EA for discussion of existing bridge deficiencies.
9h	So why not look for an opportunity to put a bridge someplace else, put this back to a two-lane bridge, put a 20- or 30,000 pound load limit on it, just let local traffic use it. Keep all the trucks off it. Then you could sit downtown and have coffee, have a meal outside. Today when you try to do that in the summer you can't talk to a person three feet away from you because you can't hear them there's so much traffic there. This way would be a way to get them off Grand Avenue.	Comment #9h Response: The EA evaluated several alternate locations for a bridge or bridges. Refer to Chapter 2 and Appendix A of the EA for more information about those alternatives and reasons they were eliminated. Rerouting traffic away from the existing bridge would not address the existing deficiencies of the bridge and would not meet the purpose and need of this project.
9i	If they put this bridge in, they're going to have 11-foot lanes in it, and the traffic is going to come off I-70 at 65 miles an hour so they'll need to slow up a little. And eventually when it starts backing up, CDOT's going to have a problem with, What do we do with all the traffic that's backed up on I-70? The only thing they can do is raise the speed limit.	Comment #9i Response: Traffic exiting I-70 will be slowed by the time it reaches the Grand Avenue Bridge. The proposed changes to the SH 82 intersection with the Exit 116 westbound off ramp intersection, along with lengthening the westbound off ramp, will address eastbound I-70 queuing issues. The off-ramp will have sufficient capacity such that traffic will not back up on I-70 under normal conditions. The new off ramp will be signalized, signing will be improved, and the local access intersection (SH 82 and 6th Street) that replaces 6th/Laurel will operate like a standard T intersection with simplified signal phasing. The flashing warning sign on westbound I-70 could be removed when the new Grand Avenue Bridge is opened. Refer to Comment #5dn Response regarding speeds under the Build Alternative.
9j	There's a law in the state of Colorado that if they do a traffic monitor, and they have a 25-miles-an-hour speed limit and traffic is traveling at 30, 35, 40 miles an hour, they can raise the speed limit to 30, 35 miles an hour and that's just exactly what they'll do. They say no, but you just watch because they can't have traffic backed up on I-70. The other comment that I would like to make, they talk about public involvement. The public involvement is just like this. They come, they look. CDOT tells them what they're going to do.	Comment #9j Response: We assume the comment is referring to a speed study, which collects speed data on a sample of all of the vehicles on a roadway. Speed studies can be performed to establish credible speed limits. The 25 mph speed limit on Grand Avenue has been in place for many years, and CDOT currently plans for it to remain 25 mph. The speed limit on the new bridge or Grand Avenue itself does not affect potential for traffic to back up on I-70 – that issue would be more associated with the traffic capacity of the off-ramps and associated traffic controls, which are designed under the Build Alternative to accommodate vehicles exiting I-70 and move them through the system under normal conditions (refer to Comment

Comment #	Comment	Response
9k	<p>There has been no open dialogue between upper CDOT management and the citizens of Glenwood Springs. One night we tried to have that. They had it at the community center. We still had people waiting to talk. At 9:30, quarter to 10:00 the community center closed, everybody went home. No dialogue. Absolutely atrocious.</p>	<p>#5dn Response). Please refer to Comment #9k Response regarding public involvement activities undertaken for the project.</p> <p>Comment #9k Response: We believe the specific meeting to which you are referring was a City Council meeting, which was forced to end because the meeting venue had to close. The Grand Avenue Bridge EA process involved an extensive public and agency involvement program (see Chapter 5 of the EA for more detail). It included one-on-one contact with approximately 3,000 stakeholders since November 2011 through an array of outreach activities, including:</p> <ul style="list-style-type: none"> • public open houses/open forums • stakeholder workshops and one-one meetings • meetings with more than 30 business owners • meetings with public officials and community groups • event displays (such as Strawberry Days, Downtown Market) <p>Further, a public hearing was held during the formal EA comment period where the public was able to have conversations with project staff as well as speak in front of their peers. Everyone that wanted to speak at the public hearing was able to do so.</p> <p>The Build Alternative design reflects public and stakeholder input, as summarized below:</p> <ul style="list-style-type: none"> • Create a better pedestrian environment under the bridge at 7th Street. • Improve pedestrian and bicycle connections. • Minimize impacts to businesses during construction. • Simplify 6th and Laurel intersection roundabout. • Reduce the width of the bridge downtown to minimize impacts. • Maintain views across the Colorado River from the businesses on 7th Street. • Remove existing pier in the Colorado River. • Build an aesthetically pleasing bridge.
9l	<p>They cut down on the people that came to be able to express their opinion and talk to the people from CDOT. When you also look at how CDOT's done this, we have a couple of people from CDOT that live here, Joe Elsen, Roland Wagner. The rest of CDOT's, Don Hunt's in Summit County. Dave and Doug live in Grand Junction so they don't live here. They don't see what happens. They're just trying to shove this down our throat.</p> <p>And it doesn't feel good to the people of Glenwood Springs. It doesn't work well, it doesn't sit well with the people from Glenwood Springs. And I looked at this and say in the future I don't think these people have a clue of what</p>	<p>Comment #9l Response: Assuming that commenter is referring to the public hearing, the public hearing was announced in several different ways to encourage and promote participation. Over 120 members of the public attended the hearing, and all 30 people who requested to speak at the hearing were provided the opportunity to do so. Public hearing announcements methods included:</p> <ul style="list-style-type: none"> • Announcements in the Aspen Times and the Glenwood Springs Post Independent on October 31, 2014 and November 14, 2014. • Distribution of a press release on November 13, 2014. • Email distribution to the project contact lists on October 31, 2014. • Bulk mailing of postcards to the 81601 and 81602 zip codes

Comment #	Comment	Response
	<p>they're doing. The reason I say that, if you look at Glenwood Canyon, when they built it they used all asphalt. Today they're tearing it up to put concrete down. And what a huge expense to both all taxpayers and the State of Colorado. The other thing you can look at and laugh, when you look at our ski areas, Vail, Beaver Creek, Copper Mountain, Keystone, Breckenridge, A Basin, when they put I-70 through in the 1960s did they think these ski areas weren't going to grow?</p>	<p>(approximately 8,610 addresses) on October 30, 2014.</p> <ul style="list-style-type: none"> An announcement on the project website (www.coloradodot.info/projects/sh82grandavenuebridge) beginning on October 31, 2014. <p>The decision to implement the Build Alternative is being made, with CDOT and FHWA having fully considered public input provided throughout all stages of this EA process.</p>
<p>9m</p>	<p>They could've put three-lane tunnels in Idaho Springs so cheaply then compared to today it'd have been simple. Three lanes is not going to fix this program. They need four-lane tunnels at least. It will be all backed up here again shortly. Then we're going to spend more money and more money.</p>	<p>Comment #9m Response: The tunnel widening project near Idaho Springs is outside the scope of this project. The tunnel widening project went through a NEPA process. You can access the NEPA documents prepared for the tunnel widening project on the following website: https://www.codot.gov/library/studies/i70twintunnels-environmental-assessment</p>
<p>9n</p>	<p>It's like CDOT is solving yesterday's and today's problems today. They're not looking into the future. When you look at all those things that they could do to do a better job, and they're so narrow-sighted with this to spend \$130 million I think is absolutely absurd. When I look at the local people, and look at what they're trying to do, I think they're just absolutely stupid just like the people in Washington DC. When you look at the people in Washington DC they have no clue what's going on in their home states. All you have to do is ask them how much a postage stamp is they have no clue, or how much a gallon of gasoline costs they have no clue. I think the people that work for our highway department are very much the same way. When you look at what they did in Denver on US 36, put this whole financial agreement together with an Australian company with no public input, the public is outraged. And they won't do that program again I'll guarantee you. And now they also are trying to look at putting I-70 underground between I-25 and Colorado Boulevard. And the people that live there say, We're happy the way it is. We don't need to have that done. So you say is that getting shoved down their throat again because we have people that are trying to do something other people don't want?</p>	<p>Comment #9n Response: Comment noted.</p>
<p>9o</p>	<p>Another comment I'll make is that the city of Glenwood Springs, Garfield County, projects that CDOT was involved with, over the years have done what they call a corridor optimization plan. Well, one that they did I think it was like 1979 called the Centennial plan, the result of that was there needs to be another route through town. They just did another one a couple of years ago, a corridor optimization thing, and came up with the same conclusion: Another route through the city of Glenwood Springs to get the traffic off of Grand Avenue, to get the traffic out of Glenwood easier and not cause as much congestion. So this is something that appears that they haven't looked very closely at because there's nothing been done with it so far. They talk about into the future maybe</p>	<p>Comment #9o Response: As discussed in Section 1.1 of the EA, in 2010, the City of Glenwood Springs, CDOT, Garfield County, and RFTA completed the SH 82 COP (City of Glenwood Springs et al, 2010), which describes potential strategies for improving mobility in the SH 82 corridor. The strategies included the widening of the Grand Avenue Bridge, and improvements to the local street network and the I-70 interchange. The purpose of the Grand Avenue Bridge project is not to address larger traffic issues, but rather to address the deficiencies of the aging bridge structure and the related connectivity deficiencies. Also refer to Comment #9b Response.</p>

Comment #	Comment	Response
	<p>we'll look at doing something. Why not do it today and solve the future's problem now? The final comment is, if I didn't care about this, I wouldn't be here. There you have it.</p>	
<p>10</p>	<p>Comment # 10: Mehrdad Jahani (verbal public hearing comment)</p>	
	<p>Thank you. My name is Mehrdad Jahani. I've been around this area since 45 years ago. I love Glenwood Springs.</p> <p>I've been following this project from inception. And I'm here to tell you that I'm against this project based on a few things.</p>	
<p>10a</p>	<p>First of all, let's find out what is the problem. Why do we have to do what they're doing now? Naturally the first thing they mention is that the bridge is functionally deficient. Now, the question is, how did it become functionally deficient? Was it an act of God? Or was it the cars that come through here or what? Of course, they had to take the sidewalks away. And in 1961 they turned it into two lane, four and four. I mean, two and two, four. At the time they knew what size cars and trailers and everything are. So naturally they knew what they were doing was not right.</p>	<p>Comment #10a Response: The existing bridge was previously reconfigured from two lanes to four lanes as a cost-effective method to increase its ability to handle traffic. The substandard lane widths are only one of several deficiencies associated with the aging bridge structure. As described in Chapter 1 of the EA, the functional deficiencies of the bridge include narrow lanes, substandard vertical and horizontal clearances, and erosion observed below the concrete footing supporting the bridge pier in the river</p> <p>The structural deficiencies of the bridge that need to be addressed include substandard load capacity that does not meet current standards; substandard bridge rail; concrete curb and pier deterioration that is exposing reinforcing steel in places; and corrosion on the railing, girders, and bridge supports.</p>
<p>10b</p>	<p>And who was "they"? CDOT. Now who is doing this project? CDOT. Yeah. This project is forced to Glenwood Springs. They make expressway all to downtown eroding it much more than it has been already.</p>	<p>Comment #10b Response: The proposed project will not result in construction of an expressway through Glenwood Springs. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. Refer to Comment #5dn regarding speeds and #21c Responses regarding traffic increases under the Build Alternative.</p>
<p>10c</p>	<p>Let's stand up and say what it is. This is not right. Environmentally it is not right either. That design doesn't fit our environment. That is fine, the expressway alternate, but not here in Glenwood Springs.</p>	<p>Comment #10c Response: Comment noted.</p>
<p>10d</p>	<p>Another thing is, of course, if it was only a matter of bridge repair or replacement, that would be fine. But they have expanded the project; it covers much more from the, from the detour and doing all that.</p>	<p>Comment #10d Response: The Build Alternative will replace the existing bridge with an improved bridge, and also includes improvements at the north and south bridge connections. A temporary detour is necessary to fully close the bridge for approximately 90 days. Refer to Chapter 2 of the EA for more information about temporary and permanent detour improvements.</p>
<p>10e</p>	<p>So I think they should stop and do a total environmental study before they proceed. I'm going to be very short. That's it. Thank you.</p>	<p>Comment #10e Response: The comment calls for a "total environmental study." Assuming this refers to preparation of an EIS, as opposed to an EA, please refer to</p>

Comment #	Comment	Response
		Comment #9f Response.
<p>11</p> <p>11a</p> <p>11b</p> <p>11c</p> <p>11d</p>	<p>Comment # 11: Alice Hatner (verbal public hearing comment)</p> <p>I'll probably embarrass myself to death. I love this town. I love a lot of the people here. All I see is traffic on Grand Avenue has nothing to do with how you're going to do your bridge. It might be fine. Why take a bridge out that could still be used? We want bridges on south Grand. We want bridges other places. We have a bridge that can be used if it's fixed. And we can build a nice new bridge so people can live in this town.</p> <p>I'm going to say something that's going to hurt some people. This area was founded by Teddy Roosevelt without a road. This bridge, Grand Avenue, will be ruined. And this all will be the demise of this town that people love and have been coming to for years.</p> <p>You know what? When people want to walk here you can't walk on Grand Avenue. It's blocked up from the traffic. When you want to cross the street here you have to wait forever. You can't come out of a side street here. Original people knew the middle of the town was for a street. We only have one main street.</p> <p>It's just it's all wrong and everybody knows it's wrong. We need a bypass to take care of Aspen and all the areas that are really growing. And this bridge can always serve our town, fixed.</p>	<p>Comment #11a Response: Please refer to Comment #7b Response that summarizes how a rehabilitation alternative was considered and dismissed. Refer to Chapter 2 and Appendix A of the EA for more information on this topic.</p> <p>Comment #11b Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards. To minimize impacts to the downtown area, the lanes will be narrowed as they approach 8th Street. Further, aesthetic treatments will be included on the bridge and other project elements that reflect stakeholder input and requests to be consistent with the historic mountain town character of Glenwood Springs.</p> <p>Comment #11c Response: Replacing the bridge will not induce traffic and will not exacerbate existing pedestrian issues (see Comment #152b Response). Sections 3.18.2 and 3.18.8 of the EA, discuss project effects to the pedestrian environment.</p> <p>Comment #11d Response: Please refer to Comment #9b and #7b Responses.</p>
<p>12</p> <p>12a</p> <p>12b</p>	<p>Comment # 12: Stan Speck (verbal public hearing comment)</p> <p>Maybe I'm missing something, but the CDOT plan to replace the Grand Avenue Bridge would not add, would not move one more vehicle cross the Colorado River than now. It does not take any traffic off of Grand Avenue; it does not line up with the regular corridor; it is not adding a river crossing.</p> <p>I have seen CDOT move all the traffic to the Roaring Fork valley on two lanes during the paving of Grand Avenue. Good job.</p> <p>We could use a slow but steady bypass, two lanes nonstop, especially for big semis. At slow speeds, the tires sound like a river. No gear changes, it sounds like a river.</p> <p>I say come up with a better plan for our town than that at Grand Avenue. Thank you.</p>	<p>Comment #12a Response: It is correct that replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project addresses the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. See Comment #13b Response regarding traffic on Grand Avenue.</p> <p>Comment #12b Response: Please refer to Comment #9b Response. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed</p>

Comment #	Comment	Response
13	Comment # 13: Margi Crow (verbal public hearing comment)	
	Hi. I'm Margi Crow. My husband and I have a drugstore in downtown Glenwood.	
13a	This may be our last chance to express our opinion on what the proposed Grand Avenue Bridge replacement project will do to our city, and what it will not do to deal with the steadily increasing Grand Avenue traffic congestion problem.	Comment #13a Response: Please refer to Comment #9k Response that discusses the extensive public involvement that has occurred throughout this study, and how the Build Alternative design reflects input received from the public and other stakeholders. Also, as discussed in Section 5.4 of the FONSI, CDOT will continue to coordinate with the public and agencies after the NEPA phase is completed during the final design and construction phases. Refer to Comment #12a, #13b, and #21a through #21c Responses.
13b	This Environmental Assessment focuses exclusively on the replacement of the existing bridge, and it fails to include any consideration of whether the proposed construction will be compatible with what is going to need to be built to accommodate future traffic volume. Consequently, it should be rejected as deficient, and replaced with a comprehensive EIS, Environmental Impact Study statement that addresses all future as well as present Grand Avenue-Highway 82 problems.	Comment #13b Response: The study team developed and evaluated alternatives based on their ability to meet the project purpose and need documented in Chapter 1 of the EA. This purpose and need does not specifically focus on replacing the existing bridge, but does cite the need to address deficiencies with the existing bridge. The Build Alternative will meet traffic needs for the future design year of 2035, as discussed in Section 3.2 of the EA. Travel demand forecasts and historic trends were used to develop traffic projections for 2035. The year 2035 is the planning horizon for the EA, meaning that the improvements proposed as part of the Build Alternative have been designed to accommodate travel demand at least until 2035. A 20-year planning horizon is consistent with FHWA and CDOT long-range planning requirements. FHWA has determined that this project meets a specific transportation purpose and need, has independent utility (is usable even if no other transportation improvements in the area are made), and provides logical termini (rational end points of sufficient length to address the transportation need). Consequently, the alternatives considered meet NEPA regulations for the meaningful evaluation of alternatives as specified in 23 CFR 771.111(f). The need for an EIS or some other type of study to evaluate “all future as well as present Grand Avenue-Highway 82 problems” is beyond the purpose and need of this project. According to NEPA regulations and FHWA guidance, a transportation project is not required to solve all transportation needs, but is only required to solve the transportation need identified in the Project’s purpose and need statement (see Chapter 1 of the EA). However, this project will not preclude consideration of other reasonably foreseeable transportation improvements necessary to address other transportation needs. CDOT has supported and will continue to support efforts to study these larger SH 82 issues, as demonstrated through its involvement in the SH 82 Corridor Optimization Study.

Comment #	Comment	Response
13c	<p>One thing I noticed, there's no traffic in these pictures. And we are bumper to bumper. And I was rear-ended last night in this traffic. So that doesn't show up in any of these pictures. Thank you.</p>	<p>Comment #13c Response: The comment refers to graphics and roundabout simulation displayed at the November 19, 2014 public hearing. The purpose of the graphics and simulation was to illustrate traffic movements, not to necessarily represent traffic volumes.</p>
<p>14</p> <p>14a</p> <p>14b</p> <p>14c</p>	<p>Comment # 14: Patty Daniels (verbal public hearing comment)</p> <p>I regret that it's taken me this long to weigh in on such an important matter as the bridge replacement bypass.</p> <p>I have read the articles and been to two previous meetings, open houses, and read numerous letters to the editors. Now is my turn to have my voice heard.</p> <p>My opinions are not unlike most that I have read and almost seem to be in agreement to everyone I've spoken with regarding the bridge replacement bypass.</p> <p>Let me begin by saying we have owned our home on Park Drive in Glenwood Springs since 2000. We are small business owners. And I run a small nonprofit organization.</p> <p>And I do think a bypass is more important than a new bridge. I cross the bridge almost every day. And recently as I was crossing southbound I realized that I had passed only one other vehicle. I started looking at the bridge and found myself thinking, What a great bridge with such simplicity and historic value. I thought, Does this really need to be replaced to the tune of over \$100 million?</p> <p>Obviously I am not an engineer, but it seems to me that the existing bridge could be shored up, rebuilt, reconfigured, or remodeled for a lot less money.</p> <p>The real need is for a bypass that should be a statewide project. The current bridge serves the entire state of Colorado and around the nation and the world by transporting people and goods to and from Carbondale, Redstone, Basalt, Snow Mass Village, and Aspen. And not for just the obvious reason, which is tourism. There are businesses, college campuses, farms, and ranches that provide goods and services worldwide. How awful that the tiny beautiful city of Glenwood Springs should pay the price for -- in more ways than one. I believe a bypass will save the small-town charm, and create a safer, more efficient and more sustainable route for transportation to other parts of our valley; that each municipality should support the cost as well as the State of Colorado. I believe there are several options for a bypass, and that this is the time to take action and not to kick the can further down the road. That's all.</p>	<p>Comment #14a Response: Please refer to Comment #9b Response.</p> <p>Comment #14b Response: The rehabilitation alternative was evaluated and dismissed from consideration, as discussed in Comment #7b Response, and Chapter 2 and Appendix A of the EA.</p> <p>Comment #14c Response: Refer to Comment #9b Response regarding a bypass. The State's financial contribution to the project is discussed in Comment #5n Response.</p>

Comment #	Comment	Response
15	<p>Comment # 15: Ed Rosenberg (verbal public hearing comment)</p> <p>First, I want to thank you guys. I mean, I, you know, really disagree. But I know this is a lot of work. I know this is a lot of work, and I appreciate that for what it is. But amount of time spent on a bad plan does not necessarily make it a plan to proceed on.</p>	
15a	<p>Currently, downtown Glenwood Springs has the following problems currently: too much traffic, too much speed for our town to absorb, too much noise for a town our size to absorb, too much pollution for a town our size to breathe, unsafe pedestrian crossing. Even with crossing with the "walk now" signal, it's dangerous due to lack of pedestrian crossing signs.</p> <p>Lack of the ability of buses to pull out of traffic flow into active bus stops that allow them to safely pick up and drop off passengers without totally stopping traffic flow in the right-hand lane. This causes constant traffic backup, and many times results in drivers making abrupt and unsafe maneuvers with their cars and with their hands to get around a stopped bus.</p>	<p>Comment #15a Response: It is correct that replacing the existing bridge does not solve larger traffic or regional transportation issues, as well as some of the related effects you mention (e.g., increased air and noise pollution) because that is not the purpose of this project. The purpose of this project, as stated in the EA, is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs to the historic Glenwood Hot Springs area while addressing structural and functional issues with the aging bridge structure and the related connectivity deficiencies. Air quality is assessed in the EA and will slightly improve with the Build Alternative compared to the No Action Alternative because of decreased congestion, decreased vehicle miles traveled (VMT), and reduced intersection idling under the Build Alternative. Vehicles idling for long periods of time due to congestion generate more exhaust emissions in a localized area compared to free flowing vehicles that produce less exhaust emissions. Noise levels under the Build Alternative will be similar to those that will exist under the No Action Alternative. See Comment #13b and #21c Responses regarding traffic on Grand Avenue. Replacing the bridge will not induce traffic and exacerbate existing pedestrian issues. Sections 3.18.2 and 3.18.8 of the EA discuss project effects to the pedestrian environment.</p>
15b	<p>I don't see this project solving any of these problems. I believe the concept of destroying a 61-year-old bridge to create a new entrance to our valley is irresponsible and ill conceived.</p>	<p>Comment #15b Response: Please refer to Comment #13b and Comment #15a Responses.</p>
15c	<p>I believe there are engineering and construction capabilities to reinforce and widen the existing Grand Avenue Bridge, and allow it to thrive for years to come in a safe and productive manner.</p>	<p>Comment #15c Response: The rehabilitation alternative was dismissed from consideration, as discussed in Comment #7b Response, and Chapter 2 and Appendix A of the EA.</p>
15d	<p>I believe this can be accomplished without ever totally closing the Grand Avenue Bridge by keeping two lanes open during construction, and avoid creating the resulting chaos that this project is proposing.</p>	<p>Comment #15d Response: As discussed in Comment #7b Response, a rehabilitation alternative was evaluated and dismissed for several reasons; one reason being that the rehabilitation alternative will have similar disruptive traffic impacts during construction as the other alternatives evaluated, requiring long-term lane closures or even full bridge closures when replacing critical structural elements. See Comment #140b Response regarding the duration and need for bridge closure during construction of the Build Alternative.</p>

Comment #	Comment	Response
15e	I believe that fixing the existing bridge can be done for a fraction of the cost as what this project has projected the cost if it even hits that amount.	Comment #15e Response: See Comment #7b Response regarding the costs of bridge rehabilitation.
15f	I believe that the process of construction of the proposed bridge and the resultant traffic speed and traffic flow will not only create an unacceptable hardship to our community during the construction phase, but I believe you're asking the city of Glenwood Springs, its downtown businesses and the people of Glenwood Springs to accept an unacceptable, unsafe, and unhealthy burden for the next hundred plus years.	Comment #15f Response: See Comment #5dn Response regarding the speed changes resulting from the proposed project and Comment #13b and #21c Responses regarding traffic on Grand Avenue. As described in Chapter 3 of the EA, construction of the Build Alternative will result in temporary traffic, economic, and other environmental impacts. CDOT will implement measures listed in Table 3-2 of the FONSI to minimize and mitigate those impacts. These measures include accelerating bridge construction as possible to minimize duration of total bridge closure.
15g	It appears to the layman that there are too many people focusing on the financial benefits of the construction project itself, and turning a blind eye to what you are doing to a town of 8,500 trying to solve a regional traffic problem on our main street in the heart of our town.	Comment #15g Response: Refer to Comment #15a Response regarding the purpose of this project.
15h	CDOT needs to find a better plan to improve the increasing traffic exiting off of the I-70. CDOT needs to find a better plan -- CDOT needs to find a better plan to move every piece of traffic flow to Aspen without asking the people of Glenwood to sacrifice our town.	Comment #15h Response: Refer to Comment #15a Response regarding the purpose of this project.
15i	And I believe it is totally unacceptable to the city of Glenwood Springs and Garfield County to be expected to put up \$6 million to help a regional transportation project.	Comment #15i Response: Local contributions are common for roadway and highway projects. Decisions regarding use of local government funds rest upon the local governing bodies. The elected officials for the cities and counties that are contributing funds have opted to do so based on their assessment of their respective budget situations and competing funding needs. Some of these local contributions may contribute to specific project enhancements, such as aesthetics. As discussed in Section 3.6 of the EA, investment in transportation infrastructure benefits local communities in many ways.
15j	In conclusion, I believe this project does not solve transportation problems that exist. I believe until CDOT deals with the existing transportation problems as regional, they're only creating future hardships. I believe the funds can be used for modernizing the existing bridge. Thank you.	Comment #15j Response: Refer to Comment #15a Response regarding the purpose of the project, and Comment #7b Response for reasons why the bridge rehabilitation alternative was dismissed.
16	<p>Comment # 16: Leo McKinney (verbal public hearing comment)</p> <p>Hi. I'm Leo McKinney. I'm lucky enough to be called the mayor of this awesome city. I'm only here with one message for you guys. We have asked for a 30-day extension of this public commentary because we simply need more time.</p>	Comment #16 Response: In response to this request and others received, the 30-day comment period (October 31, 2014 to December 1, 2014) for the EA was extended 30 days, to conclude on December 31, 2014. The comment period extension was announced in several ways, including new advertisements, a press release, email blast, and the project website. Refer to Section 5.1 of the FONSI for more details.

Comment #	Comment	Response
	<p>We are a city that is constantly having things done to us. We have you guys with this project. We have the county with some of their projects. And we have Grafta [RFTA] with some of their projects. Our staff, city staff, has grown very very thin. We simply need more time to ferret out any of the issues that might be in this document.</p> <p>Just last night our planning and zoning commission was expressing the same sentiment; that they really need more time. So that's the only thing I'm going to say tonight is please give us more time. We can use another 30 days to make sure that Glenwood gets the best possible thing we can get. Thank you.</p>	
<p>17</p>	<p>Comment # 17: Suzanne Stewart (verbal public hearing comment)</p> <p>Okay. So I'm going to take a position that I guess I've taken a lot in my life, and that's being a contrarian. Contrarian. I was born and raised here. I know there's a few of you, Mike, Gamba, Angie, and Tony, and probably a number of other people that I don't know. And I just want to say, give you guys just a little bit of insight.</p> <p>South Grand Avenue when I was a kid was a two-lane highway. And had big, beautiful trees lined all the way down Grand Avenue. That was gorgeous. When those went away, there was a lot of heartache.</p> <p>And so I guess as I was sitting here listening to people talk, I thought about that. I don't think I was old enough to really pay attention to what the city fathers were talking about when that happened. But it was a really big deal going from a two lane to a four lane. Oh, my God. Well, the town was 3,500 people. So people, we have a lot more. I think we are close to 9,000, maybe 10,000 people in the town right now. So people are a problem. But that's a whole personal insight about what Glenwood was 60 plus years ago.</p> <p>What I want to say is I have served on the PLT? The Project Leadership Team and the Mission Task Force. And it hasn't been smooth; hasn't been easy; haven't agreed with everything that's happened. But the process I think is what I would like to say thank you for.</p> <p>And I'm glad all of you are here to make your opinions part of the record. But I happen to be in favor of this project. And I am, I really strongly believe that there's going to be a lot of pain and heartache and frustration and complaints. It will be about a two-year process. And when it's over, I think we will have even a cooler town than what we have right now. I have a vision of Glenwood being very different, it being bikeable, it being walkable. I see it having a more vibrant downtown, I see us having a really cool village center in north</p>	<p>Comment #17 Response: Comment noted.</p>

Comment #	Comment	Response
	<p>Glenwood. I see the downtown with more outdoor eating and vibrancy. So I'll be the contrarian. I think this is a hellova good project, and I say take a pill and go for it.</p>	
<p>18</p>	<p>Comment # 18: Jim Breasted (verbal public hearing comment)</p> <p>Hi. My name is Jim Breasted. First thing I want to do is ask for a ride back to Carbondale. If anybody's going up that way they can just drop me. My car blew up and I'm carless.</p> <p>I'll just say -- I'm not going to say it to you. I'm just going to read a letter that was written and printed in the Aspen Times September 19. It was signed by 12 valley citizens.</p> <p>"We are addressing this letter to the newspapers in Glenwood Springs, Carbondale, Aspen, Vail, and Grand Junction because we think it's time to call upon all the governments, both county and municipal, all the county and municipal in Roaring Fork and Colorado River valleys to weigh in on the question of a state Highway 82 bypass around Glenwood Springs.</p> <p>"Valleywide transportation groups should be discussed and decided upon by regional consensus. The routing of a state highway through or around any municipality should never be determined uniquely by that municipality. "We believe that over the past 60 years the continued routing of Highway 82 around Grand Avenue has not been successful.</p> <p>We believe that the time has come to put the question of a bypass to a vote of all the people who live here. We ask that the residents of Garfield, Eagle, Pitkin, and Gunnison counties be given the opportunity to vote on the question."</p> <p>"We would ask that further work on the bridge design and construction be halted until such time as we've been able to vote on whether there should be a State Highway 82 bypass."</p> <p>This letter was signed by 12 people: Ernie and Carol Gianetti, Gregory Durrett, Dean Moffatt, Melanie Cardiff, Jerry and Judy Gerbaz, Skip Bell, John Foulkrod, Bradford and Patsy Nicholson, and Mark Chain and ten others.</p> <p>How much more time? Arline Stabenou, Phil Gallagher, Keith Speranza, Steve Campbell, Cheryl Cain, Ed Rosenberg, Sherry Reed, Patrick Hunter, June and Pat Copenhaver, and Dale Reed.</p> <p>I rest my case.</p>	<p>Comment #18 Response: Refer to Comment #9b Response regarding the purpose of this project. The issue of a bypass (or relocation of SH 82) that would address traffic and transportation issues is separate from this project, which addresses deficiencies of the aging bridge. The issue of a bypass (or relocation of SH 82) that would address traffic and transportation issues is separate from this project, which addresses deficiencies of the aging bridge. Citizens can petition the City Council for a vote regarding a bypass project as they have done before, by meeting the City's population percentage representation on the petition.</p>

Comment #	Comment	Response
19	<p>Comment # 19: Dave Winsor (verbal public hearing comment)</p> <p>I'm here to talk about I oppose this project off the top of my head for a lot of reasons. My whole background has been doing environmental impact statements on transportation projects around the world and around the country.</p> <p>I moved to Glenwood Springs because of quality of life issues and the people who live here. I understand that we have an old bridge here that needs to be repaired or maybe replaced.</p>	
19a	<p>But I also know that impacts are both direct impacts, which I say are here in Glenwood, and indirect impacts of all the people who use that bridge throughout the valley and who travel up and down the I-70 corridor. Because of that, I think that we need to take a hard look and prepare an environment impact statement.</p>	<p>Comment #19a Response: Federal regulations define and categorize the different types of impacts to evaluate in NEPA studies. In accordance with NEPA regulations, an EA is done when the significance of impacts is unknown. Direct impacts are caused by the Build Alternative and occur at the same time and place. Indirect impacts are caused by the Build Alternative and are later in time or farther removed in distance, but are still reasonably foreseeable. And, cumulative impacts are impacts on the environment that result from the incremental impact of the Build Alternative when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508). Chapter 3 of the EA provides a detailed evaluation and documentation of all three types of impacts for 19 different socioeconomic and natural resources occurring in the study area. EISs should be completed for actions that significantly affect the environment (23 CFR 771.115).After completing the impact analysis under the EA, and considering comments received on the EA, FHWA has determined that the Build Alternative will have no significant impact on the environment and, therefore, an EIS is not necessary (see Comment #9f Response).</p> <p>The project’s purpose and need is to address bridge deficiencies (see Comment #13b Response). Providing capacity to address regional traffic is not part of the project’s purpose and need. Regional planning efforts are underway to address long-term transportation needs outside of this project area. This project will not preclude consideration of other reasonably foreseeable transportation improvements necessary to address those regional transportation needs.</p>
19b	<p>I think it's the only way, a transportation environmental impact statement, to really look at all the alternatives. Those alternatives should not start at the city of Glenwood city limits and end at the other side of the Glenwood city limits; it should be throughout the area. I think that's the healthiest way to do it.</p> <p>Whether a bypass is an option, I'm not sure we have the land for a bypass, but</p>	<p>Comment #19b Response: CDOT and FHWA established the project limits, or termini, early in the study. In doing so, CDOT determined these limits will allow for transportation improvements to: 1) meet the purpose and need; 2) be useable from opening day (independent utility); and 3) not be reliant on other transportation improvements. These limits were deemed to serve as rational end points for transportation improvements, as well as logical limits for the review of</p>

Comment #	Comment	Response
	<p>we need to evaluate that in a formal process as opposed to saying, We're going to do an EA and we're going to restrict it to a very small area of Glenwood Springs.</p> <p>I would also hope that all of you out there, you have the chance to put your input in in writing on this, and suggest that an EIS be done, and then make a determination because this is a big determination which is going to have a major impact on the quality of life for this entire valley.</p> <p>Please be involved. Thanks for showing up on this. And stay in touch. And don't forget, we've got to get some written comments on this. That is how this process works.</p> <p>If anyone would like to talk to me about how you handle questions and stuff, give me a call. You can get to John Haines if you want to, or you can call me at 945-6493.</p> <p>I'd love to talk to you about it. Thank you.</p>	<p>the related environmental impacts (logical termini). Consequently, the EA meets NEPA regulations for the meaningful evaluation of alternatives as specified in 23 CFR 7771.111(f) and is consistent with FHWA guidance on the Development of Logical Termini (Environmental Review Toolkit, NEPA and Transportation Decision making, The Development of Logical Project Termini, Federal Highway Administration, November 5, 1993) (FHWA 1993). As noted in Comment #19a Response, EISs should be completed for actions that significantly affect the environment. An EA is done when the significance of impacts is unknown (23 CFR 771.115). After completing the impact analysis under the EA, and considering comments received on the EA, FHWA has determined that the Build Alternative will have no significant impact on the environment and, therefore, an EIS is not necessary (see Comment #9f Response).</p>
<p>20</p> <p>20a</p> <p>20b</p> <p>20c</p>	<p>Comment # 20: Dale Reed (verbal public hearing comment)</p> <p>I'm Dale Reed. And I've got a concern here maybe about two issues. And that is traffic volume, and pedestrian safety.</p> <p>As we stand right now, if you have driven in the traffic right through town at 8 o'clock in the morning or at 5:00 in the evening, you know what kind of traffic volume we have, and how hard it is often to cross Grand Avenue, whether you have to wait for the light or not.</p> <p>One of the issues that overrides both these is connectivity: How do we have this state highway right through the middle of town, and yet be able to cross back and forth. There's two things that come to mind. One is the underpass that was shown. I'm not sure if there are other underpasses involved or not. But it needs to be a very well made and attractive underpass if there is one. If you have seen the underpass near Highway 82 at Whole Foods, you know that they can build an attractive underpass, well lighted and attractive. This town has not been noted very well for keeping track of some of its underpasses. There are some underpasses and side streets for drainage and supposedly pedestrians, but they're pathetic.</p> <p>An issue that perhaps CDOT should look at is that the pedestrian overpass is listed here for 9.5 million with an elevator. I don't know about you, but I don't have a good feel about an elevator. How many bicycles, how many strollers,</p>	<p>Comment #20a Response: Refer to Comment #13b Response about traffic volumes.</p> <p>Comment #20b Response: We assume that the commenter is referring to the pedestrian/bicycle underpass that will be provided north of the river. The underpass design includes safety features such as lighting, good visibility provided at both entrances/exits, and sufficient width to accommodate emergency response vehicles. Aesthetic treatments are included in the design of the pedestrian underpass that reflect input from the public and stakeholders. This is the only underpass included with this project.</p> <p>Comment #20c Response: Many stakeholders were in favor of the elevator. A ramp or elevator option was evaluated by a special task force created by the Project Leadership Team, and concluded that there were many trade-offs between the two</p>

Comment #	Comment	Response
20d	<p>how many dogs, and loss of electricity, then what?</p> <p>How about an up and down elevator -- or escalator I should say? An escalator at that site, and would not be so restricted. Thank you.</p>	<p>options. The study team concluded that either option would work, but because the City will be responsible for both maintenance and ADA accessibility, the City’s input on these issues was critical. With City Council support of the elevator only, the study team concluded the elevator option was the best choice for the project. The elevator will be a ride-through elevator, meaning that the elevator will open on the east side at the top, and open on the west side at the bottom. This will eliminate the need for bicyclists and strollers to turn around inside the elevator car. The south pedestrian bridge connection will include stairs with a bike track, in addition to the elevator. A backup generator will be used to keep the elevator functional during electrical outages.</p> <p>Comment #20d Response: Escalators are considered unsafe for use by strollers, unsupervised children, bicyclists, and dogs. Therefore, escalators were not included in the Build Alternative. Additionally, escalators do not meet ADA accessibility requirements.</p>
21	<p>Comment # 21: Hal Sundin (verbal public hearing comment)</p> <p>21a I have a couple of quotes here that come from CDOT. Says, Because of the way this project has evolved to include a variety of other Highway 82-I-70 interchange improvements, it's now more than a simple bridge replacement. That's one of them.</p> <p>21b The second is, Both the Glenwood Springs comprehensive plan and CDOT's own corridor optimization plan address the need to spread some of the traffic around that's now funneled onto Grand Avenue.</p> <p>21c These are two glaring reasons why this EA should be rejected as seriously deficient. The project is no longer merely a replacement of the existing bridge in its present location for which an EA would have been appropriate; instead, it now consists of a construction of a new bridge in an entirely different location and a complete reconfiguration of the Sixth and Laurel intersection and raises some serious questions about compatibility with what may be needed to be constructed to accommodate these new traffic volumes exceeding the carrying capacity of Grand Avenue.</p>	<p>Comment #21a Response: As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project will replace the existing highway and pedestrian bridge and provide improvements at the southern and northern bridge connections.</p> <p>Comment #21b Response: Please refer to Comment #9b Response regarding the SH 82 Corridor Optimization Study (COS) and SH 82 Corridor Optimization Plan (COP).</p> <p>Comment #21c Response: The new highway bridge will not be built in an entirely different location. While the northern touchdown point was realigned to the west, the southern bridge touchdown point will remain at Grand Avenue. The project will provide improvements at the southern and northern bridge connections. The Build Alternative will not preclude implementation of a bypass or SH 82 relocation in the future, as illustrated on an information board at the public hearing that showed the new highway bridge with a potential bypass.</p> <p>The Build Alternative will meet traffic needs for the future design year of 2035, as discussed in Section 3.2 of the EA and Comment #13b Response. The new bridge is a connection between transportation infrastructure on both sides of the river that remains constant in its capacity, thus this bridge project will not induce new traffic. Grand Avenue to the south has capacity limited by its signalized intersections throughout the City. The capacity of the road system to the north (I-70, 6th Street) is also limited, and this project will not add capacity to those facilities that feed</p>

Comment #	Comment	Response
21d	<p>Incidentally, connectivity, this is one of the purposes of the project is to improve the connectivity from across the river. I don't see how increasing the length by 50 percent and running all the traffic through a traffic circle improves connectivity.</p>	<p>traffic into the system. The realigned project does allow the new intersections within the project area to function more efficiently than existing intersections and reduce traffic delay, particularly on the north side of the river. This is due to reducing vehicle conflicts and eliminating at-grade pedestrian crossings of SH 82, among other improvements. The number of vehicles per hour served by the Build Alternative or the No Action alternative will remain the same.</p> <p>Comment #21d Response: The project will not run “all the traffic through a traffic circle” as the commenter suggests. Refer to Figure 2-11 of the EA that illustrates the Build Alternative. Chapter 1 of the EA discusses connectivity issues and how connectivity is limited by the existing bridge and conditions. The Build Alternative will provide a four-lane bridge that meets current design standards, and the new pedestrian bridge and accesses will comply with ADA requirements, which will address existing connectivity deficiencies.</p>
21e	<p>CDOT has now joined, has now joined the propensity to speculate about where and how this should be accomplished without the benefit of any comprehensive engineering study comparing all feasible alternatives, and recommending the best alternative. That would be the purpose of an environmental impact study, which should be done before this project proceeds any further. The EA is a segmentation of a much larger project needed to serve the transportation needs of the Roaring Fork corridor, an action that is prohibited by NEPA regulations. The EA is focused exclusively on a single goal of replacing the exiting bridge in total ignorance of, and without any consideration of what may be needed in the future. In other words, what is now being proposed is to proceed without a plan for the future. This EA should be rejected as a single purpose segmentation of the broader scope of the transportation needs facing the Roaring Fork valley, and replaced with an EIS addressing all of those needs.</p> <p>Let's do it right.</p>	<p>Comment #21e Response: Regarding the purpose of the project and reasons that an EA was the appropriate NEPA action for this project, please refer to Comment #9f and #13b Reponses. Regarding segmentation, please refer to Comment #19b Response.</p> <p>The comment calls for a comprehensive engineering study comparing all feasible alternatives. Please note that the level of engineering design in EAs under NEPA varies, and generally is based on the design detail needed to support sound decision making. The sensitivity and physical constraints in the study area called for CDOT to advance the preliminary design beyond what is typically prepared to support NEPA studies. Consequently, the level of design detail available during the course of this study exceeded that which is typically used.</p> <p>Federal regulations require federal actions that require preparation of an EIS to rigorously explore and objectively evaluate all “reasonable” alternatives. This requirement differs from evaluation of all “feasible” alternatives. For example, an alternative could be feasible from an engineering standpoint but unreasonable because of high cost or environmental impacts. The requirement to evaluate alternatives in EAs is less broad. According to FHWA guidance, “The EA does not need to evaluate in detail all reasonable alternatives for the project, and may be prepared for one or more build alternatives.” (<i>Guidance for Preparing and Processing Environmental and Section 4[f] Documents</i>, FHWA Technical Advisory T6640.8A, Federal Highway Administration, October 30, 1987) (FHWA 1987).” In cases involving EAs/FONSI, courts have found the obligation to consider alternatives to be less than that required for an EIS, and consequently have allowed agencies to study a more limited range of alternatives (Federal Highway Administration, Office of the Chief Counsel, <i>Alternatives Analyses White</i></p>

Comment #	Comment	Response
		<i>Paper</i> , September 22, 2010) (FHWA 2010). The alternatives evaluation in the EA consisted of a three-tiered screening process involving almost twenty alternatives.
22	Comment # 22: John Haines (verbal public hearing comment)	
	Rob Anderson and Parvin gave their time, so now I have nine minutes. Thank you very much.	
22a	Joe, you and Craig and Tom ought to be ashamed of yourselves. You asked us for our input. The pictures that you show up here of the meeting where you and I stood up in front, there were lots and lots of people staying and wanted to talk. But the community center closed at 10 o'clock, so they had to go home. I hope that's not the case here either. Because this meeting is supposed to end at 9:00. You say we're a valuable part of this whole program and that you need our input, so now you need to listen.	Comment #22a Response: We believe the specific meeting to which you are referring was a City Council meeting, which was forced to end because the meeting venue had to close (see Comment #9k Response). The public hearing, during which this comment was provided, was scheduled to end at 8:00 p.m. However, it concluded at 8:15 p.m. instead to allow everyone who requested to speak the opportunity to do so.
22b	Where it says the document and the survey that you guys have done, you know, we, our group, Citizens to Save Grand Avenue asked the City to put a ballot out, a ballot issue about how they feel about this program. And the City says, Oh, no, John. We're not going to spend our money to do that. That's why I'm bringing this up now because it's public record. We spent \$2,500 of our own money, sent 4,200 ballots out to citizens with addresses in Glenwood Springs, no box numbers. Out of those 4,200 we sent out, we got 700 back. Out of that 700 -- now listen -- 600 people said, Tell CDOT and the City to stop right now. Don't do anything more. Do a joint plan where you look at the South Bridge, where you look at Eighth Street, where you look at 14th Street, where you look at this bridge, and let's come up with a plan.	Comment #22b Response: Please refer to Comment #9c Response regarding a vote. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA. It also is about improving the connection in the several block area where the bridge currently is located. Citizens can continue to work with the City of Glenwood Springs and counties to build support for and address the area's transportation issues. CDOT will continue to work with the City to address mobility improvements and incorporate them into the Statewide Transportation Improvement Plan (STIP). However, broader regional transportation issues are separate from this project.
22c	Now, I'm not the guy who put this on. So when they put -- they didn't want anything more done until you can put this together. And that's part of this whole program, look at it, make the best thing that you can do with it. There are other opportunities to do it, and these other people have said you need to have an EIS done. Here's what a highway engineer has to say. "The text of this EA, while interesting, comes to a conclusion not meeting the requirements of the National Policy Environmental Act and NEPA since that act requires the explanation which is the examination of all alternatives to be proposed for the proposed action."	Comment #22c Response: Regarding a requirement to examine "all alternatives to be proposed for the proposed action," please refer to Comment #21e Response. Please refer to Comment #9f Response regarding the need for an EIS.
22d	The stated goal 2.11 is to improve connectivity between the south side of the Colorado River, downtown Glenwood Springs and the north side of the river, historic Glenwood Hot Springs, and the I-70. An excellent opportunity happens to exist only 200 feet downstream that meets the above stated goal.	Comment #22d Response: Various alternatives were considered as part of this study; please refer to the Comment #9b and #31b Responses.

Comment #	Comment	Response
22e	Despite repeated requests for inclusion by individuals and interested groups, part of this legal study was brushed aside during the '73, railroad corridor was an alternative included in the study, ways to reduce traffic on Grand Avenue was encouraged by the City, written request to the Department of Highways, budget money in construction.	Comment #22e Response: Please refer to Comment #9k Response regarding how public input was considered in the study. The remainder of the comment is unclear.
22f	Since that time many additional studies have been made and alternatives not acknowledged or even mentioned in the EA.	Comment #22f Response: The EA took several plans into consideration, such as the Glenwood Springs Comprehensive Plan and the SH 82 Corridor Optimization plan, which are mentioned in several places in the EA, including Sections 1.1, 1.4.1, 2.2.1, 3.2.2, 3.3.3, and 4.6.3. Also refer to Comment #9b Response regarding the SH 82 Corridor Optimization Study (COS) and SH 82 Corridor Optimization Plan (COP).
22g	You know the Centennial study. They said the same thing. Let's put an alternate route to Glenwood Springs.	Comment #22g Response: Please refer to Comment #9b Response regarding a bypass, and how regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.
23	Comment # 23: Gregg Vasquez (verbal public hearing comment)	Comment #23a Response: Please refer to Comment #5ep Response.
23a	Hi. I'm Gregg Vasquez. Just a couple of points that kind of concern me about this. First of all, the impacts that are going to be caused by all the traffic during the construction, the police department probably doesn't have enough guys as it is. And is CDOT going to compensate the City for that? How is that going to work? That's another impact on City tax dollars.	Comment #23b Response: Refer to Comment #15i Response.
23b	The other thing was, at the inception of this at the community center, we saw these grandiose plans with all this great design. Well, now all of a sudden they're asking the city, county, Pitkin County and everybody else for additional funds. In my opinion, if it's going to happen, CDOT needs to pay for it, and leave the local residents to use their tax dollars as they need to.	Comment #23a Response: Please refer to Comment #5ep Response.
24	Comment # 24: Bob Gish (verbal public hearing comment)	Comment #24a Response: Comment noted.
24a	Hello. I'm Bob Gish. I'm not as passionate as you guys are. I've only lived here a year. I believe CDOT. I believe maybe CDOT has a temporary solution. But I don't really see anything feasible for any kind of a bypass. So I take the position that I inherited this traffic. Now, what can we do to make it better? And I honestly do believe Joe and CDOT, they came up with the best solution.	Comment #24a Response: Comment noted.

Comment #	Comment	Response
24b	I made plenty of notes. Talked to David, I talked to the city council, talked to the mayor. I believe CDOT is going to do it, will minimize the impact to us, okay?	Comment #24b Response: CDOT is committed to minimizing impacts during construction as much as practicable. This includes minimizing full bridge closure by accelerating bridge construction and temporary detours. Pedestrian access will be maintained throughout the construction phase, and construction areas will be fenced to protect pedestrians and bicyclists from construction activities. Please refer to Table 3-2 of the FONSI for a full list of mitigation measures that will be employed during construction.
24c	I'm asking for enhanced pedestrian safety during this period of time. I don't think people know what's going to happen downtown. The impact, businesses downtown, the impact to us as citizens -- I live in the 800 block of Pitkin.	Comment #24c Response: As discussed in Comment #5by Response, CDOT is developing a pedestrian plan for construction. Impacts from construction of the Build Alternative were evaluated and presented in Chapter 3 of the EA. Construction will result in temporary impacts, including traffic, economic, and various environmental impacts, such as noise. Measures to minimize these impacts are detailed in Table 3-2 of the FONSI.
24d	I believe CDOT is going to do it. I think it's just a matter of let's do the best we can to make it as easy on us.	Comment #24d Response: Comment noted.
24e	I do believe it will help us in the long run. Some of the things I talked to him about was, How much of that \$5.5 million can we use for a permanent Eighth Street? How much of that 5.5 million could we, can we work with the city council on just don't put it in; take it back out. Let's make it a positive. Let's keep that a permanent amenity, enhance the pedestrian safety, make sure the emergency and sheriff egress in and out of Eighth Street,	Comment #24e Response: Although a permanent 8th Street extension is not part of the purpose and need of this project, CDOT has coordinated extensively with the City of Glenwood Springs about building the 8th Street detour to potentially accommodate the City's planned 8th Street Extension project. However, the City continues to evaluate alignment options and funding for the permanent extension. Due to the uncertainty of the City's preferred alignment and timing of their decision, the 8th Street detour for this project is intended to be temporary. However, if the City can identify a preferred alignment and funding in a timely manner, accommodation could perhaps be made for a permanent extension. Permanent emergency access improvements to 8th Street will depend on the permanent extension.
24f	we need physical barriers to keep them from going through our downtown at Pitkin and Colorado Avenue. I apologize I'm not passionate like you folks are. I'm just looking for a solution.	Comment #24f Response: As described in Section 2.4.2 of the EA, to address higher traffic volumes during operation of the "square about," a temporary physical barrier will be placed at the intersection of 9th Street and Colorado Avenue to force detour traffic to turn east toward Grand Avenue and keep detour traffic from continuing south on Colorado Avenue. As discussed in Comment #5x Response, measures now are being included for Pitkin Avenue.
24g	I'm concerned about the stores downtown, the stores with having the one-way traffic all the way around it. Let's look at that. Let's make it positive. Let's go through that two years and let's get it over with. I think it's going to make our city better.	Comment #24g Response: Businesses will be impacted during construction, including impaired access and visibility, construction noise, and parking, as described in Section 3.6.2 of the EA. CDOT will employ measures detailed in Table 3-2 of the FONSI to minimize these temporary impacts.

Comment #	Comment	Response
25	<p>Comment # 25: Bobbi Hodge (verbal public hearing comment)</p> <p>Hello. I'm Bobbi Hodge. I want to focus my comments on the removal of the trees in the 700 block of Grand.</p>	
25a	<p>Our citywide comprehensive plan addresses street trees as having historic value. The code, the current code requires replacement of street trees more than 14 inches. These trees are 14 inches in diameter. I'm sympathetic to the issue of the utilities being buried, and a concern of the roots growing into the utilities. But in my opinion, I would think it would be of less of an environmental impact if these utilities were placed under the shoulder of the road so that there would be more room for the roots.</p>	<p>Comment #25a Response: Refer to Comment #5ap Response regarding tree impacts and mitigation and Section 4.1 of the FONSI for more information. The contribution of street trees to the area's historic setting was noted during the Section 106 process. CDOT is consulting on mitigating loss of street trees that contribute to the historic setting of the area through the Section 106 process as outlined in the Memorandum of Agreement between CDOT, SHPO, and Glenwood Springs, which is appended to the FONSI.</p>
25b	<p>My concerns are further increased after learning this last week how much water trees absorb, which is imperative to prevent erosion from the runoff that comes down the street.</p>	<p>Comment #25b Response: Because the existing street trees are located within a paved urban environment, road runoff in this area is directed to gutters and storm water drainage systems. Therefore, erosion from roadway runoff is not a concern in this area.</p>
25c	<p>I've also learned about how trees filter the air. They catch pollutants that come from the cars. And I think it's important to get these pollutants caught in the trees before they land on our historic buildings.</p>	<p>Comment #25c Response: Comment noted. Because of the small number of street trees in the 700 block of Grand Avenue, any filtering benefit would be limited.</p>
25d	<p>Another point is trees are cooling. Lots of people like to sit out front in the restaurants. So we need a cool place to sit. The trees also serve as a sound barrier for those who live in the apartments above the street level.</p>	<p>Comment #25d Response: Existing street trees in the 700 block of Grand Avenue and the shade they provide will be removed during construction of the project due to the widened bridge. Please refer to Comment #5ap Response regarding tree removal and discussion of measures that will be undertaken to mitigate the loss of street trees. CDOT will continue to work with the City to minimize the loss of landscaping along Grand Avenue. Vegetation would need to be very tall and very thick to provide a noticeable reduction in noise. Because of the small number and low density of street trees in the 700 block of Grand Avenue, they provide little to no noise reduction.</p>
25e	<p>Trees have been shown to attract more shoppers. Studies have shown that shoppers view stores having trees that they have superior products.</p>	<p>Comment #25e Response: Please refer to Comment #5e and #5ap Responses. Please refer to Table 3-2 in the FONSI for measures to mitigate the permanent street tree removal in the 700 block of Grand Avenue.</p>
25f	<p>I would also like to recommend, as a final thought, wrought iron fencing as a choice for the rail on the bridge. Thank you.</p>	<p>Comment #25f Response: Based on input from the Design Elements Issues Task Force, handrails on the pedestrian bridge will consist of black wrought iron. Refer to Section 4.1 of the FONSI for more information.</p>

Comment #	Comment	Response
<p>26</p> <p>26a</p>	<p>Comment # 26: Michael Blair (verbal public hearing comment)</p> <p>I am Michael Blair, a resident of Glenwood Springs.</p> <p>I am a member of the city planning commission also, but I speak as a citizen. And my background is land use planning. I'm a geographer by education. I'm looking at the larger picture if you will rather than the engineering pictures, which the EA seems to consider.</p> <p>My interests are in the effects of the regional area. And I think that the EA is not sufficient in considering the larger picture if you will of the effects on our nontechnical environment. The effects of the livability of our community, and the circulation of pedestrians and traffic within our overall community, and how the general livability of our community is affected.</p> <p>The engineers I think have done a great job. I admire them for doing the engineering work. But we have a community that needs to be engineered if I can put it that way, hopefully not by engineers.</p> <p>I have two particular concerns. One, the City has not considered, in my initial review of it -- because I really have not had time to review the whole thing, and I hope I don't have to review the whole thing -- because it doesn't consider the regional aspects other people have brought up. More people in this region from the top of the Roaring Fork valley to clear down the Colorado River etvalley 25 and up to the Continental Divide, all that traffic affects the City of Glenwood Springs and the entire Roaring Fork valley in my view.</p> <p>I think that the EA should not be accepted, and it should be reconsidered to consider the entire region, and a lot more people in the community and agencies within the community, and they should participate.</p>	<p>Comment #26a Response: Refer to Comment #9f and #13b Responses regarding the purpose of the project and reasons that an EA was the appropriate NEPA action for this project. Also, Section 3.2 of the EA discusses transportation conditions for the study area. Traffic modeling completed for this project does consider traffic generated outside of the study area and is consistent with other long-range traffic forecasts and plans for local roads as well as regional transportation facilities (I-70 and SH 82).</p>
<p>26b</p> <p>26c</p>	<p>I also feel that the CDOT bridge design, wherever it might be located, should have a very favorable and interesting design that fits with the city of Glenwood Springs, not just a rail and guardrail design. But if the city and people in the city want to add a few embellishments just for the sake of the city, I don't object to my tax money helping to pay for that a little bit. That would be only fair I think.</p> <p>Thirdly, other people have said what I want to say. I appreciate those considerations. But we need to consider this as a regional effect, and the downtown area should not be affected as it appears to be affected.</p>	<p>Comment #26b Response: Aesthetic treatments that have been developed for project elements reflect input and requests from local agencies and the public that the project be consistent with the historic mountain town character of Glenwood Springs. See Comment #5b Response.</p> <p>Comment #26c Response: Regarding the scope and types of impacts evaluated in the EA, please refer to Comment #13b and #19a Responses.</p>

Comment #	Comment	Response
	<p>traffic, and we could be a lovely place again. Thank you.</p>	<p>in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>
28	<p>Comment # 28: Don Bernes (verbal public hearing comment)</p>	<p>Comment #28a Response: Every effort will be made to avoid cost overruns. In fact, one of the advantages of the Construction Manager/General Contractor process being used is that it provides more information to the contractor to better identify, minimize, and anticipate risks and include contingencies for them in the project costs. If there are construction cost overruns in spite of this, the responsibility will depend on the cause, but will typically be between CDOT and the contractor. CDOT will have budget for minor cost changes and minor contract revisions for the construction contract.</p>
28a	<p>I'll start off by saying my main 3 concerns about the new project, nothing ever comes in on budget. I'm concerned about if it goes over budget who's going to pick up the additional cost of this bridge? Is Glenwood writing a check or has this already been planned out ahead of time?</p>	
28b	<p>I've got concerns about the mitigation that will have to take place when they take the old bridge out. And I haven't seen this in any document in terms of who's going to pay to put that area where the old bridge is going to be removed back into an attractive area.</p>	<p>Comment #28b Response: Please refer to Comment #5g Response that notes property ownership of this area is currently being contested. This area will be restored as part of this project, including removal of pavement, regrading, and reseeded. Details will be included in project design plans. Others may develop landscape and redevelopment plans for the area, depending on property ownership resolution.</p>
28c	<p>My major concern about the bridge is that I don't think historically it visually fits into the appearance of the town. If you go back in history and look at all the pictures of the town, what you see is the bridge runs north and south that looks like a railroad bridge. What we're proposing is a great engineering solution, which I agree makes great sense to run the bridge where they plan to run it. But in terms of how it fits into the town, it's going to have a major impact in terms of what this town's going to look like in the future.</p>	<p>Comment #28c Response: Section 3.1 of the EA discusses visual effects from the Build Alternative. Other bridge types were evaluated but dismissed largely because of public concern that they did not fit into the context of the downtown. The aesthetic treatments included with the Build Alternative reflect public and stakeholder input, and are consistent with the city's historic mountain town setting.</p>
28d	<p>And Sixth Street, Sixth Street actually at the present time it may not be the best street in the world, but it does act as a traffic calming device. And people know when they leave I-70 and hit Sixth Street, it changes their environment.</p>	<p>Comment #28d Response: Please refer to Comment #5dn Response regarding speeds under the Build Alternative.</p>
	<p>I think that pretty much says it. Thank you.</p>	
29	<p>Comment # 29: Dave Sturges (verbal public hearing comment)</p> <p>I have plenty of opportunity to speak my opinions. I'm pleased to see so many citizens.</p> <p>Thank you for coming.</p>	<p>Comment #29 Response: Comment noted.</p>

Comment #	Comment	Response
<p>31b</p> <p>31c</p>	<p>I think the exit at 116 off of Highway 70, off of the interstate, where Laurel comes down from the hill, it would be an ideal location to put a bridge onto the location where the railroad track is. You can look at that.</p> <p>So I'm kind of new to this. This is my first meeting. But I think you can see from the drawings and the maps that it's really an issue of the abandoned railway. What we can do -- Royal had an idea about building a tunnel, which I think could work. We could build a tunnel underneath Grand Avenue for the people who want to continue through. That's one wild idea.</p> <p>The idea of using the railroad now, the railroad corridor, if we look at the map, whether we have to go cross over the river again, over the Roaring Fork and build along Midland Avenue and that space -- the homeowners there would be unhappy with that -- that's an issue that might not cost \$100 million, but would save the downtown in addition.</p> <p>That's all I have to say at this point. I would like to see some more creative solutions and things that may have been thrown out earlier, and take a look at those again.</p>	<p>Comment #31b Response: Various alternatives were considered as part of this study, including involving bridge alignments at Exit 116 and Laurel Street. To review all alternatives considered and reasons that they were eliminated from further consideration, please refer to Chapter 2 and Appendix A of the EA. The Build Alternative was selected because it best met the purpose and need of the project and project goals, while minimizing environmental impacts.</p> <p>Comment #31c Response: Using the railroad corridor or building a tunnel as you propose would be part of a discussion regarding a bypass, or relocation of SH 82, which would be a separate project to address a separate issue from that addressed by this project. Refer to Comment #9b Response.</p>
<p>32</p> <p>32a</p>	<p>Comment # 32: Bill Lockwood (verbal public hearing comment)</p> <p>I went to the library to read the environmental report. And I initially got the sense that I couldn't compete with you guys. It was over my head. I'm not bright enough. But here I am after all to speak.</p> <p>Page 2 of the appendix talks about context sensitivity. That sounds promising. And indeed they talked about a project that is collaborative, has a collaborative interdisciplinary approach in order to preserve the scenic, aesthetic, historic, and environmental resources of the bridge. It seemed a bit ironic considering that the focus seems to be on the beauty of the structure, of the concrete in the highway, which seems to have been made the main focus of the presentation that I saw. There is no actual regional context that would include scenic, aesthetic, historic, and environmental resources in the whole interconnective valley in which I live. When I speak of the whole region, I'd like to include my own region, which is living downtown on the east side of Grand Avenue where we need to cross Grand Avenue to get to the post office, to get to the rec center, to do our business downtown.</p>	<p>Comment #32a Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards. In order for the project to be consistent with the historic mountain town setting of Glenwood Springs, aesthetic treatments have been developed for project elements, such as bridge side barriers, walls, pedestrian underpass, elevator, and stairs that reflect input from the public and local agencies, including the City of Glenwood Springs Historic Preservation Commission. For a discussion of the project's regional context, refer to Comment #12a Response.</p>

Comment #	Comment	Response
32b	<p>And it's become very difficult. I mean, getting over to Margi's drugstore now becomes a big deal and not so much fun, and it's not going to be much funner when the traffic accelerates, as it promises to do.</p>	<p>Comment #32b Response: Please refer to Comment #5dn Response regarding traffic speeds under the Build Alternative.</p>
32c	<p>The other page that I want to refer to is page 54 of the visual impact study. It talks about the visual impact. And they make much of equal value of the view from the Grand Avenue -- I'm sorry, the area around Laurel to Colorado Avenue and the Hot Springs resort and the city center unit, which means, translates Grand Avenue. With Grand Avenue, they talk about motorists, quote, Changes would be indiscernible to motorists driving along the road. Local motorists are predicted to have a neutral response to the visual changes. We people on the east side live and walk down there and so forth. We're not just motorists, you know, driving through the area to get us through as quickly as possible. So I wish that the neighborhoods in this town could get more credit. We're not very vociferous over on the east side of town, politically powerful, but we are the group of people who I think one consultant in an earlier meeting who was from Boulder talked about the values of our town. And he talked about the sense of authenticity in the town. I think my neighborhood has that. You look down the side streets, as I first did when I visited here 13 years ago looking for a place to live, I looked down the side streets and I saw Victorian houses, places close together relatively on city lots, and trees in the front of them and so forth. That's irreplaceable.</p>	<p>Comment #32c Response: The visual impact assessment evaluated the reaction to visual change by all viewer groups, including residents and pedestrians. For the specific viewpoint from 8th Street looking north along Grand Avenue, the <i>Visual Impact Assessment Technical Report</i> states that viewer response is predicted to be neutral because visual changes for this viewpoint resulting from the Build Alternative would be almost indiscernible and would not change the visual quality rating of the viewpoint. As described under "Predicted Viewer Response by Landscape Unit:" For the City Center Landscape Unit, which includes the downtown area south of the river, the wider Grand Avenue roadway and bridge will create narrower sidewalk and plaza areas, and the slightly higher bridge structure will block views across the street to a greater degree than the existing bridge. However, the design options for the new Grand Avenue Bridge will create more open views under the bridge at 7th Street and remove the existing Grand Avenue wing street east of the bridge to accommodate the wider bridge, allowing for a wider pedestrian/sidewalk area along the east side of Grand Avenue and improving the visual quality of this area. Overall, the response to these visual changes by tourists, bicyclists and pedestrians, and employees/patrons of area commercial and retail businesses is predicted to be neutral. The response of residents on Grand Avenue between 7th and 8th Streets is predicted to be negative because the new Grand Avenue Bridge will partially block views of the river.</p>
32d	<p>We need to take, I would hope, take some consideration beyond the technical expertise that you guys have that's just below the guys like me to try to read about it to humanize the matter, put it into a really regional context since what you're involved in, as how some people says, is not just replacing the bridge, you're replacing the whole bridge and park and whole area of the town point of view. Thank you.</p>	<p>Comment #32d Response: Refer to Comment #32a Response. The Build Alternative will result in minor temporary impacts to one access point for Vogelaar Park, and no permanent impacts to parks.</p>
33 33a	<p>Comment # 33: Gay Moore (verbal public hearing comment)</p> <p>My name is Gay Moore. And I've lived here about 15 years. First five years were on Grand Avenue and 11th Street. Traffic was pretty horrendous back then. I have asthma. So it was really hard for me to breathe down there. We did eventually move to north Glenwood. I now live up above Antlers. My asthma was immediately improved. So that's one thing that a lot of people don't think about when they think about traffic is that the respiratory problems that people have are exacerbated. And you even, if you don't have asthma, you may end up with respiratory problems you don't even know about it. That's one thing I wanted to mention that isn't being brought up here.</p>	<p>Comment #33a Response: The EA acknowledges that air pollutants are known to cause adverse health effects. Compared to the No Build Alternative, implementation of the Build Alternative will not notably increase traffic volumes but will reduce total vehicle miles traveled. SH 82 traffic will move more efficiently due to the removal of one traffic signal (6th Street and Pine Street) and removal of a pedestrian stop phase (due to pedestrian underpass) at 6th Street and Laurel Street. Traffic will be distributed more efficiently through a roundabout, which will reduce traffic congestion (emissions) and lower the potential for adverse health effects.</p>

Comment #	Comment	Response
<p>33b</p>	<p>The traffic, the trucks would roll down Grand Avenue. My house on Grand Avenue would shake every night they would go so fast.</p> <p>I was walking here. I walked down to north Glenwood to this meeting because I felt like, first of all, traffic would be bad. It was. The parking would be not very good. I decided to just walk, which I love to do. That's one of the reasons why I live here.</p> <p>On the way down, right next to the bridge, I see a truck go up Grand Avenue Bridge just woosh, as fast as he could go.</p> <p>That was one of the things that I was thinking about what I wanted to speak about tonight is to say that you guys have never addressed the speed of the traffic that's going to be coming. So if they're coming down the bridge fast right -- and I'll admit I'm a fast one. Don't get me for that. I think everybody goes fast on the bridge. You get on that bridge you've even more time to go as fast as you can, and then it gets to Eight Street and there's a light for now, and you've got people trying to cross.</p> <p>A lot of them don't know how to cross because they're visitors here. Someone very nicely just put some signs up I noticed that says, Look, the button's behind you. You got to push the button.</p> <p>A lot of people that visit here, they don't know you have to push the button before you get a walk signal. I've seen them sit there for two light cycles before they start looking around, Whoa, what do I do?</p> <p>Well, you know, that is not going to be any better; as a matter of fact it's going to be even worse. And I foresee there's going to be some day a young child, a mother with a stroller or an old person who happens to be someone like my 82-year-old mother -- I'm not so spry anymore -- get hit by a car because they've been speeding across Grand Avenue Bridge, you know, don't stop for the light. That's just not going to be -- we're not going to be happy about that at all 'cause that's going to be ourselves, our mother, our child. That's not going to be a good thing. I have not seen that get addressed.</p>	<p>Comment #33b Response: Please refer to Comment #5dn Response regarding traffic speeds under the Build Alternative. The Build Alternative will provide an improved pedestrian crossing of Grand Avenue under the new bridge, about 230 feet north of 8th Street. The signal equipment at 8th Street, some of which dates to the early 1980s, will be replaced with new modern equipment, including pedestrian push buttons more conveniently located to the crosswalks they serve. Signal timing adjustments will be considered by CDOT and the City during or after the bridge construction project.</p>
<p>33c</p>	<p>The other thing I want to talk about was as far as the wishes of the community. So they say, Look, we want to hear what you want to say. We want to hear your thoughts. Then they go ahead and do whatever they want to do because they just are giving us lip service.</p>	<p>Comment #33c Response: Comment noted. Please refer to Comment #9k Response regarding how public input is considered.</p>

Comment #	Comment	Response
33e	<p>I think that this is going to continue. They did this -- now, granted the canyon looks great and they've done that with the canyon. But I know that in part of the canyon, they did that little rock thing, whatever that is down to No Name, it's horrible.</p> <p>So this thing has just moved quickly. I know I'm running out of time, but I want to say this. This is where we're talking about the bypass, because the paper teased us today, Come to this meeting because they're going to talk about a bypass. Who has a bypass? Durango has a bypass. Basalt has a bypass now. Redstone has a bypass, if I may say so. Estes Park has a bypass. Why can't we have a bypass? The money has to be there. There's coalitions. They can get into the regional section. They can work with all kinds of people to get a bypass. I think it's overdue.</p> <p>Thank you very much.</p>	<p>Comment #33e Response: Refer to Comment #9b Response regarding a bypass.</p>
34	<p>Comment # 34: Mark Adler (verbal public hearing comment)</p> <p>Hello. I moved here in 1971. And I think the town has probably doubled in population since then. We always had a traffic problem. It's not been really addressed because we need cooperation from the City and from CDOT.</p> <p>Now, we're actually in a marriage that we can't be divorced from. They own 82. It goes through our town. But like any good marriage, we need to make this so we can all get along now to the future, 50 years from now, when everybody in this room is gone. We're just looking out for our kids and grandkids.</p>	<p>Comment #34a Response: Refer to Comment #9b Response regarding a bypass.</p> <p>Comment #34b Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project addresses the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.</p>
34a	<p>So I can remember back in the mid '90s John Shift and I put a power point presentation together -- it was on the city council's site for a while -- about a cut and cover tunnel. We bought the railroad right of way; we own -- we can do it under Grand Avenue, a cut and cover tunnel like they do in Europe. Now, it's expensive. But you're spending money, a lot of money all around the state. I think we need to spend some here.</p>	
34b	<p>Glenwood Springs is a confluence of two rivers. We have a wonderful community but unfortunately we are the neck of the funnel that serves the rest of the valley. We have traffic coming from Silt, Rifle, going all the way to Aspen every single day. And we take the brunt of it. It's about time that we just get together and work out something for a long range solution.</p>	

Comment #	Comment	Response
34c	Granted, as has been said, the engineering on the bridge is beautiful. But wouldn't it be better to fix what we have and take all that money and put it into something that would be a long range solution?	Comment #34c Response: Refer to Comment #7b Response for reasons that the rehabilitation alternative was dismissed from consideration.
34d	You know, we can always drill a tunnel in the pass there. But I think if we really look at this, and if CDOT would look at it, it's not a Glenwood problem; it's a big regional problem. Let's do something for the whole Roaring Fork valley. And I think that this marriage could be quite enjoyable.	Comment #34d Response: Refer to Comment #9b Response regarding a bypass.
35	<p>Comment # 35: Cheryl Cain (verbal public hearing comment)</p> <p>My name's Cheryl Cain. I live on Grand Avenue. I've been a neighbor of CDOT for 25 years. It hasn't been a happy relationship. And it's frustrating to me that CDOT claims to be our partner, but they don't behave like a good neighbor.</p> <p>I can speak to the details of that. I think this has always been a question as to whether Glenwood wants to be a community, or if it wants to be a thoroughfare. And my position is that I want Glenwood to be a community.</p>	<p>Comment #35a Response: Refer to Comment #9b Response regarding a bypass.</p> <p>Comment #35b Response: Please refer to Chapter 1 of the EA for reasons that the bridge needs to be replaced. CDOT has involved the City of Glenwood Springs and other stakeholders and communities throughout the EA process, as detailed in Chapter 5 of the EA. Further, the Project Leadership Team formed for the project included representatives from Garfield, Eagle, and Pitkin Counties.</p> <p>Comment #35c Response: The area under the highway bridge at 7th Street includes improvements that will result in a more inviting and pedestrian friendly setting in this area. The hardscape and landscape in this area, designed with input from the DDA and other local stakeholders, will improve the visual quality of this area and provide an area for future neighborhood events, such as farmers' markets, etc., if the city and other organizations wish to promote such activities.</p> <p>Comment #35d Response: Regarding regional transportation issues, please refer to Comment #22b Response. Please note that several entities routinely conduct transportation planning for the area, as discussed in Comment #160c Response. The Grand Avenue Bridge project was prioritized as part of this process.</p>
35a	There's been numerous studies done. We've spent all kinds of money on various studies that have indicated that a bypass, a different route, is the solution here.	
35b	I don't see that the bridge needs to be replaced. But what I do see is that we need to decide what we want to be when we grow up. I've been saying all of this time this is a regional problem. And I'm finding it a little bit ironic that the only time that CDOT talked to any of the other communities was when they wanted some money to pay for the road. Seems to me like we're being sold a bill of goods. Seems to me like this is a situation where we're expected to believe that the emperor's fully dressed except he happens to be naked.	
35c	We're told all kinds of different benefits come from this road. Under the bridge is going to be bigger, and somehow that's more wonderful. I suppose it is for the pigeons. But I don't know even a smaller area is that great, so what are we going to do with a bigger area?	
35d	I think there's so many downsides to this. And it's unfortunate because I think there's a lot of people within this community and throughout the valley who have said, We want to be part of a complete regional transportation solution planning process, and they have been rejected in that.	

Comment #	Comment	Response
35e	<p>So I think that everybody who's come up here, with the exception of a couple of people, have talked about this being a regional problem. And it is a regional problem. It's more than just a bridge, and we all know that. And there's clearly a vocal majority of people who are here who believe that we need to stop, we need to regroup, and we need to decide exactly which direction we want to go, and that this is a much bigger problem.</p>	<p>Comment #35e Response: Refer to Comment #22b Response regarding regional issues. While most of the comments received at the public hearing voiced opposition to the project, CDOT has also received numerous comments during the comment period for the EA voicing support for the project. Public input is factored into the decision-making and, indeed, many design elements of the project reflect public and stakeholder input. Refer to Comment #9k Response. CDOT and FHWA consider all public input received throughout the EA and have considered this and other data collected in making a decision in the best overall public interest. This decision was based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, state, and local environmental protection goals. Also refer to Comment #9c.</p>
35f	<p>And then there's all the details. What does it look like when it hits Eighth Street? I have additional concern, since I live on Grand, that the reason that it was chosen to be the way it is is because it's easier for oil and gas to go on a curve rather than a 90-degree turn. Frankly, I don't want oil and gas trucks going in front of my house or anywhere in Glenwood Springs.</p>	<p>Comment Response #35f: Design of the southern bridge touchdown point at 8th Street is described in Section 3.1 of the EA, and many design elements of the project were displayed at the public hearing. The curved bridge alignment landing at Grand Avenue on the south and 6th and Laurel Streets on the north was chosen because it will result in improved traffic flow and transportation operations near Exit 116 and improved 6th Street multimodal connections. As discussed in Comment #21c Response, the project will not induce additional traffic.</p>
35g	<p>I think we need to stop. And I certainly think we need to take more time to look at this assessment. There was only two copies available. One at the library, one at CDOT. Neither one are very easy to access. And they take a long time to read. I printed the entire thing. It's three and a half reams of paper. So people need to be able to go to it, look at it, and spend some thoughtful time and make comment. There's no reason for this plan should be pushed down our throats.</p> <p>We need to be able to make comments as we're able. I think my time is out. Thank you.</p>	<p>Comment Response #35g: Hard copies of the EA were provided at several viewing locations that were listed in the EA. The EA is also available electronically on the project website. In response to comments regarding availability of the EA, additional copies of the EA, appendices, and technical reports were made available at the library to check out for review during the extended comment period.</p>
36	<p>Comment # 36: Terry Stark (verbal public hearing comment)</p>	
36a	<p>Thank you. My name is Terry Stark. I live at 809 Blake Avenue. I've listened to a lot of this. And my real question is how do we stop the city council from going forward and letting CDOT do what they want to do. They've got to be stopped.</p>	<p>Comment #36a Response: Comment noted.</p>

Comment #	Comment	Response
36b	<p>The other thing is the quality of life of the citizens of Glenwood Springs has really got to be considered big time.</p> <p>There was something else. Oh, yes. I forgot about it.</p>	<p>Comment #36b Response: Quality of life can be defined in many different ways, but many considerations commonly associated with quality of life have factored heavily into decisions made on this project. For example, the purpose and need of this project includes community values such as multimodal travel and safety. Project goals established early in the study relating to aesthetics, historic character, and minimizing impacts are reflected in the criteria used to evaluate different alternatives and design options.</p>
<p>37</p> <p>37a</p> <p>37b</p>	<p>Comment # 37: Nick Kelly (verbal public hearing comment)</p> <p>Thanks. My name is Nick Kelly. I'm new to Glenwood Springs. I've only lived here for two years. But I got to say I'm really pleased with all the people here who are standing up for what they believe. That's great. I believe the same thing.</p> <p>We don't need more traffic in Glenwood Springs. We don't need to have a better bridge for people to go up valley. The people up valley need a better way to get there. They don't need necessarily to have a new bridge in Glenwood Springs over Grand Avenue.</p> <p>There's got to be a way, even though I appreciate that CDOT is limited by what the state legislature allows it to do and how they appropriate money, there's got to be a way for CDOT to go back to the governor, the legislature, all of the politicians and tell them that Glenwood Springs doesn't need a new bridge now; we need a bypass somewhere that they have to figure out.</p>	<p>Comment #37a Response Please refer to Comment #9b Response regarding a bypass.</p> <p>Comment #37b Response: As described in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The project is also about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA. Please refer to Comment #9b Response.</p>
<p>38</p> <p>38a</p> <p>38b</p>	<p>Comment # 38: John Duven (verbal public hearing comment)</p> <p>I'm a county resident. I used to live in Glenwood Springs for about eight years. A couple comments. First thing is, you know, the bridge that's there right now is really adequate for Glenwood Springs. It's really what we're doing with the upper valley towns that do need this bridge improved because of the traffic that's going up there.</p> <p>This new bridge doesn't fix one problem except an inadequate bridge. It doesn't fix pollution, doesn't take one car off the road, the noise and the smell will still be on Grand Avenue.</p>	<p>Comment #38a Response: Solving traffic or regional transportation issues is not the purpose of this project. As described in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The project is also about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA.</p> <p>Comment #38b Response: Please refer to Comment #15a Response regarding traffic, air quality, and noise under the Build Alternative.</p>

Comment #	Comment	Response
<p>38c</p>	<p>This new bridge -- and it's hard to see on this model. But there's a computer over there, one of the laptops. There's still three lighted intersections, there's three stoplights that are going to make you stop, traffic flow. One of them's on I-70 to Sixth Avenue west. You'll get off of I-70 and go west. You'll head kind of over the bridge and take a left-hand turn and go back westbound on Sixth Avenue. Those things are not going to help the traffic flow. It's not going to be like it looks on that where the traffic's just going to flow through. There's going to be stops.</p>	<p>Comment #38c Response: The Build Alternative includes traffic control at certain intersections. The widened bridge lanes and new 6th Street and Laurel Street roundabout will improve traffic flow.</p>
<p>38d</p>	<p>I guess one other question I had, I just found this out that the Highway 82 access plan was already approved I guess. You all need to look at that and see what that does to Grand Avenue.</p>	<p>Comment #38d Response: CDOT coordinated extensively with the Access Control Plan team and Downtown Development Authority so that design of the Build Alternative will be consistent with the Access Control Plan that was being developed.</p>
<p>38e</p>	<p>It takes a lot of intersections out. It takes a lot of access to stores and moves some stoplights. Please look at that. Basically what we're going to have is a freeway off of I-70 all the way through Glenwood to 27th Avenue. Take a look at that. See what we can do. This bridge, Glenwood Springs doesn't need it. Glenwood Springs is doing fine.</p>	<p>Comment #38e Response: The proposed project will not result in construction of an expressway through Glenwood Springs; all project changes take place in the 0.4 mile of SH 82 north of 8th Street. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge by itself will not increase traffic capacity. The reconfigured SH 82 tie into I-70 will increase traffic capacity and reduce delay and congestion in this limited area. 8th Street and all intersections to the south will not have additional capacity. Refer to Comment #5dn Response regarding traffic speeds. The roadway will be designed to current standards and will be posted at 25 mph, which is consistent with the urban area and the roadways at both ends of the bridge.</p>
<p>39</p>	<p>Comment # 39: Jim Denton (verbal public hearing comment)</p> <p>I want to add one thing briefly. I have no doubt that CDOT, that our guys have worked hard creating this. But the solution is the regional solution, and it does require a bypass much more than a bridge.</p> <p>I remember two or three years ago talking to John Haines. He had been in Snow Mass at the meeting that John Hickenlooper attended. He tried to talk with the governor about this issue. And I remember him telling me the governor blew him off and said, the people of Glenwood Springs want more than they can afford. I'd like for him to see what they can afford to do for Estes Park right now. They're rebuilding three highways in a town of 7,500 people. They're building a new highway to Heaven in Estes Park that will cost in excess of \$300 million that will include beautiful new parks, everything imaginable. It is something that will really deserve to have his name on it. The person, the one person who's not here tonight who should be here listening and doing something about this to help us is the governor. We need a political solution and we need political support for this.</p>	<p>Comment #39 Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. Please refer to Comment #9b Response regarding a bypass.</p>

Comment #	Comment	Response
40	<p>Comment # 40: Sherry Reed (verbal public hearing comment)</p> <p>I live in Glenwood Springs. My heart is in Glenwood Springs. I work and commute up to Aspen. I've had to endure Highway 82 for 25 years on my commute, and especially at Briarwood Canyon. It was supposed to make Highway 82 safer.</p> <p>It's a nightmare.</p> <p>So I see nothing that we're gaining by putting something faster, because we're going to have more lanes to drive us through town.</p> <p>That's basically it. Thank you. We're not gaining a thing.</p>	<p>Comment #40 Response: The project will not add additional lanes on SH 82. Please refer to Comments #5dn and #12a Responses.</p>
41	<p>Comment # 41: John Haines (verbal public hearing comment)</p> <p>My name is John Haines. This probably won't take 30 seconds.</p> <p>As much as Joe and Craig and the folks at city council would like to think that these are all plants that I have here tonight, none of them are. These are honest to goodness citizens of Glenwood Springs that have come out to share what's in their heart with you people.</p> <p>You talk about all the people that you talked to at the market. I'm not sure where they are tonight, but they certainly aren't here.</p> <p>You guys, look at what's going on. I think you need to revisit it. I asked Don Hunt to come tonight so that he would hear this forum. But he has another meeting so he couldn't come.</p> <p>And I just hope you'll take some of this back to him and the other people that are involved in city council, and listen to what these citizens are saying. They're not here for fun; this comes from their heart. Please listen.</p> <p>Thank you.</p>	<p>Comment #41 Response: CDOT has reviewed and considered all comments received during the EA comment period, including those provided at the public hearing.</p>

Comment No.	Comment	Response
42	<p>Comment # 42: Jerry Law</p>	
		
	<p>Comment Sheet Public Hearing, November 19, 2014</p>	
	<p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p>	<p>Comment #42a Response: CDOT is working with the Hot Springs Lodge and Pool and evaluating several options to replace parking. CDOT will mitigate parking impacts as a result of the project.</p>
42a	<p>A.) Far too many parking spaces lost at the pool's west lot!!</p>	<p>Comment #42b Response: A parking garage was an option considered for mitigating parking impacts. Although a garage was not selected as the best solution, it was considered. This project does not preclude future consideration of a parking garage, but it will not be included in this project.</p>
42b	<p>1) The pool, town, and surrounding businesses would benefit from a parking garage west of the Grand Ave. bridge on the pool's lots</p>	<p>Comment #42c Response: See Comment #42b Response. While a parking garage was considered, the proposed surface lot was selected as the best solution to mitigate impacts to existing parking.</p>
42c	<p>2) The bridge project would benefit from the parking garage!!</p>	
42d	<p>3) The surrounding neighborhood already suffers greatly from pool parkers & tourists. End the abuse & share in the cost of the garage and use the top floor as a bridge staging/office area.</p>	<p>Comment #42d Response: The purpose of the project is to improve multimodal connectivity across the river and address structural and functional issues with the bridge. We recognize that parking issues are an existing condition. CDOT will mitigate parking lost as a result of the project, but cannot provide mitigation to address an existing condition. A parking structure was considered to address parking issues; however through the stakeholder coordination process, funding was not identified for cost sharing.</p>
42e	<p>B.) The existing bridge can be fixed/upgraded/replaced without much disruption: 1) Build concrete arches similar to Howard's "Tillman bridge"; arches can be built outside the existing footprint.</p>	
	<p>2) The arch super structure is appealing to the eye, can touch down at the river's edges, accommodate the I-70 EB on-ramp lengthening, etc.</p>	
	<p>3) The existing bridge only needs to be widened 2' in each lane to attain 11'-4" lanes; or do 10'-6" lanes like Rifle's RR Ave. and make a narrow shoulder.</p>	
42f	<p>4) Use design/build, not architects/engineers trying to get an award!</p>	
42g	<p>5) see attached ages of historical bridges - why could the old-timers make a bridge last 136 yrs to 650 yrs? Why can't we?</p>	<p>Comment #42e Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Chapter 2 and Appendix A of the EA.</p>
	<p>Optional Information</p>	
	<p>Name: Jerry Law, P.E.</p>	
	<p>Address: 335 Donegan Road, GWS, 81601-266b</p>	
	<p>Phone: 945-2769</p>	
	<p>E-mail: Jerry@TownofGypsum.com</p>	
	<p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p>	
42h	<p>c) A smart plan would find the \$ for a bypass, then rebuild the existing bridge.</p>	<p>Comment #42f Response: Design/Build was one of several project delivery methods evaluated earlier in the study. CDOT selected the Construction Manager/General Contractor (CM/GC) project delivery method over design/build delivery for several reasons. Generally, these reasons related to project risk and the sensitive nature of bridge demolition and erection within a dense downtown area and over a river and major transportation facilities. CM/GC allows an owner (CDOT) to engage a construction manager during the design process to provide constructability input.</p>
42i	<p>d) Encourage housing south of Glenwood to work in Aspen!! Right!</p>	<p>Comment #42g Response: Because functional needs of bridges change, most modern bridges are designed for 75 year lifespans. This provides an efficient bridge that is not overdesigned. Bridges can be designed for longer lifespans and sometimes are depending upon the location and circumstances.</p>

Comment No.	Comment	Response
		<p>Comment #42h Response: Please refer to Comment #9b Response regarding a bypass.</p> <p>Comment #42i Response: See Comment #12a Response regarding the purpose of this project. CDOT does not have jurisdiction over land use decisions.</p>
<p>42 (cont'd)</p> <p>42k</p> <p>42l</p> <p>42m</p> <p>42n</p> <p>42o</p> <p>42p</p> <p>42q</p> <p>42r</p> <p>42s</p> <p>42t</p> <p>42u</p> <p>42v</p> <p>42w</p>	<div style="display: flex; justify-content: space-between;"> <div style="border: 1px solid black; padding: 2px;"> <p>Brooklyn Bridge (1883) is 131 years old.</p> </div> <div style="border: 1px solid black; padding: 2px;"> <p>Golden Gate Bridge 1937 is 77 years old.</p> </div> <div style="border: 1px solid black; padding: 2px;"> <p>London Bridge (1832 to 1968) was 136 years old.</p> </div> <div style="border: 1px solid black; padding: 2px;"> <p>London Bridge (1176 to 1832) was 656 years old.</p> </div> </div> <p style="text-align: right; margin-right: 50px;">Pg # 2 11/19/14 Jerry Lee</p> <p style="text-align: center;">GRAND AVENUE BRIDGE REPLACEMENT: PROS AND CONS</p> <p>Arguments for:</p> <p>1952</p> <ol style="list-style-type: none"> 1. The Grand Avenue bridge is 60 years old, and will need to be replaced at some time in the future. Maybe the British can build us another 656 year old bridge? 2. The bridge has been declared by CDOT as "functionally obsolete" for the following reasons: <ol style="list-style-type: none"> a. The lanes are 9'- 4" wide compared to the current highway standard of 12'. b. The clearance over the railroad is one foot less than the current standard of 23'- 6" for new construction. So use lower beams and more of them! c. The clearance over 7th Street is 4" less than the current standard of 14'. so lower 7th street!! d. Scouring action is occurring around the base of the bridge pier in the Colorado River. So do a clear-span arch from bank-to-bank to reinforce/renovate the existing bridge. e. The location of the north and south bridge piers compromises the function of one I-70 off-ramp and one on-ramp. Big safety concern-- Fix it, or merge all EB traffic to left lane. <p>* The current bridge has not been classified as "structurally unsafe", and CDOT has not posted any load limits on trucks using the bridge. Save money and upgrade it.</p> <p>Arguments against:</p> <ol style="list-style-type: none"> 1. A new bridge will continue to deliver Hwy. 82 traffic onto Grand Avenue, and will do nothing to resolve the increasing Grand Avenue traffic congestion; it only perpetuates it. 2. The new entrance to downtown Glenwood Springs, as currently proposed, is too grandiose, and is not in keeping with the character of our community. Also, its 12' wide lanes will encourage Grand Avenue traffic to move at excessive speeds. 3. During the closure of the present bridge for an estimated two months during construction, Midland Avenue will have to carry all of the traffic through town, including semi-trailer trucks. This will create gridlock of all vehicular traffic, disrupting school operations, emergency vehicle response, and the functioning of local businesses and Glenwood Springs and RFTA buses.* 4. Traffic will be severely impeded during construction of the reconfiguration of the 6th and Laurel (Village Inn) intersection, which could require closure of I-70 Exit 116.* Ridiculous design...looking for an award to litter their wall??? <p>* Before any of this construction is started, another route through town adequate to accommodate traffic with a minimum of inconvenience needs to be made available.</p> <p>5. Absolutely no respect for private property, pool parking, nor visual impact.</p> <p>6. Absolutely no respect for my tax dollars. The existing bridge could likely be widened and all the items above addressed for less than \$40M, if an innovative design/build firm was hired, rather than the percentage-of-final-cost designers.</p> <div style="margin-top: 20px;"> <p>room for widening EB I-70 on-ramp</p>  <p>remove pier at end</p> <p>CONCRETE ARCH (Looking East)</p> </div>	<p>Comment #42k Response: Please refer to Comment #7b Response for reasons that a rehabilitation alternative was dismissed.</p> <p>Comment #42l Response: The substandard clearance over the railroad is only one of the many structural and functional deficiencies of the existing bridge. Please refer to Comment #7b Response for reasons that a rehabilitation alternative was dismissed.</p> <p>Comment #42m Response: The substandard clearance over 7th Street is only one of the many structural and functional deficiencies of the existing bridge. Lowering 7th Street would create issues with a number existing utilities in 7th Street, and would not address the other bridge deficiencies.</p> <p>Comment #42n Response: The scour issue with the bridge pier in the middle of the river is only one of several bridge deficiencies. Please refer to Comment #7b Response for reasons that a rehabilitation alternative was dismissed.</p> <p>Comment #42o Response: One of the bridge's functional deficiencies is the substandard horizontal clearance caused by the location of bridge piers related to I-70 travel lanes. However, that is only one of several deficiencies of the existing bridge. Please refer to Comment #7b Response for reasons that a rehabilitation alternative was dismissed.</p> <p>Comment #42p Response: Please refer to Comment #7b Response for reasons that a rehabilitation alternative was dismissed.</p> <p>Comment #42q Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.</p> <p>Comment #42r Response: Design of project elements, such as entrances, roundabout, and bridges, has incorporated input received from stakeholders,</p>

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		<p>including aesthetic treatments that reflect the city’s historic and mountain town setting. Please refer to the Comment #5dn Response regarding traffic speeds.</p> <p>Comment #42s Response: The Midland Avenue to 8th Street detour route will be carrying substantial truck volume, and key locations such as turning intersections will be modified to accommodate truck turning. CDOT recognizes that the Midland Avenue and 8th Street detour route has less traffic capacity than existing SH 82. As a result, existing traffic flows will create more congestion on the detour unless Travel Demand Management (TDM) strategies are put in place to both reduce the demand and increase the capacity during peak hours. (TDM strategies include measures such as voluntary shifting of travel times to off-peak periods; use of carpooling; and use of alternate travel modes, such as public transportation, walking, and biking. Please refer to 3.2.3 of the EA for more information about TDM measures.) Therefore, part of the detour work will include a substantial TDM element that will provide publicity about travel alternatives for all users of SH 82. Part of this effort is to provide ways for RFTA vehicles to have a time advantage through the use of exclusive lanes where feasible.</p> <p>Comment #42t Response: Refer to Comment #5r Response regarding the construction phasing for the 6th Street and Laurel Street intersection, which is geared toward minimizing traffic disruption.</p> <p>Comment #42u Response: There is an existing and established regional transportation planning process that considered all regional and local transportation needs. Another route through town has been considered and studied as part of several studies but has not resulted in any regional or local agreement of either the need or alignment of such a route. The regional planning process has identified addressing the Grand Avenue Bridge problems as a high priority need. The Grand Avenue Bridge project has identified a temporary detour along with enhanced transit and TDM tools for use during the bridge closure period. Establishment of a new route for the detour is not considered a cost effective option.</p> <p>Comment #42v Response: The study team is committed to minimizing impacts to property, parking, and visual impacts as a result of the project. The design of the Build Alternative minimizes these impacts to the extent practicable. Section 3.5 of the EA evaluates right-of-way impacts; Sections 3.2, 3.3, 3.4, 3.5, and 3.6 evaluate parking impacts; and Section 3.1 of the EA evaluates visual impacts. Measures to mitigate impacts are outlined in Table 4-2 of the FONSI.</p> <p>Comment #42w Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The</p>

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		rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response.
43	<p>Comment # 43: Sandy Boyd</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <hr/> <p>43a <i>• This project replaces a bridge that could be repaired.</i></p> <p>43b <i>• This project does not address the main problem — volume of traffic. Even CDOT has said Grand Ave / Hwy 82 cannot handle the volume.</i></p> <p>43c <i>• The volume of traffic needs to be diluted by having other routes through town. (additional)</i></p> <p>43d <i>• CDOT and City of Glenwood have conflicting goals. CDOT wants to hasten traffic flow through town. Glenwood wants a pleasant walkable town. Both could be achieved but not this way.</i></p> <p>43e <i>• The planned traffic detour during construction is unsafe and unacceptable unacceptable.</i></p> <hr/> <p>Optional Information</p> <p>Name: <i>Sandy Boyd</i></p> <p>Address: <i>1109 Red Mtn Dr Glenwood</i></p> <p>Phone: <i>970 945 5900</i></p> <p>E-mail: <i>Sandy@glenwoodsew.com</i></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #43a Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response.</p> <p>Comment #43b Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. Traffic on Grand Avenue and a bypass are discussed in Comment #13b, #21c, and #9b Responses.</p> <p>Comment #43c Response: The EA evaluated several alternate locations for a bridge or bridges that involved the use of other roadways through town. Refer to Chapter 2 and Appendix A of the EA for more information about those alternatives and reasons they were eliminated. Rerouting traffic away from the existing bridge would not address the existing deficiencies of the bridge and would not meet the purpose and need of this project.</p> <p>Comment #43d Response: The purpose of this project, as stated in the EA, is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs to the historic Glenwood Hot Springs area while addressing structural and functional issues with the aging bridge structure and the related connectivity deficiencies. The purpose of this project is not to hasten traffic flow through Glenwood and, as discussed in the Comment #5dn Response, is not expected on appreciably increase traffic speeds. Also, the Build Alternative includes improvements to bike and pedestrian facilities.</p> <p>Comment #43e Response: Options for detour routes are limited. Detour routes described in the EA represent the most reasonable solutions to accommodate traffic during construction. Working with the City on potential detour routes resulted in the addition of the temporary 8th Street connection as a way to mitigate traffic impacts on Midland south of 8th Street.</p>

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45	<p>Comment # 45: Ken Jones</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>THANK YOU TO JOE EISEN, CRAIG GASKILL AND EVERYONE ELSE WITH CDOT FOR ALLOWING PUBLIC INPUT ON MULTIPLE OCCASIONS.</p> <p>I LIKE THE PLAN FOR THE NEW BRIDGE ON GRAND AVENUE AND HOPE WE CAN PROCEED AS SOON AS POSSIBLE WITH THIS PROJECT</p> <p>Optional Information</p> <p>Name: <u>KEN JONES</u></p> <p>Address: <u>189 ORCHARD DRIVE, GLENWOOD SPRINGS CO</u></p> <p>Phone: _____</p> <p>E-mail: <u>K.S.JONES189@GMAIL.COM</u></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #45 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

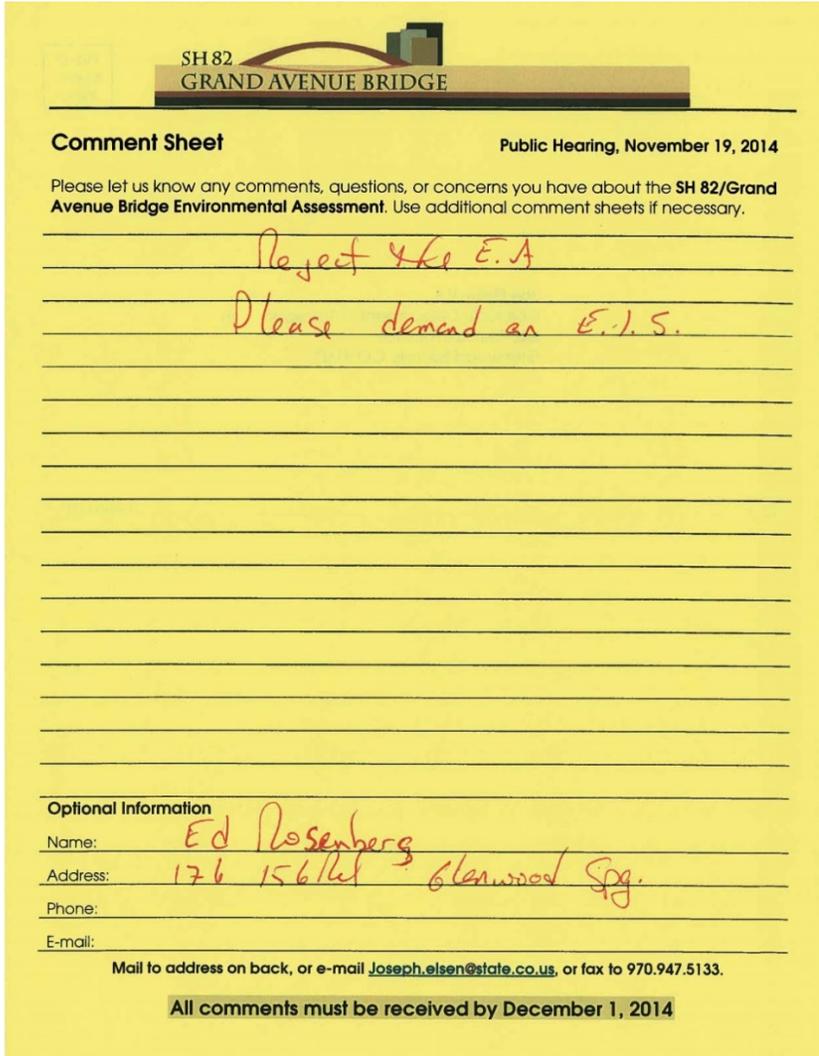
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<p>46</p> <p>46a</p> <p>46b</p>	<p>Comment # 46: Margie Crow</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>Any day - look at the traffic -</p> <p>This bridge will NOT help. It is great for CDOT - it will move traffic faster through Glenwood. But are we NOT worthy of being the "destination" - NOT just a way to get to Aspen.</p> <p>Side note - I got rear ended yesterday on S. Glen - stop and go traffic - a kid, not totally paying attention.</p> <p>Optional Information</p> <p>Name: Margie Crow</p> <p>Address: Downtown Drug - 825 Grand Ave GWS</p> <p>Phone: 970 945 0276</p> <p>E-mail: margie@downtowndrug.com</p> <p>Mail to address on back, or e-mail Joseph.Eisen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #46a Response: Addressing traffic issues in Glenwood Springs is not the purpose of this project. As described in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The SH 82/Grand Avenue Bridge project is about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.</p> <p>Comment #46b Response: Please refer to Comment #5dn Response regarding traffic speeds under the Build Alternative.</p>

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<p>47</p> <p>47a</p> <p>47b</p> <p>47c</p>	<p>Comment # 47: C. Jacobson</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>The new BIG bridge is going to create increase the traffic volume, loud noise, more air pollution to downtown Glenwood Springs. It is ^{an} environmental disaster. I own business right by the bridge and it is bad enough now for the noise, dust, pollution and I can not imagine what this gigantic bridge does to downtown. We do NOT want ^{current} this bridge and I want to see this ^{new} bridge for local traffic only and make downtown more pedestrian friendly and not a super highway for CDOT to move people for the need of Aspen, snowmass. We do not want to be the "sacrificial lamb lamb" for the upper valley. Let's do things right and build the by pass once for all to solve the problem. Save this 110 million dollars for building the by-pass. PLEASE!!</p> <p>Optional Information Name: C. Jacobson Address: Downtown GWS. Phone: 970-274-8709 E-mail: Knutsande@aol.com</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #47a Response: Please refer to Comment #13b and #21c regarding traffic under the Build Alternative and Comment #15a Response regarding air quality and noise under the Build Alternative. As described in Chapter 8.0 of the FONSI, FHWA has determined the Build Alternative will not result in significant environmental impacts. CDOT will undertake mitigation measures that will minimize the minor to moderate environmental impacts that will result from the Build Alternative, as detailed in Table 3-2 of the FONSI.</p> <p>Comment #47b Response: As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. The proposed project will not result in construction of a super highway through Glenwood Springs. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards.</p> <p>Comment #47c Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

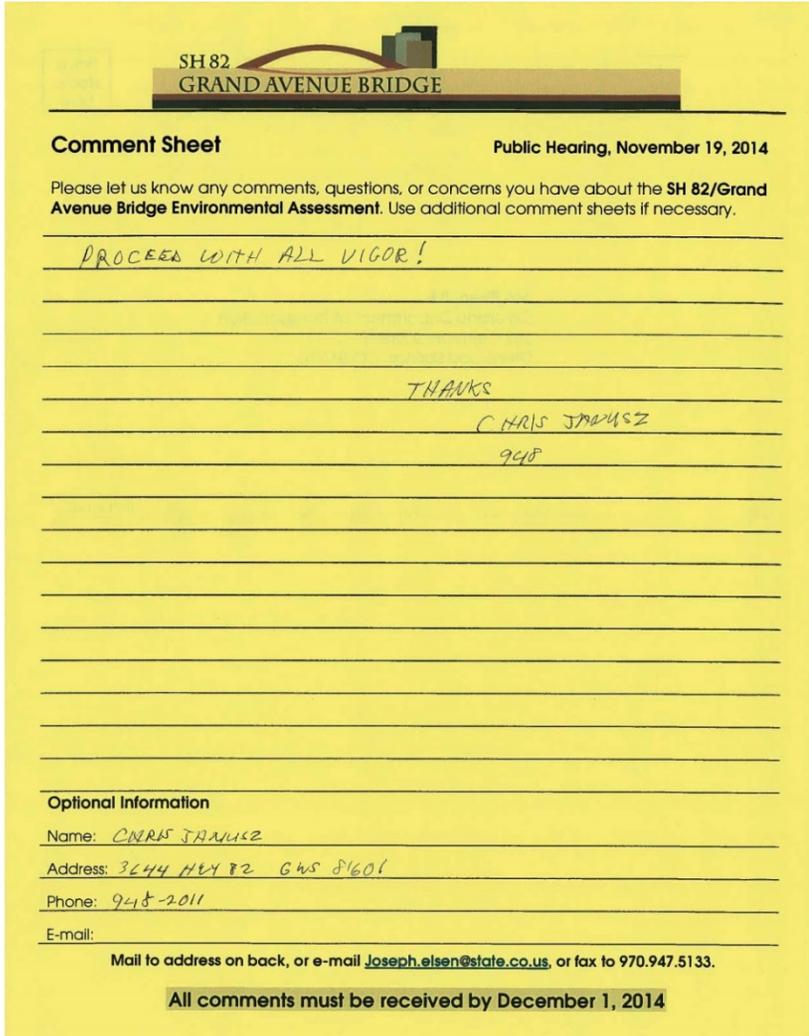
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<p>48</p> <p>48a</p> <p>48b</p> <p>48c</p> <p>48d</p>	<p>Comment # 48: Anonymous</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>48a: Terrible, not for Glenwood only a by-pass!</p> <p>48b: Don't shove this down our throat! Does not fit Glenwood.</p> <p>48c: Show future plans with 100+ cars down downtown Glenwood, not 2 cars as you now show in your pictures.</p> <p>48d: WRONG! This plan from CDOT is only fit for Denver.</p> <p>Optional Information Name: 41 yr local Address: Phone: E-mail:</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #48a Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p> <p>Comment #48b Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards, and improve the north and south bridge connections. In order for the project to fit in with the historic mountain town setting of Glenwood Springs, aesthetic treatments have been developed for project elements, such as bridge side barriers, walls, pedestrian underpass, elevator, and stairs that reflect input from the public and local agencies, including the City of Glenwood Springs Historic Preservation Commission.</p> <p>Comment #48c Response: Comment refers to graphics and roundabout simulation displayed at the November 19, 2014 public hearing. The purpose of the graphics and simulation was to illustrate traffic movements, not to represent traffic volumes.</p> <p>Comment #48c Response: Please refer to Comment #48a Response.</p>

Comment No.	Comment	Response
49	<p>Comment # 49: Andrew McGregor</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>49a Please extend the comment period for the EA. The 30 day timeline is simply insufficient for the community to absorb and respond to the impacts of the project.</p> <p>49b Very concerned about the impacts on residents and businesses when traffic is rerouted onto 6th Street. Not sure this has been adequately vetted in EA.</p> <p>49c The project will have a significant impact on the urban forest particularly north of the river. Tree loss will occur along the river (construction access), along rights of way 6th, 11th River and the pool parking lot. This impact has not been quantified and replacement of this loss has not been addressed in EA.</p> <p>Optional Information Name: Andrew McGregor Address: 48 Wildwood Lane, GWS CO 81601 Phone: 945-7325 E-mail:</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #49a Response: The 30-day comment period (October 31, 2014 to December 1, 2014) for the EA was extended 30 days, to conclude on December 31, 2014. The comment period extension was announced in several ways, including news advertisements, a press release, email blast, and the project website. Refer to Section 5.1 of the FONSI for more details.</p> <p>Comment #49b Response: As described in Section 2.4.2 of the EA, the 6th Street detour will only be used up to 10 times during the entire construction period. The detour will be planned to occur between the hours of 8:30 p.m. and 5:30 a.m., when current traffic volumes are generally between 50 and 150 vehicles per hour per direction on I-70, according to CDOT data. CDOT will undertake mitigation measures listed in Table 3-2 of the FONSI to minimize temporary impacts from detour operations.</p> <p>Comment #49c Response: Vegetation impacts, including trees, are evaluated in Section 3.12 of the EA. The Build Alternative will temporarily impact approximately 1.8 acres of riparian vegetation, primarily because of the construction of the temporary causeways on both banks of the Colorado River. Landscaped areas along local streets and parking lots will be impacted by construction, requiring removal of some plants and trees. CDOT will mitigate this impact as described in Table 3-28 of the EA and Table 3-2 of the FONSI. Mitigation measures in these tables include preserving existing trees to the extent practicable, and replacing riparian trees along riverbanks that are removed during construction per CDOT's Guidelines for Senate Bill 40 Wildlife Certification. Also refer to Comment #5e Response.</p>

Comment No.	Comment	Response
50	<p>Comment # 50: Terri Partch</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>My greatest concern with the project is the impact that will occur with the Midland Avenue detour. I believe that the residents from 8th to 27th will have real difficulty getting into their driveways and neighborhoods. Overall, however, I think that the project will be a benefit to Glenwood Springs. I think that the safety of the 6th and Laurel intersection will be improved, additional pedestrian connectors will be made and economic opportunities on 6th street will be created.</p> <p>Optional Information Name: Terri Partch Address: 38 Beaver Court, Glenwood Springs CO 81601 Phone: 230-9569 E-mail: partchfamily@comcast.net</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #50 Response: As described in Section 3.2.3 of the EA, in residential areas along Midland Avenue, particularly the denser residential areas between 8th and 27th Streets, CDOT will monitor traffic during the full bridge closure and respond with appropriate measures to mitigate traffic impacts. These measures could include temporarily reducing the number of accesses onto Midland Avenue from neighborhoods with more than one access, and/or using flaggers or intersection controls during peak travel periods.</p>

Comment No.	Comment	Response
51	<p>Comment # 51: Ed Rosenberg</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p style="text-align: center; color: red;">Project & the E.A. Please demand an E.I.S.</p> <p>Optional Information</p> <p>Name: <u>Ed Rosenberg</u></p> <p>Address: <u>176 156th Glenwood Spg.</u></p> <p>Phone: _____</p> <p>E-mail: _____</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p style="text-align: center;">All comments must be received by December 1, 2014</p>	<p>Comment #51 Response: Please refer to Comment #9f Response.</p>

Comment No.	Comment	Response
52	<p>Comment # 52: Brad Janssen</p>	
	 <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p><i>Joe</i> I've lived here for 26 yrs and love our town:</p>	<p>Comment #52a Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards, and improve the north and south bridge connections. In order for the project to fit in with the historic mountain town setting of Glenwood Springs, aesthetic treatments have been developed for project elements, such as bridge side barriers, walls, pedestrian underpass, elevator, and stairs that reflect input from the public and local agencies, including the City of Glenwood Springs Historic Preservation Commission.</p>
52a	<p>1) Bridge Design Doesn't fit our town</p>	<p>Comment #52b Response: Colorado Bridge Enterprise (CBE) funds are covering the majority of the construction cost of the project. Additional budget information is included in Comment #5n Response and Section 2.3 of the FONSI.</p>
52b	<p>2) The 559 million CDOT is "giving" us is going to be just a small part of the cost</p>	<p>Comment #52c Response: Please refer to Comment #10a Response regarding issues with the bridge.</p>
52c	<p>3) If our old bridge was in imminent danger of falling it would be down to our lane or closed down.</p>	<p>Comment #52d Response: Please refer to Comment #9b Response regarding a bypass, and how regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>
52d	<p>4) Give us your support for a bypass that will truly provide a solution to our traffic issues.</p>	<p>Comment #52e Response: Budget information is included in Comment #5n Response and Section 2.3 of the FONSI. Please refer to Comment #9b Response regarding a bypass.</p>
52e	<p>5) If CDOT can afford to build new interchanges for Engle and Parachute they can help build our bypass.</p>	
	<p>Optional Information</p> <p>Name: <u>BRAD JANSSEN</u></p> <p>Address: <u>514 N. TRAVELER GWS, CO</u></p> <p>Phone: <u>970-945-1261</u></p> <p>E-mail: <u>b_janssen@comcast.net</u></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	

Comment No.	Comment	Response
53	<p>Comment # 53: Chris Janusz</p> 	<p>Comment #53 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
54	<p>Comment # 54: Anonymous</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>54a Please do a Valley wide EIS statement before deciding to go any further. The present EA must be rejected!</p> <p>54b I live, work & walk downtown. This is my neighborhood - I am not an automobile. I am not being considered. The residents of downtown are being ignored.</p> <p>Don't ever stop you & regroup!</p> <p>Optional Information Name: _____ Address: _____ Phone: _____ E-mail: _____</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #54a Response: Please refer to Comment #9f and #13b Responses.</p> <p>Comment #54b Response: Please refer to Comment #9k Response regarding public involvement process for this project. The Build Alternative includes general improvements to pedestrian and bicycle facilities, access, and movement from the new pedestrian bridge, improved bridge connections, the new pedestrian/bicycle path, and underpass connecting the Two Rivers Park Trail and 6th Street.</p>

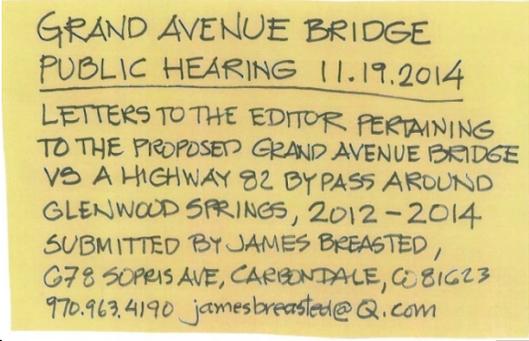
Comment No.	Comment	Response
55	<p>Comment # 55: Linda Hayes</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p><i>We need a bypass in case we have an emergency + need to evacuate the surrounding Fort Valley</i></p> <p>Optional Information Name: <i>Linda Hayes</i> Address: _____ Phone: _____ E-mail: <i>lindahayes@skybeam.com</i></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #55 Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

Comment No.	Comment	Response
56	<p>Comment # 56: Myles Rovig</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p><i>DURING OUR LAST WILD FIRE THERE WAS A HUGE BOTTLENECK AT THE STOPLIGHT ON 6TH & LAUREL. THE CAUSES WERE MANY BUT ESSENTIALLY THERE WAS NO TRAFFIC CONTROL FOR AN EMERGENCY. THIS WAS AGGRAVATED BY HUNDREDS OF CARS/PEOPLE FLEEING THE FIRE. THE TRAFFIC WAS BACKED ALL THE WAY TO SOCCER FIELD RD. IT WAS AMAZINGLY FORTUNATE THAT THE FIRE DID NOT CATCH US BY RUSHING PAST STORM KING ROAD. I'VE NOT READ NOR HEARD OF PLANNING FOR ANOTHER SUCH DISASTER.</i></p> <p><i>56a (Quest. 1) WAS THE DESIGN PREPARED CONSIDERING CLOSURE OF THE INTER-STATE IN BOTH DIRECTIONS?</i></p> <p><i>56b 2) WAS THE DESIGN PREPARED WITH A FIRE DISASTER CONSIDERED?</i></p> <p><i>56c 3) HAVE THE GWS POLICE, SHERIFF, STATE PATROL, AND FIRE DEPARTMENT GIVEN INPUT? SCHOOL DIST.</i></p> <p><i>56d 4) IS THERE A DISASTER TRAFFIC PLAN?</i></p> <p>Optional Information Name: <i>Myles Rovig</i> Address: <i>750 GREENWAY GWS 81601</i> Phone: <i>970-309-1707</i> E-mail: <i>micky@rof.net</i></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #56a Response: The Build Alternative design did not specifically consider full closure of I-70 due to fire.</p> <p>Comment #56b Response: Please refer to Comment #56a Response.</p> <p>Comment #56c Response: The study team has consulted the area's emergency service providers and the school district during the course of the study. This coordination will continue through construction.</p> <p>Comment #56d Response: CDOT will coordinate with emergency service providers, law enforcement, City of Glenwood Springs, and other agencies and provide input in development of their Incident Management Plan (IMP) in conjunction with other agencies. There is a permanent IMP in place for the entire I-70 mountain section (Utah to Morrison). There is nothing specifically about the design concept of the Grand Avenue Bridge that will impede traffic flow in case of an emergency, although the design is more conducive to feeding traffic onto I-70 from SH 82, or accepting traffic from I-70 onto SH 82 in case of emergency.</p>

Comment No.	Comment	Response
57	<p>Comment # 57: Robert F. Gish</p>	
	 <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <ul style="list-style-type: none"> • TALKED TO DAVID WITH TSH IN DETAIL, • BRIDGE SEEMS LIKE A GO, SHORT TERM SOLUTION, ^{NEED} BYPASS • COMMENTS WITH THE TEMPORARY 8TH DETOUR <ul style="list-style-type: none"> 1) SEEMS LIKE A WASTE OF RESOURCES TO PUT IN A TEMPORARY ROUTING THEN REMOVE IT. COORDINATE A PERMANENT 8TH STREET WITH CITY, ^{HOW MUCH OF} \$5.5 MILLION? 2) ENHANCED PEDESTRIAN CROSSING AT 8TH PITKIN 3) EMERGENCY POLICE/SHERIFF EGRESS/ACCESS TO 8TH SCHOOL 4) PHYSICAL BARRIER AT SCHOOL 8TH NO SHORT CUTS 5) PHYSICAL BARRIER AT PITKIN 8TH NO SHORT CUTS 6) USPS TRUCKS OFF OF RESIDENTIAL AREAS ^{COLORADO PITKIN} 7) TRAFFIC CONGESTION AT 9TH /COLORADO AT THE USPS. SPEND TIME ON THIS ITEM. 8) CONCERNED ABOUT SQUARE ABOUT Colo/Grand 8TH/9TH 9) DOWNTOWN GRAD NEEDS MORE DETAIL WORK - IMPACT TO MERCHANTS 10) UNATTENDED ^{BY PRODUCTS} GRADE SCHOOL CHILDREN WALKING <p>Optional Information</p> <p>Name: <u>ROBERT F. GISH</u></p> <p>Address: <u>817 PITKIN AVENUE GLENWOOD SPRINGS, CO 81601</u></p> <p>Phone: <u>970-230-9492</u></p> <p>E-mail: <u>rfgish@AOL.COM</u></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #57a Response: As described in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. Several alternatives were evaluated to meet the purpose and need, as detailed in Chapter 2 and Appendix A of the EA. The Build Alternative will provide a long-term solution to resolving the deficiencies of the existing bridge. Refer to Comment #13b Response regarding the planning horizon for the project. Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p> <p>Comment #57b Response: Please refer to Comment #24e Response.</p> <p>Comments #57c, #57d, #57e, #57f, and #57g Response: The details of pedestrian safety and traffic mitigation at the local intersections along 8th Street during the temporary 8th Street detour are currently being incorporated into the preliminary design plans based on public and City input for this area. It has been discussed that one of the existing six crosswalks at Pitkin, School, and the parking lot access should be enhanced with improved signing and to focus the pedestrians and any added enforcement at one location – probably School Street because it is located at the midpoint of the six crosswalks. The remaining ones will be temporarily closed with small barricades. The traffic mitigation will include temporary traffic barriers restricting potential short-cut turns onto Pitkin and School Streets. Northbound egress from those streets will still be allowed onto 8th Street. These temporary barriers are shown on Figure 2-4 (“SH 82 Detour Route, Downtown”) in the FONSI. The design will also accommodate police station access and postal trucks in this area.</p> <p>Comment #57h Response: Diagonal parking will be converted temporarily to parallel parking along Colorado Avenue during the construction detour, which should help with congestion. Also, a temporary barrier will be placed at the 9th Street/Colorado Avenue to divert “cut-through” traffic on Colorado Avenue. Also refer to Comments #57c through #57g Responses.</p>

Comment No.	Comment	Response
		<p>Comment #57i Response: Although specific concerns about the square about are not included in your comment, Section 2.4.2 of the EA describes mitigation measures that will be employed to handle the higher traffic volumes along the “square about” during operation of the 8th Street detour. Please also refer to Comments #57c through #57g Responses and #57h Response describing other measures that will be undertaken to guide traffic through the square about and to address pedestrian crossing issues during the temporary 8th Street detour. Also refer to Section 2.2.2 of the FONSI.</p> <p>Comment #57j Response: Section 3.6.3 of the EA described the temporary impacts anticipated to occur to businesses during the 90-day full bridge closure and the SH 82 Detour along 8th Street, including the temporary impacts to visibility of businesses in the 700 block of Grand Avenue. Section 3.6.4 of the EA, as well as Tables 3-2 and 4-1 of the FONSI, describe the measures that will be employed to minimize these impacts.</p> <p>Comment #57k Response: There is a designated Safe Route to School along 9th Street, but it is on the south side so it will be unaffected. Therefore, there are no changes and no additional traffic conflicts added as a result of the proposed detour.</p>

Comment No.	Comment	Response
58	<p>Comment # 58: Jan and John Haines</p> <p style="text-align: right;">Page 1 of 1</p> <p>Jan & John Haines</p> <hr/> <p>From: <Rbzonie@aol.com> Date: Wednesday, November 19, 2014 8:20 AM To: <haines@rof.net> Subject: Comments sent to CDOT</p> <p>The text of this EA, while interesting, comes to a conclusion not meeting the requirements of the National Policy Environmental Act (NEPA) since that act requires the examination of ALL alternatives to the proposed action. A stated goal (2.1.1) is "to improve connectivity between the south side of the Colorado River(down-town Glenwood Springs) and the north side of the river (historic Glenwood Hot Springs area and I-70). An excellent alternative happens to exist only a few hundred feet downstream that meets the above stated goal. Despite repeated requests for inclusion by individuals and interested groups, that part of a legal study was brushed aside. During 1979 the railroad corridor was an alternative included in a study of ways to reduce traffic on Grand Avenue, was endorsed by the city council, who made a written request that the Department of Highways budget money to begin construction. Since that time many additional studies have been made of alternatives, none acknowledged, or even mentioned in the EA.</p> <p>Another stated goal was "reduce and minimize construction impacts to businesses, transportation users, and visitors. No highway project, including the building of I-70 through Glenwood Canyon, will miss this goal as badly as the one described in the EA.</p> <p>Under Sec 2.4- Alternatives, a discussion "a SH82 bypass" was briefly mentioned. Actually the rail road corridor is not a "bypass", but is a relocation of SH82. It passes through the heart of the city. An EIS for this alternative has never been written, but deficiencies in the current bridge would have to be addressed in that document. Other statements in that section are invalid, especially the estimate that this relocation would cost five to ten times current available funding. That would be \$500 million to \$1 billion. A study of the alternative should provide a more realistic estimate. In consideration of the fact that no funds have been made available for relocation of SH82, this is a common approach to funding state highway projects. No construction funding was provided for I-70 through Glenwood Canyon or over Vail Pass, or SH82 from Carbondale to Aspen until a design had been approved.</p> <p>Construction phasing discusses building "causeways" alongside the new bridge to facilitate construction. Causeways would be built by dumping dirt and rocks into the river and leveling and compacting with appropriate equipment. The water would be muddied during this phase of the construction and later on when that material was removed. While the river here is not considered to be 'prime' fishing water, it is an excellent trout and whitefish fishery. No discussion of this impact can be found in the EA.</p> <p>Detours as described in the EA will cause much inconvenience and dissatisfaction, especially while 18-wheelers rolling are past the Colorado Hotel (Fig. 2-13). The EA should discuss the handling of peak period traffic backing out onto I-70.</p> <p>The most important aspect of the entire study is not addressed in the EA, that being the high traffic volumes locked onto Grand Avenue as a result of the proposed action. Air quality, congestion, trucks, many carrying hazardous loads are an impact on this beautiful mountain city. The answer from supporters of the EA say this action would not block future consideration of an alternate route. Really? After spending over \$100 million on this project, will CDOT ever consider funding for a new route for SH82?</p> <p>Dick Prosenice, District Engineer, Colorado Department of Highways, 1969-1982 232 Water St Meeker, Co. 81641 970-678-4915</p> <p style="text-align: right;">11/19/2014</p>	<p>Comment #58 Response: This email from Dick Prosenice was submitted by John Haines at the public hearing as a written comment. This email is a duplicate of the email submitted by Dick Prosenice, which is included as Comment #127. Please refer to Comment #127 Response to this comment.</p>

Comment No.	Comment	Response
59	<p>Comment # 59: James Breasted</p> 	<p>Comment #59 Response: All the letters to the editor provided in your comment regard support of a bypass, propose bypass alternatives, and voice the desire to have a vote on the bypass issue.</p> <p>Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed. Citizens can petition the City Council for a vote regarding a bypass as they have done before, by meeting the City’s percentage requirement for population representation on the petition.</p>
	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: October 30, 2014 1:13:55 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>The other day I got a call from Keith Speranza asking to have his name added to the original letter calling for a vote of all the citizens on the proposed new Highway 82 bridge over the Colorado River and signed by twelve citizens. He suggested that I issue another call for signatures. And in addition to Keith Speranza here are the names of people so far who have called me or emailed me to be included, as follows: Arlene Stabenow, Phil Gallagher, Steve Campbell, Sherry Reed, Patrick Hunter, and June and Pat Copenhaver.</p> <p>You may write, email or call me, as follows: Jim Breasted, 678 Sopris Ave., Carbondale, CO 81623, 970-963-4190, <jamesbreasted@Q.com> .</p> <p>My next action will be to forward the letter with all signatures to the Boards of County Commissioners of Eagle, Pitkin and Garfield Counties asking that the three counties cooperate by scheduling a tri-county vote on the question of a Glenwood Springs Highway 82 bypass. I will also suggest that the three counties consider forming a Regional Transportation</p> <p>Authority (similar to RFTA) to help CDOT plan, design and fund the bypass.</p> <p>We are all in this together.</p> <p>Jim Breasted</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: October 7, 2014 4:05:34 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>In the Tuesday, October 7, 2014 issue of the Glenwood Post you printed a letter to the editor from Dale Reed saying that he, "among many others," would like to have signed the letter on the Highway 82-Glenwood Springs bypass signed by 12 people. If, indeed, there are many others who would like to have signed that letter, please let us know who you are and how we may contact you. You may write, email or call me, as follows: Jim Breasted, 678 Sopris Avenue, Carbondale, CO 81623, 970-963-4190, jamesbreasted@Q.com.</p> <p>Jim Breasted Carbondale 970-963-4190</p> <p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: September 22, 2014 3:34:32 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>In the Monday, September 22, 2014 edition of your newspaper you published a short letter from Ernie and Carol Gianinetti and from Dean Moffat and from "nine others" calling for a regional vote on a Highway 82 bypass. The names of all of the other signers of this letter were published in the Aspen Times on Friday, September 19, 2014 and are as follows: Gregory Durrett, Melanie Cardiff, Jerry and Judy Gerbaz, Skip Bell, John Foulkrod, Bradford and Patsy Nicholson and Mark Chain. Quite a cross section of the community. Just thought everybody should know.</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Highway 82 bypass Date: September 15, 2014 10:47:42 PM MDT To: moffatt@rof.net</p> <hr/> <p>Here are several of my letters regarding a Highway 82 bypass around Glenwood Springs which I thought might interest you. I have sent them to Mick Ireland because his column today in the Aspen Daily News addresses the question of the financing of the bridge. Finally, the need for more money has forced CDOT to reach out to Pitkin County and to Aspen. I am hoping that this will force a wider discussion of the issue. I believe that if CDOT had, from the beginning, included all of the communities effected by the routing of Highway 82 through downtown Glenwood Springs, then we would be at a different place in our conversation about "just" a new bridge.</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: September 15, 2014 10:28:52 PM MDT To: mick@sopris.net Subject: Fwd: Letter to the Editor</p> <p>Begin forwarded message:</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Date: August 13, 2014 1:41:33 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p> <p>Dear Editor:</p> <p>Thank you for publishing the letter from Nick Aceto on Wednesday, August 13, decrying the proposed Grand Avenue bridge. I continue to oppose the construction of this bridge and agree with Mr. Aceto that, if it is indeed built, it will be the death of downtown Glenwood Springs.</p> <p>The other day I took my first ride up the Glenwood Caverns gondola just to look at the view of the city. Clearly there should be a bypass for Highway 82 around, over or under the original townsite by an elevated highway along the slopes of Lookout Mountain or through a tunnel.</p> <p>On Monday, August 11, your paper opined that we should all just get behind the proposed new bridge construction and stop our bitching. You should be ashamed of your sheer boosterism. The bridge as designed to carry Highway 82 traffic long into the future should not be built. The Aspen area will continue to attract people from all over the world and Grand Avenue should never be used to carry all the ensuing traffic for years to come.</p> <p>Instead of cheerleading the Glenwood Post should be calling for a rethinking of transportation planning for the entire area at the confluence of the Roaring Fork and Colorado Rivers.</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: September 15, 2014 10:28:24 PM MDT To: mick@sopris.net Subject: Fwd: Letter to the Editor</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: August 22, 2014 2:26:04 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p> <p>Dear Editor:</p>	<p>Regarding your comment that the project will mean the death of downtown Glenwood Springs: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards. To minimize impacts to the downtown area, the lanes will be narrowed as they approach 8th Street. Further, aesthetic treatments that have been developed for project elements reflect input and requests from local agencies and the public that the project be consistent with the historic mountain town character of Glenwood Springs.</p>

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>Further to the question of the proposed new Highway 82 bridge over the Colorado River, I submit that funneling all the valley's traffic through downtown Glenwood Springs would be like running I-70 down Colfax Avenue in Denver. Sheer madness. Don't do it.</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: September 15, 2014 10:27:25 PM MDT To: mick@sopris.net Subject: Fwd: Letter to the Editor</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: July 6, 2013 9:51:33 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>Dear Editor:</p> <p>The citizens of Glenwood Springs, if they want a Highway 82 bypass, need to get off the couch, circulate a petition to vote on the issue and then stir up the voters to get out and vote. Please take the issue out of the hands of the city council.</p> <p>A few days ago I measured the length of Highway 82 through Snowmass Canyon. This portion of the highway is fully divided and partially elevated between the Roaring Fork River and the hillside on the west. It is about five miles in length. If the Colorado Department of Transportation has been able to afford this sort of solution in a relatively uninhabited portion of Pitkin County, then surely it can afford the same sort of solution to bypass the City of Glenwood Springs. An elevated highway along the lower slopes of Lookout Mountain from Buffalo Valley to I-70, or a tunnel from just south of Walmart to I-70, are both entirely feasible.</p> <p>It is time to call a halt to all planning for the building of an unnecessary new Highway 82 bridge over the Colorado River as proposed by the Colorado Department of Transportation. The money may have been allocated and authorized, but that does not mean that it should be spent on</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>this foolhardy scheme. There is an old Turkish proverb which states, "No matter how far you have gone down a wrong road, turn back."</p> <p>Sincerely,</p> <p>James Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: September 15, 2014 10:26:41 PM MDT To: mick@sopris.net Subject: Fwd: Letter to the Editor</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: March 19, 2013 10:34:23 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>Dear Editor:</p> <p>It pains me to have to disagree strongly with Steve Smith as to the advisability and feasibility of a Highway 82 by-pass around Glenwood Springs (see Steve's letter on page A9, Glenwood Post of 3/19/2013). I envision four possible alignments along, under or around the city, namely: 1) an elevated roadway along the lower slopes of Lookout Mountain, 2) an elevated roadway along the lower slopes of Red Mountain, 3) a tunnel through Lookout Mountain to No Name, and 4) a tunnel under Blake Avenue from the beginning of Glen Avenue to Seventh Street with a new bridge over the Colorado River. There may even be other feasible alignments, but these are the ones which I have imagined as feasible. To ignore any of them is myopic.</p> <p>I believe I have the advantage of having traveled in Switzerland twice during the last four years. There I observed several major highways built around, over or under mountain towns and cities very similar to Glenwood Springs. The solutions are, no doubt, very expensive but they are genuine solutions just as the design of I-70 is a genuine solution. Funding must be sought both from the state and from the federal government. And instead of resisting input from from</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>communities in both the Roaring Fork and Colorado River valleys, the Glenwood Springs City Council should solicit the advice of its neighbors. We are all in this together.</p> <p>Sincerely,</p> <p>James Breasted</p> <p>678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: September 15, 2014 10:25:43 PM MDT To: mick@sopris.net Subject: Fwd: Letter to the Editor</p> <p>Because your most recent column addresses the question of the new Grand Avenue Bridge, I am taking the liberty of forwarding several of my letters addressing the bridge question. Soon a letter to the editors of the Glenwood Post, the Rifle Telegram, the Grand Junction Sentinel, the Sopris Sun, the Aspen Daily News, the Aspen Times and</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>the Vail Daily will appear calling for a regional vote on the question of a bypass around Glenwood Springs. The letter will come a variety of citizens.</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: June 27, 2012 12:23:30 AM MDT To: James Breasted <jamesbreasted@q.com> Subject: Fwd: Letter to the Editor</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: June 25, 2012 5:37:26 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p> <p>Dear Editor:</p> <p>On Sunday you printed a letter from Brad Janssen calling for rethinking the whole question of the replacement of the Grand Avenue Bridge versus the building of a Highway 82 bypass. I agree. It is time to call a halt to further work on the spaghetti of Colorado River crossings.</p> <p>I know several of the engineers who have been given the job of trying to come up with an optimal</p>	

Comment No.	Comment	Response
59 (continued)	<p>solution to this transportation problem. They are all good and competent engineers, but I pity them because they have been given a task with too narrow a scope. It is time to look at a really big picture.</p> <p>Let's begin by agreeing on the few things we can agree on. First of all I think we can all agree that the original Glenwood Springs townsite is a real gem of nineteenth century town planning. Two recent community planning decisions have demonstrated strong awareness of that fact, namely, the decision to keep the high school in town and the decision to combine CMC, the library and parking all downtown. "Old town" Glenwood Springs is really just a big village. (As a Glenwood native expressed to me the other day, "It still might remain a village if it didn't have to accommodate all the things that Aspen doesn't want!") It seems that most of us love downtown Glenwood just as it was laid out and developed a hundred years ago.</p> <p>The next thing I think we can all agree on is the fact that the automobile didn't come along until about twenty years after Glenwood was laid out and subdivided into lots and blocks. The railroads were already there and so development tended to avoid them, but when the broad streets began to fill up with cars rather than horses, there was nowhere to turn to avoid the congestion. So, we need to look to the original</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>example of the railroads as the answer to the problem of congestion. In essence, the railroads were the bypass of the early days.</p> <p>I would argue since the railroads had nothing to do with the neighborhoods through which they passed, that they were essentially in right-of-way tunnels with no stops except at the railroad terminals themselves, that therefore the railroads are exactly the analogy we should use today in seeking a Highway 82 bypass solution. It is not much of a leap in imagination to go from the notion of right-of-way tunnels to the idea of an actual tunnel.</p> <p>Which brings me to the end of my letter. The time has come to speak again of building a tunnel under Lookout Mountain approximately from the Buffalo Valley turn off to I-70 in No Name. Keep the old Grand Avenue Bridge just for local traffic. Let the original old downtown of Glenwood Springs return to being the village it once was. Let's put an end to the spaghetti of Colorado River crossings - unless, of course, we want them just to link downtown with the other side of the river, but never as an accommodation of Highway 82!</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 <jamesbreasted@q.com></p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: July 25, 2013 5:46:49 PM MDT To: letters@citizentelegram.com, letters@soprissun.com, mail@aspentimes.com, letters@aspentimes.com</p> <hr/> <p>Dear Editor:</p> <p>A week ago the Post Independent published my letter to the editor urging the citizens of Glenwood Springs , if they want a Highway 82 bypass, to get up off the couch, circulate a petition to schedule a vote on the issue, and then stir up the voters to get out and vote.</p> <p>Similarly, in this letter I am addressing the citizens of all the communities surrounding Glenwood Springs to get engaged with the question of whether or not to build a Highway 82 bypass around Glenwood Springs.</p> <p>Not long ago I measured the length of Highway 82 through Snowmass Canyon. This portion of the highway is fully divided and partially elevated between the Roaring Fork River and the hillside on the west. It is about five miles in length. If the Colorado Department of Transportation has been able to afford this sort of solution in a relatively uninhabited portion of Pitkin County, then surely it can afford the same sort of solution to bypass the city of Glenwood Springs. An elevated highway along the lower slopes of Lookout Mountain from Buffalo Valley to I-70, or a tunnel from just south of Walmart to I-70, are both entirely feasible.</p> <p>It is time to call a halt to all planning for the building of an unnecessary new Highway 82 bridge over the Colorado River as has been proposed by the Colorado Department of Transportation. The money may have been allocated and authorized, but that does not mean that it should be spent on this foolhardy scheme. Citizens trying to get home to Rifle and Gypsum or home to Carbondale, Basalt and Aspen should not have to drive through the heart of downtown Glenwood Springs.</p> <p>Sincerely,</p> <p>James Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: July 6, 2013 9:51:33 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>The citizens of Glenwood Springs, if they want a Highway 82 bypass, need to get off the couch, circulate a petition to vote on the issue and then stir up the voters to get out and vote. Please take the issue out of the hands of the city council.</p> <p>A few days ago I measured the length of Highway 82 through Snowmass Canyon. This portion of the highway is fully divided and partially elevated between the Roaring Fork River and the hillside on the west. It is about five miles in length. If the Colorado Department of Transportation has been able to afford this sort of solution in a relatively uninhabited portion of Pitkin County, then surely it can afford the same sort of solution to bypass the City of Glenwood Springs. An elevated highway along the lower slopes of Lookout Mountain from Buffalo Valley to I-70, or a tunnel from just south of Walmart to I-70, are both entirely feasible.</p> <p>It is time to call a halt to all planning for the building of an unnecessary new Highway 82 bridge over the Colorado River as proposed by the Colorado Department of Transportation. The money may have been allocated and authorized, but that does not mean that it should be spent on this foolhardy scheme. There is an old Turkish proverb which states, "No matter how far you have gone down a wrong road, turn back."</p> <p>Sincerely,</p> <p>James Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Fwd: Letter to the Editor (second part) Date: March 30, 2013 2:55:47 PM MDT To: aconrardy@msn.com</p> <hr/> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: June 27, 2012 3:20:01 PM MDT To: letters@postindependent.com Subject: Letter to the Editor (second part)</p> <p>Dear Editor:</p> <p>It seems most of us love downtown Glenwood just as it was laid out and developed a hundred plus years ago.</p> <p>The next thing I think we can all agree on is the fact that the automobile didn't come along until about twenty years after Glenwood was laid out and subdivided into lots and blocks. The railroads were already there and so development tended to avoid them, but when the broad streets began to fill up with cars rather than horses, there was nowhere to turn to avoid the congestion. So, we need to look to the original example of the railroads as the answer to the problem of congestion. In essence, the railroads were the bypass of the early days.</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>I would argue since the railroads had nothing to do with the neighborhoods through which they passed, that they were essentially in right-of-way tunnels with no stops except at the railroad terminals themselves, that therefore the railroads are exactly the analogy we should use today in seeking a Highway 82 bypass solution. It is not much of a leap in imagination to go from the notion of right-of-way tunnels to the idea of an actual tunnel.</p> <p>Which brings me to the end of this letter. The time has come to speak again of building a tunnel under Lookout Mountain approximately from the Buffalo Valley turn off to I-70 in No Name. Keep the old Grand Avenue Bridge just for local traffic. Let the original old downtown of Glenwood Springs return to being the village it once was. Let's put an end to the spaghetti of Colorado River crossings - unless, of course, we want them just to link downtown with the other side of the river, but never as an accommodation of Highway 82!</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 <jamesbreasted@q.com></p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: March 22, 2013 5:50:19 PM MDT To: mail@citizentelegram.com, mail@aspentimes.com, letters@aspdailynews.com, letters@soprissun.com</p> <hr/> <p>Dear Editor:</p> <p>I am addressing this letter to the newspapers in Rifle, Carbondale and Aspen because I think it is time to call upon all of the governments up and down the Roaring Fork and Colorado River valleys to weigh in on the question of a Highway 82 by-pass around Glenwood Springs. No doubt the Glenwood Springs City Council would rather that the settling of this question should remain uniquely up to the citizens of Glenwood and her elected representatives. I disagree. Valley-wide transportation routes should be discussed and decided upon by a regional consensus. The routing of a state highway through or around any municipality should never be determined solely by the municipality, to wit my recent letter to the Post Independent, as follows:</p> <p>It pains me to have to disagree strongly with Steve Smith as to the advisability and feasibility of a Highway 82 by-pass around Glenwood Springs (see Steve's letter on page A9, Glenwood Post of 3/19/2013). I envision four possible alignments along, under or around the city, namely: 1) an elevated roadway along the lower slopes of Lookout Mountain, 2) an elevated roadway along the lower slopes of Red Mountain, 3) a tunnel through Lookout Mountain to No Name, and 4) a tunnel under Blake Avenue from the beginning of Glen Avenue to Seventh Street with a new bridge over the Colorado River. There may even be other feasible alignments, but these are the ones which I have imagined as feasible. To ignore any of them is myopic.</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>I believe I have the advantage of having traveled in Switzerland twice during the last four years. There I observed several major highways built around, over or under mountain towns and cities very similar to Glenwood Springs. The solutions are, no doubt, very expensive but they are genuine solutions just as the design of I-70 is a genuine solution. Funding must be sought both from the state and from the federal government. And instead of resisting input from from communities in both the Roaring Fork and Colorado River valleys, the Glenwood Springs City Council should solicit the advice of its neighbors. We are all in this together.</p> <p>Sincerely,</p> <p>James Breasted</p> <p>678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: March 19, 2013 10:34:23 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>It pains me to have to disagree strongly with Steve Smith as to the advisability and feasibility of a Highway 82 by-pass around Glenwood Springs (see Steve's letter on page A9, Glenwood Post of 3/19/2013). I envision four possible alignments along, under or around the city, namely: 1) an elevated roadway along the lower slopes of Lookout Mountain, 2) an elevated roadway along the lower slopes of Red Mountain, 3) a tunnel through Lookout Mountain to No Name, and 4) a tunnel under Blake Avenue from the beginning of Glen Avenue to Seventh Street with a new bridge over the Colorado River. There may even be other feasible alignments, but these are the ones which I have imagined as feasible. To ignore any of them is myopic.</p> <p>I believe I have the advantage of having traveled in Switzerland twice during the last four years. There I observed several major highways built around, over or under mountain towns and cities very similar to Glenwood Springs. The solutions are, no doubt, very expensive but they are genuine solutions just as the</p>	

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<p>59 (continued)</p>	<p>design of I-70 is a genuine solution. Funding must be sought both from the state and from the federal government. And instead of resisting input from from communities in both the Roaring Fork and Colorado River valleys, the Glenwood Springs City Council should solicit the advice of its neighbors. We are all in this together.</p> <p>Sincerely,</p> <p>James Breasted</p> <p>678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com</p> <hr/> <p>From: James Breasted <jamesbreasted@q.com> Subject: Hwy 82 bypass Date: October 18, 2012 2:46:10 PM MDT To: jgwisch@gmail.com</p> <hr/> <p>Jeff,</p> <p>Thanks for calling me this morning. I have just forwarded to you the three letters to the editor about a Highway 82 bypass around Glenwood Springs which were published earlier this year in the Glenwood Post. It is encouraging to learn that a group of Glenwood citizens is going to put heads together to explore this idea.</p> <p>In addition to being educated as an architect and having worked locally as a draftsman in a surveying business for many years, I have traveled some in Europe and observed how they plan and engineer their highways. In addition, I have a very active imagination and can envision many ways that a bypass can be accomplished. But I am not married to any one particular solution just so long as CDOT begins to focus on a bypass, whatever shape it takes in terms of engineering design. If Glenwood can do this, it will be one heck of a place to live for a long time to come.</p> <p>Jim Breasted 678 Sopris Avenue</p> <p>Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com</p>	

Comment No.	Comment	Response
59 (continued)	<p>From: James Breasted <jamesbreasted@q.com> Subject: The real letter No. 3 !! Date: October 18, 2012 8:41:55 PM MDT To: jgwisch@gmail.com</p> <hr/> <p>This morning I sent you letter No. 2 twice. Here is the real letter No. 3:</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: October 11, 2012 11:57:08 PM MDT To: evets.child@juno.com Subject: Fwd: Letter to the Editor</p> <p>More FYI.</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: August 1, 2012 5:46:29 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p> <p>Dear Editor:</p> <p>Further to my call in a previous letter to the editor for a Highway 82 by-pass around Glenwood Springs, let me say that although I think a tunnel would be feasible, it probably would be too</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>expensive. However, there exists in Switzerland an example of a four-lane by-pass which I believe could be a solution for Glenwood, namely the viaduct of Chillon between Montreux and Villeneuve at the eastern end of Lake Geneva. You can see for yourself just by googling "Viaduct de Chillon" and reading the Wikipedia entry and looking at the photos. A main east-west Swiss four-lane highway was built in the 1960s along the mountainside above the famous Château de Chillon using the same pre-stressed and post-tensioned concrete construction techniques as were used for I-70 in Glenwood Canyon. The point is, simply, that an elevated highway can be built around Glenwood on the lower slopes of either Lookout Mountain or Red Mountain.</p> <p>It is time to call upon the citizens of Glenwood Springs to rise up in opposition to the current downtown bridge planning fiasco and demand that instead all planning efforts be devoted to rerouting Highway 82 around rather than through the downtown of Glenwood Springs. Do this and you will forever put Glenwood on the map as being the Colorado mountain town that most cares about itself as a place to live and work. After all, Manitou Springs did it successfully years ago. So, stir your stumps, Glenwood, and show us your stuff! The Project Leadership Team has never addressed the by-pass versus bridge question and it won't do so unless Glenwood citizens demand it. They have put the cart before the horse.</p> <p>There is an old Turkish proverb which says, "No matter how far you have gone down a wrong road, turn back!"</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Bypass letter No. 2 Date: October 18, 2012 2:30:01 PM MDT To: jgwisch@gmail.com</p> <hr/> <p>From: James Breasted <jamesbreasted@q.com> Date: June 27, 2012 3:20:01 PM MDT To: letters@postindependent.com Subject: Letter to the Editor (second part)</p> <p>Dear Editor:</p> <p>It seems most of us love downtown Glenwood just as it was laid out and developed a hundred plus years ago.</p> <p>The next thing I think we can all agree on is the fact that the automobile didn't come along until about twenty years after Glenwood was laid out and subdivided into lots and blocks. The railroads were already there and so development tended to avoid them, but when the broad streets began to fill up with cars rather than horses, there was nowhere to turn to avoid the congestion. So, we need to look to the original example of the railroads as the answer to the problem of congestion. In essence, the railroads were the bypass of the early days.</p> <p>I would argue since the railroads had nothing to do with the neighborhoods through which they passed, that they were essentially in right-of-way tunnels with no stops except at the railroad terminals themselves, that therefore the railroads are exactly the analogy we should use today in seeking a Highway 82 bypass solution. It is not much of a leap in imagination to go from the notion of right-of-way tunnels to the idea of an actual tunnel.</p> <p>Which brings me to the end of this letter. The time has come to speak again of building a tunnel under Lookout Mountain approximately from the Buffalo Valley turn off to I-70 in No Name. Keep the old Grand Avenue Bridge just for local traffic. Let the original old downtown of Glenwood Springs return to being the village it once was. Let's put an end to the spaghetti of Colorado River crossings - unless, of course, we want them just to link downtown with the other side of the river, but never as an accommodation of Highway 82!</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 <jamesbreasted@q.com></p>	

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<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: August 1, 2012 5:46:29 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>Further to my call in a previous letter to the editor for a Highway 82 by-pass around Glenwood Springs, let me say that although I think a tunnel would be feasible, it probably would be too expensive. However, there exists in Switzerland an example of a four-lane by-pass which I believe could be a solution for Glenwood, namely the viaduct of Chillon between Montreux and Villeneuve at the eastern end of Lake Geneva. You can see for yourself just by googling "Viaduct de Chillon" and reading the Wikipedia entry and looking at the photos. A main east-west Swiss four-lane highway was built in the 1960s along the mountainside above the famous Château de Chillon using the same pre-stressed and post-tensioned concrete construction techniques as were used for I-70 in Glenwood Canyon. The point is, simply, that an elevated highway can be built around Glenwood on the lower slopes of either Lookout Mountain or Red Mountain.</p> <p>It is time to call upon the citizens of Glenwood Springs to rise up in opposition to the current downtown bridge planning fiasco and demand that instead all planning efforts be devoted to rerouting Highway 82 around rather than through the downtown of Glenwood Springs. Do this and you will forever put Glenwood on the map as being the Colorado mountain town that most cares about itself as a place to live and work. After all, Manitou Springs did it successfully years ago. So, stir your stumps, Glenwood, and show us your stuff! The Project Leadership Team has never addressed the by-pass versus bridge question and it won't do so unless Glenwood citizens demand it. They have put the cart before the horse.</p> <p>There is an old Turkish proverb which says, "No matter how far you have gone down a wrong road, turn back!"</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: June 25, 2012 5:37:26 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>On Sunday you printed a letter from Brad Janssen calling for rethinking the whole question of the replacement of the Grand Avenue Bridge versus the building of a Highway 82 bypass. I agree. It is time to call a halt to further work on the spaghetti of Colorado River crossings.</p> <p>I know several of the engineers who have been given the job of trying to come up with an optimal solution to this transportation problem. They are all good and competent engineers, but I pity them because they have been given a task with too narrow a scope. It is time to look at a really big picture.</p> <p>Let's begin by agreeing on the few things we can agree on. First of all I think we can all agree that the original Glenwood Springs townsite is a real gem of nineteenth century town planning. Two recent community planning decisions have demonstrated strong awareness of that fact, namely, the decision to keep the high school in town and the decision to combine CMC, the library and parking all downtown. "Old town" Glenwood Springs is really just a big village. (As a Glenwood native expressed to me the other day, "It still might remain a village if it didn't have to accommodate all the things that Aspen doesn't want!") It seems that most of us love downtown Glenwood just as it was laid out and developed a hundred years ago.</p> <p>The next thing I think we can all agree on is the fact that the automobile didn't come along until about twenty years after Glenwood was laid out and subdivided into lots and blocks. The railroads were already there and so development tended to avoid them, but when the broad streets began to fill up with cars rather than horses, there was nowhere to turn to avoid the congestion. So, we need to look to the original example of the railroads as the answer to the problem of congestion. In essence, the railroads were the bypass of the early days.</p> <p>I would argue since the railroads had nothing to do with the neighborhoods through which they passed, that they were essentially in right-of-way tunnels with no stops except at the railroad terminals themselves, that therefore the railroads are exactly the analogy we should use today in seeking a Highway 82 bypass solution. It is not much of a leap in imagination to go from the notion of right-of-way tunnels to the idea of an actual tunnel.</p> <p>Which brings me to the end of my letter. The time has come to speak again of building a tunnel under Lookout Mountain approximately from the Buffalo Valley turn off to I-70 in No Name. Keep the old Grand Avenue Bridge just for local traffic. Let the original old downtown of Glenwood Springs return to</p>	

Comment No.	Comment	Response
59 (continued)	<p>being the village it once was. Let's put an end to the spaghetti of Colorado River crossings - unless, of course, we want them just to link downtown with the other side of the river, but never as an accommodation of Highway 82!</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 <jamesbreasted@q.com></p>	
60	<p>Comment # 60: Carl Ciani</p> <p>From: Carl Ciani <carl.ciani.g0la@statefarm.com> Date: Tue, Nov 25, 2014 at 3:47 PM Subject: To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Joe, I am writing to express to you my support for the bridge project. I am a member of the silent majority that is speaking out to you. Carl Ciani, CLU State Farm Insurance 2402 grand avenue Glenwood springs, CO. 81601</p>	<p>Comment #60 Response: Comment noted.</p>
61	<p>Comment # 61: Carol Turtle</p> <p>From: Carol Turtle <c-turtle@q.com> Date: Thu, Nov 20, 2014 at 6:02 AM Subject: 30 day extension SH82/bridge To: joseph.elsen@state.co.us</p> <p>Dear Mr. Elsen,</p> <p>PUBLIC COMMENT TO SH82/BRIDGE EA</p> <p>Please grant a minimum 30 day extension for public response to the EA for the following reasons.</p> <ol style="list-style-type: none"> 1. It is a huge amount of information - a complicated and deeply technical report that even professionals need more time to read, consider and respond to, let alone any laypersons interested. 2. The report is not widely available for people to access and read. To date, one 	<p>Comment #61 Response: The 30-day comment period (October 31, 2014 to December 1, 2014) for the EA was extended 30 days, to conclude on December 31, 2014. The comment period extension was announced in several ways, including news advertisements, a press release, an email blast, and the project website. Also, additional copies of the EA and technical reports were provided at the library to be available for check-out. Refer to Section 5.1 of the FONSI for more details.</p>

Comment No.	Comment	Response
	<p>copy at the library? There should be stacks available to be checked out for perusal. It's very difficult to read and decipher on-line.</p> <p>What's the rush, unless there is a preset and unalterable time table already in place? Hope not, don't really believe so. Please take the time to get this right and grant another 30 days or more for public input. The bridge won't fall down.</p> <p>Carol Turtle c-turtle@q.com 840 County Road 137 Glenwood Springs, CO 81601 (970)945-7008</p>	
<p>62</p>	<p>Comment # 62: Carol Turtle</p> <p>From: Carol Turtle <c-turtle@q.com> Date: Thu, Nov 20, 2014 at 5:04 AM Subject: Bike/Pedestrian friendly, bridge on SH82 To: Joseph.elsen@state.co.us</p> <p>Dear Mr. Elsen,</p> <p>PUBLIC COMMENT FOR THE OFFICIAL RECORD:</p> <p>Whatever happens, cudos for a lot of hard work and honest effort on this project.</p> <p>My comment has to do with the ease of the pedestrian in getting around. I haven't studied it a lot, but what jumped out to me is that the pedestrian and bike traffic will have a hard time getting around on the Laurel round-about. TONS of tourists walk that route, not to mention locals. Specifically, someone walking or riding on the bike path along the river from the west from Two Rivers Park ... let's say they want to go to the Village Inn. They have to go under the "underpass" and around the whole Laurel round-about and cross US6 to get to the Village Inn. Is there a way to get them "across the street" to the Village Inn and Tequilas, etc, from that point? There should be. And ... just getting around in general doesn't look too pedestrian/bike friendly and isn't that where we want to go culturally - to less cars and more bikes and walking? This plan seems to favor vehicles.</p> <p>More to come on separate issues ...</p> <p>Carol Turtle</p>	<p>Comment #62 Response: The pedestrian route around the roundabout and alternatives for pedestrians were considered extensively through the design process and in close coordination with the River Commission. The resulting design is intended to minimize the conflicts of pedestrians with vehicles in the project area. The decision to add a pedestrian underpass below SH 82 provides substantial advantages for pedestrians, but it does lengthen the pedestrian path for users to/from the Village Inn as noted. The remainder of the pedestrian system includes wider sidewalks, and short crossings of low-speed and lower volume legs of the roundabout. This approach is considered safer than the longer crossings of higher speed traffic found at most signalized intersections.</p>

Comment No.	Comment	Response
	<p>c-turtle@q.com 840 County Road 137 Glenwood Springs, CO 81601 (970)945-7008</p>	
63	<p>Comment # 63: Arlin and Cindy Washburn</p> <p>From: "Arlin D. Washburn" <arlinwashburn@gmail.com> Date: November 23, 2014 at 7:20:38 PM MST To: <joseph.elsen@state.co.us> Subject: Bridge</p> <p>Joe, I just want to let you know that myself and my wife support the grand avenue bridge project. Please don't let the protestors and opposers sway the decision to go ahead with the project. I believe that they are in the minority and hopefully this E-Mail will be of some help.</p> <p>Thank You,</p> <p>Arlin and Cindy Washburn 839 Stoneridge Court, Glenwood Springs, CO, 81601</p>	<p>Comment #63 Response: Comment noted.</p>
64	<p>Comment # 64: Anthony Hershey</p> <p>From: Anthony Hershey <afhershey@hotmail.com> Date: Sun, Nov 30, 2014 at 7:40 AM Subject: bridge (build it) To: "Joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Mr. Elsen:</p> <p>As a Glenwood Springs resident I wish to comment on the Environmental Assessment for the new Grand Avenue Bridge: BUILD IT. It has to be built. The old bridge, as you know, is a both structurally and functionally outdated and must be replaced. I live a block from Grand Avenue and see the issues every evening. It must be fixed.</p> <p>To those who oppose this new bridge and wish to connect it to some "pie in the sky" bypass (where? under Grand, next to the Roaring Fork River? East of Palmer above the town?) I say fine, if that happens do it. But as a long time former resident of Aspen I am well aware of how multiple choices (there for an entrance) lead to nothing happening and the problem not going away. Please</p>	<p>Comment #64 Response: Comment noted. Construction is anticipated to being between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
	<p>lets not tie an imaginary speculative bypass to a bridge that has to be replaced before it literally falls in the river.</p> <p>Again, BUILT IT. Thanks for you time sir.</p> <p>Anthony Hershey, 1110 Cooper Avenue, Glenwood Springs, CO 81601, 970-948-4981</p>	
65	<p>Comment # 65: Buz Fairbanks</p> <p>From: "Buz Fairbanks" <fairbanks@sopris.net> Date: November 24, 2014 at 8:07:04 AM MST To: <joseph.elsen@state.co.us> Subject: Bridge</p> <p>Joe, I am a registered member of the silent majority. We have to have that bridge, and I am going to suck it up through construction. Almost all of my neighbors feel the same way, but we would rather be backed over with a truck than go to one of those meetings. Glenwood Springs has got to have this project, and I like the proposed alignment. It is favorable to future tourism growth. Buz Fairbanks</p>	<p>Comment #65 Response: Comment noted.</p>
66	<p>Comment # 66: Chip Bishop</p> <p>From: Chip Bishop <cbishop@ebbcpa.com> Date: Sun, Nov 23, 2014 at 8:56 AM Subject: Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Hi Joe, Please add my name to those supporting the bridge. It needs to be replaced and this is the time to do it. I agree it is a separate issue than the bypass and more studies will just add to the cost. Chip Bishop</p>	<p>Comment #66 Response: Comment noted.</p>

Comment No.	Comment	Response
67	<p>Comment # 67: Diane Delaney</p> <p>From: Diane Delaney <ddelaney7@me.com> Date: December 1, 2014 at 2:36:17 PM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Bridge</p> <p>Joe I think the new bridge is necessary and will benefit the community, whereas the various alternatives proposed seem impractical or wholly unaffordable.</p> <p>Diane Delaney, Glenwood Springs</p>	<p>Comment #67 Response: Comment noted.</p>
68	<p>Comment # 68: Lance Picore</p> <p>From: Lance Picore <lancep@rtconnect.net> Date: Sat, Nov 22, 2014 at 6:55 PM Subject: BRIDGE To: joseph.elsen@state.co.us</p> <p>I SUPPORT THE BRIDGE PROJECT.</p>	<p>Comment #68 Response: Comment noted.</p>
69	<p>Comment # 69: Mogli Cooper</p> <p>From: Mogli Cooper <mogli@planbrealstate.com> Date: Mon, Nov 24, 2014 at 8:33 AM Subject: Grand Avenue Bridge Project To: Joe Elsen <joseph.elsen@state.co.us></p> <p>Hello Mr. Elsen,</p> <p>I implore CDOT to go ahead with the current plan to replace the bridge across the Colorado River in Glenwood Springs and move along this tedious process as every delay only increases the chances for cost overruns and adds to the bureaucratic quagmire we are already experiencing.</p> <p>Let the naysayers go home and work on the By-pass for the next 50 years, as that is how long we have been discussing this in Glenwood Springs, and I have lived here for 40 of them and am tired of all these "false starts".</p> <p>Mogli Cooper</p>	<p>Comment #69 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
70	<p>Comment # 70: Pam Ruzicka</p> <p>From: "Pam Ruzicka" <pam@insurance4uco.com> Date: November 24, 2014 at 10:48:23 AM MST To: <joseph.elsen@state.co.us> Subject: Bridge</p> <p>Hi Joe, I would like to let you know that I support the need for updating the structure of the bridge which is the heart of our little town. I realize that it will be painful but worth it in the long run. Thanks, Pam</p> <p>Pam Ruzicka 970.379.9705 NEW – VISION PLAN FOR INDIVIDUALS THROUGH VSP!!! Click here for details and to get coverage: https://www.IndividualBrokerVision.com/Enroll/MbrEnroll.aspx?AgCode=VSP11685 325 Vista Drive, Glenwood Springs, CO 81601, 888-972-3798 fax www.insurance4uco.com “Like” us on Facebook at www.facebook.com/insurance4uco.com</p>	<p>Comment #70 Response: Comment noted.</p>
71	<p>Comment # 71: Ron Acee</p> <p>From: "Ron Acee" <ron.acee63@gmail.com> Date: November 24, 2014 at 9:31:35 AM MST To: <joseph.elsen@state.co.us> Subject: Bridge</p> <p>I strongly support the new bridge project that has had controversy for years, let's get it done before a semi falls into the Colorado River.</p> <p>Best Regards, Ron Acee</p> <p>Building Superintendent Habitat for Humanity Roaring Fork Valley Cell - 970-456-5575 e-mail - ron.acee63@gmail.com</p>	<p>Comment #71 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
72	<p>Comment # 72: Wendy Harrison</p> <p>From: Wendy Harrison <wendy@propertyshopinc.com> Date: December 1, 2014 at 1:22:19 PM MST To: joseph.elsen@state.co.us Subject: bridge</p> <p>Dear Joseph,</p> <p>I just want to give you my support for going a head with the new bridge and hwy 82 remodel.</p> <p>I have lived in the area since 1974. This project has wasted more money on the endless studies over the years it could have been paid off by now...</p> <p>I am a realtor in town...yes, it will be a bit of an inconvenience for some, for a while. But, it will serve our town for the long hall and THAT is what we should be looking at.</p> <p>Sincerely</p> <p>Wendy Harrison The Property Shop</p>	<p>Comment #72 Response: Comment noted.</p>
73	<p>Comment # 73: Susie and Mark Straus</p> <p>From: susiestraus@comcast.net Sent: Monday, November 24, 2014 8:34 AM To: joseph.elson@state.co.us Subject: Bridge in Glenwood Springs</p> <p>Dear Joe;</p> <p>I am writing you in support of all the efforts that CDOT has made to make the bridge improvement happen and be beneficial for Glenwood Springs. My father actually worked 40 years ago with Dick Proscense trying to get a bypass going and we know where that has gotten us....it still needs to be done but meanwhile we need a new bridge and soon. Thank you for your tireless efforts.</p> <p>We are in support of the bridge.</p> <p>Sincerely, Susie and Mark Straus Glenwood Springs</p>	<p>Comment #73 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
75c	<p>This constitutes the total consideration given to a 60 degree increase in headlight glare that will impact twice the amount of people that the study includes in the northern "landscape unit" and higher residences in eastern Glenwood Springs.</p> <p>This "glaring" omission in the EA results in absolutely no consideration of appropriate mitigating measures, such as higher walls, a median headlight barrier, etc., particularly at the apex of the bridge. The EA is significantly deeply flawed in this regard.</p> <p>Greg Boecker</p>	<p>Comment #75c Response: Viewers located at greater distances will experience indirect visual impacts in the form of views of traffic headlights moving on the new bridge as it curves to the west, as topography, existing structures, and area trees allow. The indirect visual impact of headlight glare lessens as viewers are located farther and farther away from moving traffic.</p> <p>Viewers located north/northwest and southeast of the new bridge could experience indirect visual impacts in the form of views of vehicle headlights moving along the new bridge as it curves to the west. This indirect visual impact was noted in the EA and <i>Visual Impact Assessment Technical Report</i>. Topography, existing structures, and mature vegetation will somewhat block or dissipate headlight glare. Earlier in the EA process, the new highway bridge design included an open railing. However, the new bridge now includes a 32-inch solid barrier with an approximately 7-foot 10-inch tall wire mesh fence on top of the barrier on both sides of the bridge where it crosses over the railroad. This barrier and fence will help to block or minimize headlight glare (headlights vary in height between 24 and 54 inches from the ground depending on the vehicle type). Also, as the bridge crosses the Colorado River, there is a downhill grade on the north side for northbound traffic. This downgrade will focus headlights down rather than towards residences in north Glenwood. It is important to note that illumination decreases rapidly with increasing distance—if the distance is increased by 50%, the intensity must more than double to obtain the same level of illumination (Mace D., Garvey, P. et al. 2001. <i>Countermeasures for Reducing the Effects of Headlight Glare</i>. https://www.aaafoundation.org/sites/default/files/HeadlightGlare.pdf). A median barrier, as suggested in your comment, will not block headlight glare to the north because it will be located on the inside of the curve, and not the outside of the bridge.</p>
76	<p>Comment # 76: Ed Rosenberg</p> <p>From: Ed Rosenberg <ed_Bighorn_Toyota@webcrmmail.adpcrm.net> Date: Tue, Dec 2, 2014 at 1:27 PM Subject: E.A. feedback To: joseph.elsen@state.co.us</p> <p>Joe,</p> <p>Your email address came up when I went to submit feedback to CDOT, on the E.A. This is part of a recent letter to the editor I sent to the Post Ind. Please submit this or if I am supposed to email it elsewhere please let me know where to send it. I know you are doing your job and believe in this project. I just disagree.</p>	<p>Comment #76 Response: Please refer to Comment #9f Response. The project will not reroute I-70 traffic onto SH 82. I-70 traffic will be temporarily rerouted onto 6th Street during nighttime hours approximately 10 times during critical overhead bridge work. Please refer to Section 2.4.2 of the EA and Section 2.2.2 of the FONSI for more information. Regarding rerouting, the new SH 82/Grand Avenue Bridge would touch down north of the river at a location west of the existing bridge touchdown point. Considering SH 82 is approximately 85.3 miles in length, placing SH 82 on this new location for less than ¼ of a mile does not constitute a major reroute. Also refer to Comment #21c regarding traffic flow.</p>

Comment No.	Comment	Response
	<p>Thank you,</p> <p>Ed Rosenberg 176 156 Rd, Glenwood Springs, Co 970-618-6784 Jericho1@q.com</p> <p>Response to the E.A. for the Grand Ave. Bridge, in Glenwood Springs. An EA as described in <u>Section 1508.9 of CEQ's NEPA Regulations</u> is a concise public document which has three defined functions:</p> <ol style="list-style-type: none"> 1. it briefly provides sufficient evidence and analysis for determining whether to prepare an EIS; 2. it aids an agency's compliance with NEPA when no EIS is necessary, i.e., it helps to identify better alternatives and mitigation measures; and 3. it facilitates preparation of an EIS when one is necessary - Section 1508.9(a). <p>Please look again at items # 2 & 3. If this project was simply replacing the existing Grand Ave Bridge, then an EA would be sufficient. The problem is that this project has morphed from a bridge replacement to a major regional rerouting of traffic off of I-70 onto Hwy. 82. It reroutes local, state and interstate traffic, condemns private businesses and property and adds to the hardship, of an ever increasing traffic flow, in our town. Simply put, for a project of this scale, an EA is deficient and an Environmental Impact statement (EIS) is required.</p> <p>State funds have been approved for improving the Grand Ave. Bridge. We keep hearing that if we don't spend the allocated funds we will lose them. Agreed! Let's spend this money, on the existing Grand Ave. Bridge, and make it work or demand the EIS.</p> <p>Bighorn Toyota 130 Center Dr, Glenwood Springs, CO 81601 (970) 945-6544 www.bighorntoyota.com</p>	

Comment No.	Comment	Response
<p>77</p> <p>77a</p> <p>77b</p> <p>77c</p> <p>77d</p>	<p>Comment # 77: Stephen Damm</p> <p>From: stevedamm@comcast.net Date: November 17, 2014 at 12:52:20 PM MST To: joseph.elsen@state.co.us Subject: comment on Grand Avenue Bridge</p> <p>All efforts should be made to construct a permanent 8th St travel route to be used by the detouring traffic. This eighth st. connection should be designed and built to be a permanent route.</p> <p>It is especially important that it be permanent because the South landing point of the new bridge will increase the demand for 8th St. This will be a result of closing the Grand Ave. east wing street and the increased difficulty of traversing a busier and slower 7th St.</p> <p>A wider view of travel management for Glenwood Spring should also include a South Bridge connection. This Glenwood Springs project is in need of financial assistance. I believe it should be included in this conversation because of the anticipated impact of traffic on Midland Avenue.</p> <p>A final solution to Hwy 82 traffic will need to address a Bypass of Grand Avenue. I believe CDOT has the obligation to begin to gather a consensus on this project.</p> <p>Stephen Damm, stevedamm@comcast.net, 970-618-6479</p>	<p>Comment #77a Response: Please refer to Comment #24e Response.</p> <p>Comment #77b Response The wing street connection of Grand Avenue to 7th Street serves a small number of vehicles today, counted at about 60 vehicles per hour during one PM peak period, which equates to an estimated 600 vehicles per day. Without the wing street connection, these vehicles will likely disperse evenly (about 300 vehicles apiece) between east or west 8th Street and then Colorado Avenue or Cooper Avenue. A low traffic volume such as this will have negligible traffic impacts to either street. The largest concern with the closure of wing street is the rerouting of the RFTA buses, which are anticipated to be rerouted via 8th and Cooper Avenue or 9th and Cooper Avenue, or to 8th Street west if the connection is retained or ultimately constructed.</p> <p>Comment #77c Response: The South Bridge project is a separate project with a different purpose and need than the SH 82/Grand Avenue Bridge project. The NEPA process for the South Bridge project is currently underway. Please refer to the following website link for more information about the South Bridge project: https://www.codot.gov/library/studies/city-of-glenwood-springs-south-bridge-ea.</p> <p>Comment #77d Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed. The goal of the public involvement component of this project was about obtaining and considering all public input received throughout the EA process, not consensus building. This input helped make a decision in the best overall public interest, while meeting the purpose and need of the project and minimizing environmental impacts. It should be noted that many design elements of the project reflect public and stakeholder input.</p>
<p>78</p>	<p>Comment # 78: Stephen Damm</p> <p>From: <stevedamm@comcast.net> Date: Thu, Nov 20, 2014 at 8:13 AM Subject: EA comments To: joseph.elsen@state.co.us</p>	

Comment No.	Comment	Response																														
<p>78d</p> <p>78e</p>	<div style="text-align: right; border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">Place stamp here</div> <p style="text-align: center; font-size: small;">Joe Elsen, P.E. Colorado Department of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p><i>Will the south end of the bridge landing create a winter safety problem with vehicles sliding through the 8th St. connection,</i></p> <p><i>Will you construct a pedestrian underpass for crossing Hwy 82?</i></p>	<p>Comment #78d Response: The bridge will be designed to current urban standards and consistent and posted 25 mph. As motorists travel south across the bridge, lane widths will taper from 12 to 11 feet at bridge touchdown points to tie into the existing roadway width to minimize impacts. This tapering, along with the stoplight at 8th Street and curvature of bridge, will work to slow vehicles entering the downtown area, which reduces the potential for icy conditions to impact traffic at 8th Street. In addition, average grades have been reduced from what currently exists on the bridge, further reducing the likelihood of vehicles sliding through the intersections.</p> <p>Comment #78e Response: The project includes a pedestrian underpass under the new SH 82/Grand Avenue Bridge on the north side of the river. It will start at the existing Two Rivers Park Trail just north of the I-70 underpass at Exit 116, cross the improved westbound I-70 off ramp, and continue north using an underpass/tunnel of the new alignment just west of the new bridge.</p>																														
<p>79</p>	<p>Comment # 79: Mark C. Gould</p> <p>From: Mark Gould <Mark@gouldconstruction.com> Date: Wed, Nov 26, 2014 at 4:35 PM Subject: Environmental Assessment for Grand Avenue Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Joe</p> <p>The purpose of this letter is to express Gould Construction's and It's 76 employees support for the Grand Avenue bridge replacement as proposed by CDOT. 71 of our employees travel across the bridge five days a week to get to work. Our dump truck and end dump truck fleet of 20 make at least 100 trips across the bridge each month. Please construct the new bridge as soon as practically possible.</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Adam</td> <td>P</td> <td>Connor</td> <td>624 Sunking Dr.</td> <td>Glenwood</td> </tr> <tr> <td>Donald</td> <td>J</td> <td>Davis</td> <td>2001 Acacia Ave.</td> <td>Rifle</td> </tr> <tr> <td>James</td> <td>W</td> <td>Dyer</td> <td>122 Pear Court</td> <td>New</td> </tr> <tr> <td>Evan</td> <td></td> <td>Gould</td> <td>1116 Westlook</td> <td>Glenwood</td> </tr> <tr> <td>Mark</td> <td>C</td> <td>Gould</td> <td>47 Westbank Road</td> <td>Glenwood</td> </tr> <tr> <td>Eric</td> <td>C</td> <td>Hodera</td> <td>P.O. Box 1982</td> <td>Carbondal</td> </tr> </table>	Adam	P	Connor	624 Sunking Dr.	Glenwood	Donald	J	Davis	2001 Acacia Ave.	Rifle	James	W	Dyer	122 Pear Court	New	Evan		Gould	1116 Westlook	Glenwood	Mark	C	Gould	47 Westbank Road	Glenwood	Eric	C	Hodera	P.O. Box 1982	Carbondal	<p>Comment #79 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
Adam	P	Connor	624 Sunking Dr.	Glenwood																												
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Comment No.	Comment				Response
	Matthew		Jaeger	P.O. Box 1717	Glenwood
	Edward		Bertrand	431 Spring Apt B	Glenwood
	Rigoberto		Medina	759 Colorado Ave	Carbondal
	David	S	Metrovich	1873 Morning Star	Silt
	Alan	M	Noland	5033 CR 335, Lot	New
	Danny	E	North	654 County Court	Grand
	Raul	V	Ostorga	1818 Fawn Court	Silt
	Jesus		Quezada	1411 Arabian Ave	Rifle
	Ignacio		Ramirez-	2745 Acacia Ave.	Rifle
	Robert	G	Rust	17696 Highway 82	Carbondal
	Delbert	C	Sumpter	221 S. E Avenue	New
	Martin		Sustaita	2480 Access Road	Rifle
	Richard	A	Weinheimer	PO Box 647	Rifle
	Justin		Willman	96 Navajo Rd.	New
	Joseph	P	Zemlock	1008 West 5th	Rifle
	Charles	S	Antonelli	10894 CR 320	Rifle
	Justin	P	Blanke	1502 Greystone	Carbondal
	Mark	C	Gould	0200 Oak Lane	Glenwood
	Brett	N	Gould	242 Mallow Ct.	New
	Paul	W	Jacobson	P.O. Box 5933	Snowmass
	Kimberly	D	Ochko	4362 County Road	Carbondal
	Peter	J	Ware	0248 Handy Dr.	Carbondal
	Nathan	J	Havens	2014 23rd St West	Williston
	Harold	L	Cox	182 Glen Eagle Cir.	New
	David	B.	Bowman	2917 Sopris Avenue	Glenwood
	Lindsay		Gould	47 Westbank Road	Glenwood
	Jose	V	Avila	712 West 24TH	Rifle
	Javier	A	Hernandez-	781 County Road	Rifle
	Fernando	Valenci	Angeles	1119 Riverview	Glenwood
	Alfie	C	Sims	547 Shank Ct.	Grand
	Mary	A	Gould	0200 Oak Lane	Glenwood
	Blaine	Lewis	Carey	3255 Cardenas	Clifton
	Daniel	H	Metrovich	105 1/2 Home Ave	Silt
	Gregory	M	Longaire	PO Box 514	New
	Jose	A	Venzor Villela	703 Canyon Creek	Glenwood
	Leslie	M	Riggs Cook	03248 Coryell Ridge	Glenwood
	Eugene	L	Krizmanich	1877 CR137	Glenwood
	Steve	D	Livingston	503 Spring Street	Glenwood
	Todd		Manzanares	12 Marble Ct.	Carbondal
	Hernan		Diaz Coria	P.O. Box 1555	Rifle
	Rodger	S	Best	PO Box 1804	Glenwood
	Jesus	A	Gonzalez	5033 County Rd.	New
	Dale	A	Merrill	603 Highlands Dr.	Glenwood
	Jeffrey	P	Sherwin	703 Stage Court	Aspen
	Richard	G	Sorensen	38 Elk Run Rd.	New
	Cody	J	Hegland	0091 Meadowood	Glenwood
	Charles	L	Frost	323 Birch Ct.	Silt

Comment No.	Comment					Response
	Francisco	J	Contreras	27653 HWY 6 #803	Rifle	
	Carlos		Lujan	77 Queen City Cir	Battlement	
	Armando	E	Tena	93 Meadowood Dr.	Carbondal	
	Rolando		Jimenez	PO Box 1034	Glenwood	
	Jeff	M	Harris	14913 Hwy 82, Unit	Carbondal	
	Jacob	T	Antonelli	518 East 12th	Rifle	
	Lori	Nikki	Brown	3214 S. Grand Ave	Glenwood	
	Nathaneal	L	Richardson	231 Frauert Ave.	Rifle	
	John	C	Duven	55 Sage Meadow	Glenwood	
	Adrian		Ponce	416 W. 26 St.	Rifle	
	Eric	L	Wesseling	5033 CR 335 #137	New	
	Santiago		Contreras	27653 Hwy 6&24	Rifle	
	Eddy		Apodaca	1721 E. Birch st.	Deming	
	Sara	J	Botkin	993 Cottonwood	Glenwood	
	Daniel	D	Ponce	416 W 26th	Rifle	
	Alejandro	Munoz	Arreola	144 Mel Ray Road	Glenwood	
	Troy	E	Bettinson	129 Soccer Field	Glenwood	
	Jose	A	Gonzalez	5033 CR 335 # 243	New	
	Shane	A	Holmberg	103 Riverbend Way	Glenwood	
	Clayton	R	Sullivan	PO Box 1304	Glenwood	
	Fabian	R	Salazar	P.O. Box 914	New	
	Richard	L	Lujan	771 Torroes	Center	
	Jason	T	Bogard	2804 West Avenue	Rifle	
	Jerrod	W	Glanzer	1326 Dogwood	Rifle	
	Carlos	A	Yanez	27653 Highway 6	Rifle	
	Josh	J	Wolfe	0324 Coryell Ridge	Glenwood	
	Fernando	M	Costa	488 Riverview Drive	New	
	Arnold		Lujan	P.O. Box 461	Center	
	Travis	L	Wallen	1240 West 2nd	Rifle	
	Arther	R	Kroschel	216 E Tamarack	Parachute	
	Hector		Camacho	2027 N 53rd	Phoenix	
	Vicente		Gutierrez-	712 W 24th Street	Rifle	
	Kevin	J	Arendsdorf	1136 County Road	Glenwood	
	Russell	W	Carnahan	219 B Grand	Silt	
	Pedro		Anaya	25 County Road	Glenwood	
	James	A	Seitz	1725 Howard	Rifle	
	Nau	A	Gutierrez	1220 Spruce Wood	Glenwood	
	LeeMarcus	O	Jones	168 W 26th Street	Rifle	
	Abraham	M	Sabartinelli	3025 Coal Mine	Rifle	
	Ryan	D	Yellow Horse	P.O. Box 100	Hotevilla	
	Karl	W	Karn	3210 CR114 Apt 66	Glenwood	
	Robert	A	Sutherland	614 Bobcat Lane	Redstone	
	Lisandro	A	Godoy	255 Vista Drive	Glenwood	
	Clair	Y	Helmberger	0614 Bobcat Lane	Redstone	
	Valentin	M	Gonzalez	5033 CR 335 #261	New	
	Justino	I	Sanchez	PO Box 3578	Glenwood	
	Wilford	A	Freeman	2421 Rail Avenue	Rifle	

Comment No.	Comment					Response
	Ned	A	Carter	P.O. Box 4035	Basalt	
	Jorge	H	Rosas	9279 County Road	Silt	
	Chad	K	Raw	481 Village Drive	Rifle	
80	<p>Mark C. Gould, President, CEO, CFO, P.O. Box 130 Glenwood Springs, CO 81602, 970-945-7291 Phone 970-945-8371 Fax</p> <p>Comment # 80: Sumner Schachter</p> <p>From: Sumner Schachter <sumnerschachter@gmail.com> Date: Sat, Nov 22, 2014 at 2:35 PM Subject: FW: GRAND AVENUE BRIDGE ENVIRONMENTAL ASSESSMENT CITIZEN'S COMMENTS To: "Elsen - CDOT, Joseph" <joseph.elsen@state.co.us></p> <p>Here are some comments/observations regarding the Hwy82/Grand Avenue Bridge. Thanks for all your work on behalf of the city and CDOT.</p> <p>80a 1. Why does the EA state that the purpose of the project is to improve connection between downtown Glenwood and the historical Glenwood Hot Springs? This seems to minimize the scope and purpose of the project which seems to be much broader like improving the access and egress to I70, upgrading the bridge functionality for traffic moving up and down valley and connecting better to the region. These are addressed later in the EA, but the purpose statement seems very limited and misleading.</p> <p>80b 2. Is there supporting detail and additional corroboration regarding the increased revenue to local restaurants of almost 1mm\$? It seems like details are needed especially since the EA suggests that Glenwood’s 7th street will be closed for at least 90 days? What is the expected loss of revenue to the heart of Glenwood’s restaurants (and hotel) there?</p>					<p>Comment #80a Response: Per FHWA/Federal Transit Administration (FTA) joint guidance, purpose and need statements should be concise and focus on the primary transportation challenges to be addressed (Environmental Review Toolkit, Memorandum, Guidance on “Purpose and Need”, Federal Highway Administration, July 23, 2003) (FHWA 2003). The purpose of the project is as stated in the EA, which is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The purpose and need also recognizes the vital link the existing bridge plays in connecting to the Roaring Fork Valley. Therefore, it captures the items mentioned in the comment, including upgrading the bridge functionality to better connect to I-70 and the region. However, the primary transportation challenge is providing this downtown connection and addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA. This project is not intended to address larger regional traffic or transportation issues.</p> <p>Comment #80b Response The <i>Economic Conditions Technical Report</i> has details on revenue projections, impacts, as well as the assumptions and methods used to develop these projections. Please note that estimating economic impacts from these types of projects is challenging and inherently speculative.</p>

Comment No.	Comment	Response
80c	3. How can CDOT target and guarantee closure during the ‘shoulder’ seasons of Glenwood tourism? (March April May and/or Sept. Oct Nov) even though some of those months are busy? Can CDOT/contractor actually bond to insure that construction/closure does not take place from Memorial Day through Labor Day to help guarantee access and to help businesses survive?	Comment #80c Response: CDOT intends to schedule the bridge closure during the spring or fall, as discussed in the EA. Because construction scheduling has an element of uncertainty, we cannot make a guarantee in this regard.
80d	4. How can 400-500 daily vehicle trips be eliminated during the significant and dramatic delay periods during construction and closures? Will this occur only be discouraging visitors to Glenwood? How will RFTA be impacted and delayed and how will up valley employers and workers be affected?	Comment #80d Response: The reduction of trips during the bridge closure will be accomplished through TDM techniques, including publicity about the overall closure, suggestions for alternate travel times, and mostly by supporting alternate travel modes during peak periods. RFTA plays a substantial role in this effort, and initial coordination with RFTA has helped determine strategies that are currently being evaluated. The RFTA strategies may include fare reductions or even free rides north of downtown Glenwood, and strategies for travel time savings for buses including a temporary bus lane on Grand Avenue and Wulfsohn Road. The goal behind scheduling this work for a shoulder (spring/fall) period is to take advantage of a time of year when tourist visits to Glenwood are already lower, so that impacts during the higher demand visit times are diminished.
80e	5. In the MESA report is it is mentioned that soil samples for hazardous materials have not been tested? Can the EA be considered complete and the project safe to proceed without these samples?	Comment #80e Response: The purpose of the Modified Environmental Site Assessment (MESA) is to screen the area for hazardous materials that could pose a risk to the project. Phase II studies (involving sampling and characterization) are conducted after the MESA has identified potential hazardous material concerns. For this project, the MESA identified hazardous material concerns at service stations, maintenance facilities, etc. that CDOT will further evaluate prior to construction activities. Sampling and characterization will be conducted to determine the extent of contamination, if any, and whether remediation is necessary. This level of analysis is standard for determining environmental effects in the NEPA process.
80f	6. Possible loss of 50% of business revenue during closure and construction periods sounds devastating? Are there ways to prevent and compensate to reduce this? How is this potential cost factored into the projected job and economic gains in the EA? These gains seem inflated and not substantiated and site specific. Can you/the EA provide more info and support? It should.	Comment #80f Response: We assume the reference to loss of 50 percent of business revenue pertains to the discussion from pages 35 and 36 of the <i>Economic Conditions Technical Report</i> . If so, this discussion relates to revenue losses during the full bridge closure. Businesses were interviewed about impacts during the resurfacing project that closed the pedestrian bridge. Impacts varied from 10 percent to 50 percent. The 50 percent figure does not mean that all businesses will undergo the same impact. Because of the potential loss of pedestrian access from points north of the river (e.g., the Hot Springs Lodge), business owners stressed the importance of maintaining a pedestrian connection throughout construction, which the project will do. The <i>Economic Conditions Technical Report</i> has details on revenue projections, impacts, and the assumptions and methods used to develop these projections.

Comment No.	Comment	Response
80g	7. Timing and sense of urgency? It seems that the EA repeatedly notes 2030 and 2035 as a critical period of traffic crises in the ‘no build’ option and Glenwood and Highway 82 traffic. There seems time to expand the scope of this study to a broader study area, regional impacts and other alternatives for highway 82 connections by new studies or revisiting prior corridor studies.	<p>Business owners who believe they are due compensation from project impacts can file a claim with CDOT. Section 3.6.3 and Table 3-28 of the EA list measures CDOT will employ to minimize and mitigation impacts. Also refer to Table 3-2 of the FONSI for list of mitigation measures.</p> <p>Comment #80g Response: See Comment #13b Response regarding the 2035 planning horizon and its consistency with state and federal transportation planning guidance. As discussed in Section 3.2.2 of the EA, the year 2035 is the planning horizon for the EA, not a time of traffic crisis. That planning horizon means that the Build Alternative has been designed to accommodate travel demand expected in year 2035. Again, the purpose of this project is not to address regional transportation/traffic issues (see Comment #80a Response).</p>
80h	8. There seem to be many possible benefits to Glenwood as well as many considerations in the ‘Build Alternative’ (2) section. It seems that major and minor elements such as shielding, and ramp features and bike connectivity are very important but not actually part of the bridge replacement. It is key that these and design elements be included and completed concurrently with the bridge replacement. If not, then it would seem that the process should begin from the start and there would be a need to reexamine the build alternatives as well as a no build alternative.	<p>Comment #80h Response: Aesthetic design elements and bicycle/pedestrian connectivity are indeed important parts of the Build Alternative and will be constructed as part of the project. Please note that the shielding proposed to be included along the highway bridge, as described in the EA, was eliminated for a few reasons, including the Glenwood Springs Historic Commission did not feel that it was consistent with the historic setting of the downtown area, and it would be difficult for the City to maintain and keep clean, especially during the winter months.</p>
80i	9. The EA is difficult to access and review because all the sections are separate pdf’s and must be viewed and opened separately. It does not seem user and public ‘friendly’.	<p>Comment #80i Response: Hard copies of the EA were provided at several viewing locations listed in the EA. The EA was and is also available electronically on the project website. It was broken into pieces to speed download times, which may be important for users with slow internet connections. In response to comments regarding availability of the EA, additional copies of the EA, appendices, and technical reports were made available at the library to check out for review during the extended comment period.</p>
80j	10. If one of the reasons for a new bridge is to meet UPPR vertical clearance standards, why is not UPPR a financial partner and contributor to this project?	<p>Comment #80j Response: It is the responsibility of the implementing agency, in this case CDOT, to fund improvements to meet design standards.</p>
80k	<p>11. This project is very important and impactful to Glenwood. I would like to request that CDOT extend the response period because there is so much information in the EA and so many impacts to consider. Please extend the response period until January 31, 2015 or some reasonable amount of time.</p> <p>Thank you. Sumner Schachter, 1204 Blake Avenue (P.O. Box 61), Glenwood Springs, CO 81601, 970-379-2002</p>	<p>Comment #80k Response: The 30-day comment period (October 31, 2014 to December 1, 2014) for the EA was extended 30 days, to conclude on December 31, 2014. The comment period extension was announced in several ways, including news advertisements, a press release, an email blast, and project website. Refer to Section 5.1 of the FONSI for more details.</p>

Comment No.	Comment	Response
81	<p>Comment # 81: Barbara Coddington</p> <p>From: Barbara Coddington <bcoddington111@gmail.com> Date: Fri, Nov 21, 2014 at 9:48 AM Subject: Glenwood bridge To: Joseph Elsen - CDOT <joseph.elsen@state.co.us></p> <p>Sorry not to attend Glenwood meeting to voice my support for the new bridge in Glenwood. Have faith that there are supporters such as my self who have not been as vocal as the bypass crew. The issue of a bypass is a can (of worms) that has been kicked down the road by some of the very interests now complaining about a bypass connection, for many years. People willing to sacrifice precious riverside for a bypass are not thinking of what they are doing to the irreplaceable river corridor, and Midland has been taken off the table by some of the very complainers.</p> <p>In any case, I believe you should continue with your plan which is a wonderful thing for the Hot Springs Pool and the Hotel Colorado which are the "geese that laid the golden egg" for Glenwood. And the dedicated money may not be available in the future.</p> <p>I have also written a letter to the PI saying as much.</p> <p>Thank you, Barb Coddington</p>	<p>Comment #81 Response: Comment noted.</p>
82	<p>Comment # 82: Lisa Sobke</p> <p>From: Lisa Sobke <lsobke@msn.com> Date: December 1, 2014 at 6:30:59 PM MST To: joseph.elsen@state.co.us Subject: Glenwood Bridge</p> <p>I would like to add my name to the list of supporters of the new Glenwood Springs bridge. Lisa Sobke</p>	<p>Comment #82 Response: Comment noted.</p>

Comment No.	Comment	Response
83	<p>Comment # 83: Patricia Helling</p> <p>From: <floydsofmayberry@yahoo.com> Date: Sat, Nov 22, 2014 at 10:20 PM Subject: Glenwood bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>I am in favour of building the bridge as designed. I am a resident of Glenwood Springs, Co.</p> <p>Patricia Helling 2522 Woodberry Dr Glenwood Springs Co</p>	<p>Comment #83 Response: Comment noted.</p>
84	<p>Comment # 84: Roger Shugart</p> <p>From: Roger <Roger@aspeninsulation.com> Date: November 24, 2014 at 8:09:15 AM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Glenwood Bridge</p> <p>Joe, I wanted to voice my support for the bridge project as I know too many people often hear only the negative voices. Please know that there are numerous business such as mine who depend on workers traveling across the bridge every morning and evening, as well as during the day to work in other valleys. A smooth, safe flow of traffic is vital to our efficiency and we appreciate the CDOT design to make this happen.</p> <p>Regards, Roger Shugart</p> <p>Aspen Insulation ColWest Roofing and Waterproofing</p>	<p>Comment #84 Response: Comment noted.</p>

Comment No.	Comment	Response
85	<p>Comment # 85: Jeff Peterson</p> <p>From: Jeff Peterson <Jeff@tramway.net> Date: Sat, Nov 22, 2014 at 12:28 PM Subject: Glenwood Bridge Project To: "Joe Elsen (joseph.elsen@dot.state.co.us)" <joseph.elsen@dot.state.co.us></p> <p>Joe,</p> <p>I want to thank you for your efforts to make the bridge project happen! The process has included the citizens of Glenwood and many of their ideas have been incorporated into the design. I know that no project of this magnitude is easy, but the negative publicity being generated by the vocal minority is ridiculous. The tactics of wider EA studies, lawsuits and absurd claims may grab headlines, but are nothing but an attempt to slow or stop a project by a desperate minority who doesn't understand reality or want change.</p> <p>Keep your head up! CDOT has done a great job communicating and moving this difficult project forward. Thank you for all of your efforts. Once completed the bridge and the project will improve the community we all love and support. Let me know if there's anything that I can do to help!</p> <p>Regards, Jeff Peterson, P.E.</p>	<p>Comment #85 Response: Comment noted.</p>
86	<p>Comment # 86: Charlene Revoir</p> <p>From: <Charlene.D.Revoir@wellsfargo.com> Date: Tue, Nov 25, 2014 at 1:42 PM Subject: Glenwood Grand Avenue Bridge Project To: joseph.elsen@state.co.us</p> <p>Dear Mr. Elsen:</p> <p>As a resident of Garfield County, and someone that works with all the businesses in our community, I fully support the Grand Avenue Bridge project. I understand the concerns of voices against this project, but feel that a new bridge is the best option at this point in time. I sincerely hope that the project moves forward soon.</p> <p>Sincerely, Charlene Revoir, Charlene D. Revoir , VP & Sr. Relationship Manager , Wells Fargo Business Banking, Roaring Fork Valley, MAC C7451-011, 205 E Meadows Drive, Glenwood Springs, CO 81601, (970) 384-4481, (970) 319-5763 CELL, (970) 384-4497 FAX</p>	<p>Comment #86 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
87	<p>Comment # 87: Ginger Franke</p> <p>From: Ginger Franke <gfranke@holycross.com> Date: November 24, 2014 at 6:41:20 AM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Glenwood Springs Bridge replacement</p> <p>Please add my name to the list of those who WANT to see the bridge replaced.</p> <p>Ginger Franke, Purchasing Agent, Holy Cross Energy, 3799 HWY 82, Glenwood Springs, CO, 81601, + Email: gfranke@holycross.com, (Phone: 970-947-5407 “Holy Cross Energy is committed to providing its members with the best possible services at a reasonable and competitive cost consistent with sound business and environmental practices”</p>	<p>Comment #87 Response: Comment noted.</p>
88	<p>Comment # 88: Nancy Heard</p> <p>From: Nancy Heard <nheard@glenwoodcaverns.com> Date: November 23, 2014 at 10:41:25 PM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Glenwood Springs bridge</p> <p>Hello Mr. Elsen</p> <p>I wanted to express my support of the current bridge design for Glenwood Springs.</p> <p>I would like for this project to proceed swiftly without delay!</p> <p>Sent from my iPhone</p> <p>Nancy Heard, General Manager, Glenwood Caverns Adventure Park Cell (970) 379-9704</p>	<p>Comment #88 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
89 89a	<p>Comment # 89: Joan Troth</p> <p>From: Joan Troth <jktroth@rof.net> Date: Thu, Nov 20, 2014 at 2:47 PM Subject: Glenwood Springs bridge plans To: joseph.elsen@state.co.us Hello Mr. Elsen, I wish to beg CDOT to shrink the proposed bridge plan to save money and cancel the request for funds from other communities. The project should be under budget to start because of unanticipated costs in the construction years.</p>	<p>Comment #89a Response: The Build Alternative was identified as the Proposed Action because, of all the alternatives evaluated, it was determined to best meet the purpose and need of the project and project goals, while minimizing environmental impacts. A new pedestrian bridge was included for reasons discussed in Comment #89c and #125c Responses. Please refer to Comment #28a Response regarding benefits of using CM/GC to estimate costs and identify risks and contingencies to put in place to address them.</p>

Comment No.	Comment	Response
89b	<p>I believe the existing bridge should be repaired and widened so that downtown Glenwood and 6th St. businesses will suffer much less impacts and so that I-70 traffic will not have to be detoured.</p>	<p>Comment #89b Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated that would fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response. CDOT will work to minimize impacts from the detour.</p>
89c	<p>I do not understand why the existing pedestrian bridge is replaced as part of the plan.</p> <p>Sincerely, Joan Troth, 3202 Cooper Ct., Glenwood Springs</p>	<p>Comment #89c Response: A new pedestrian bridge will accommodate relocating utilities (which are currently located on the existing highway bridge), while improving connections, I-70 clearances, grades, and aesthetics. A new pedestrian bridge was also deemed favorable because it will allow improvements to merging distance onto I-70 eastbound to meet design standards.</p>
90	<p>Comment # 90: Adolfo Gorra</p> <p>From: "Glenwood Structural and Civil, Inc." <gsc@sopris.net> Date: November 24, 2014 at 1:10:51 PM MST To: <joseph.elsen@state.co.us> Subject: Glenwood Springs Grand Avenue Bridge Project</p> <p>Hello Mr. Elsen,</p> <p>A quick e-mail to let you know that as a resident of Glenwood Springs and local structural engineer, I fully support the project. In my opinion, the bridge is necessary and the new alignment is a very beneficial component. Your efforts toward realization of the project are greatly appreciated.</p> <p>Thank You,</p> <p>Adolfo Gorra, MS, PE GLENWOOD STRUCTURAL AND CIVIL, INC. 812 Pitkin Avenue, Glenwood Springs, CO 81601, Phone 970-928-0135, Fax 970-928-9804, www.glenwoodstructural.org</p>	<p>Comment #90 Response: Comment noted.</p>

Comment No.	Comment	Response
91	<p>Comment # 91: Adam Lowell</p> <p>From: Adam Lowell <aglowell@gmail.com> Date: November 23, 2014 at 8:16:48 PM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Glenwood Springs Grand Avenue Bridge Project</p> <p>Hi,</p> <p>I have grown up in Glenwood Springs and I fully support the Grand Avenue Bridge Project.</p> <p>Cheers, Adam Lowell</p>	<p>Comment #91 Response: Comment noted.</p>
92	<p>Comment # 92: Debonney Fox</p> <p>From: debonney@dfoxpc.com <debonney@dfoxpc.com> Date: Tue, Dec 2, 2014 at 4:03 PM Subject: Glenwood Springs resident- IN FAVOR OF THE GRAND AVENUE BRIDGE! To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>I believe in the proposed Grand Avenue bridge project!</p>	<p>Comment #92 Response: Comment noted.</p>
93	<p>Comment # 93: Kelly Protz</p> <p>From: "Kelly R. Protz" <Protz_Kelly@wagnerequipment.com> Date: November 24, 2014 at 10:42:09 AM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Grand Ave. Bridge /Glenwood Springs</p> <p>Joe,</p> <p>I am sending you my comments in regards to the dire need of the replacement of the Grand Ave. Bridge in Glenwood Springs. From the last picture rendition of the proposed bridge design in the Post Independent , I was pleasantly satisfied with the overall concept . It has been unbelievable the amount of roadblocks put up over the YEARS to stop the project . Let's stop the madness before there's a catastrophic failure ! IN FAVOR OF NEW BRIDGE , Kelly Protz Thanks</p> <p>Kelly Protz Equipment Demonstrator Wagner Equipment Co. 303-324-2244</p>	<p>Comment #93 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
94	<p>Comment # 94: Bobby Holmes</p> <p>From: BOBBY HOLMES <bholmes@wildblue.net> Date: Sun, Nov 23, 2014 at 8:05 AM Subject: Grand Ave Bridge To: joseph.elsen@state.co.us</p> <p>Mr. Elsen:</p> <p>I am in favor of a new bridge for Grand Ave. If you drive a horse trailer, RV, or move any type of equipment on a trailer, it is very scary because of how narrow it is. In most cases you need to take up both lanes. Not to mention if you are coming into Glenwood, that last little "dog leg" at the end of the bridge in the slow lane.</p> <p>I am all in favor of a new bridge.</p> <p>Bobby Holmes 947-1063</p>	<p>Comment #94 Response: Comment noted.</p>
95	<p>Comment # 95: Tim Thulson</p> <p>From: Tim Thulson <Tim@balcombgreen.com> Date: Sun, Nov 23, 2014 at 8:13 AM Subject: Grand ave bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Joe, I fully support CDOT's plan for the new bridge.</p>	<p>Comment #95 Response: Comment noted.</p>
96	<p>Comment # 96: Eric Strautman</p> <p>From: Eric Strautman <estrautman@hotmail.com> Date: Sat, Nov 22, 2014 at 1:18 PM Subject: Grand Ave Bridge project To: joseph.elsen@state.co.us</p> <p>Hello:</p> <p>I want to say that i'm in favor of the new Bridge project. It is impossible to make everyone happy and some will always benefit and perhaps, some will be negatively affected but that is always the case on a large project such as this. I know there have been numerous reviews and improvements and I feel the current plan is the best balance and should proceed.</p>	<p>Comment #96 Response: Comment noted.</p>

Comment No.	Comment	Response
	<p>I appreciate your efforts in this regard.</p> <p>Sincerely, Eric A. Strautman, O.D., 20/20 EyeCare, P.C.</p>	
97	<p>Comment # 97: John Ackerman</p> <p>From: John Ackerman <ackerman1911@gmail.com> Date: December 1, 2014 at 10:21:39 PM MST To: joseph.elsen@state.co.us Subject: Grand Ave Bridge support</p> <p>I wholeheartedly agree with the Post Independent article supporting the bridge - all of the points covered are exactly my thoughts as a highway engineer and 45 year resident. If the stop grand ave people have their way they will ruin this town not save it. Don't let a vocal minority dominate the dialogue.</p> <p>John Ackerman</p>	Comment #97 Response: Comment noted.
98	<p>Comment # 98: Jon Hegland</p> <p>From: Jon Hegland <jhegland@aspeneearthmoving.com> Date: November 24, 2014 at 9:29:38 AM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Grand Avenue Bridge Project</p> <p>I support the current Grand Avenue Bridge Project. Thank You, Jon Hegland</p>	Comment #98 Response: Comment noted.
99	<p>Comment # 99: Dan Cokley</p> <p>From: Dan Cokley <DanC@sgm-inc.com> Date: Tue, Nov 25, 2014 at 5:21 PM Subject: Grand Avenue Bridge EA comments To: "Joseph.elsen@state.co.us" <Joseph.elsen@state.co.us></p> <p>Joe</p> <p>I am writing to let you know that I have reviewed the EA documents for the proposed Grand Avenue Bridge project. I have been a resident of the valley for nearly 25 years and have worked at the Springs Center building at 118 W 6th St for over 20 years. Our business access will undoubtedly be impacted during construction.</p>	Comment #99 Response: Please refer to Comment #5n Response regarding local contributions to the project. Construction is anticipated to begin between late 2015 and mid-2016.

Comment No.	Comment	Response
	<p>I look forward to a safer crossing of the Colorado River to access Grand Avenue. I believe the proposed solution will serve that purpose, while improving traffic flow, addressing pedestrian safety and freeing up valuable community space near the intersection of 6th and Laurel. I have no concerns with impacts associated with the construction of the project and only hope that it will occur as scheduled. The community needs this project completed!</p> <p>My sole concern is with the project funding, given this is the lifeline to the upper valley, I think that Pitkin County and the City of Aspen should be equal partners to Glenwood Springs and Garfield County.</p> <p>Thank you, Dan Cokley, PE</p>	
100	<p>Comment # 100: Dave Moore</p> <p>From: David Moore <dmoore6300@gmail.com> Date: Sun, Nov 23, 2014 at 6:46 AM Subject: Grand avenue bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Joseph,</p> <p>I support the Grand Ave Bridge project for Glenwood Springs and reside in town. Dave Moore, dmoore6300@gmail.com</p>	<p>Comment #100 Response: Comment noted.</p>
101	<p>Comment # 101: Hunt Walker</p> <p>From: "R. Hunt Walker" <rhuntwalker957@msn.com> Date: November 24, 2014 at 3:03:01 PM MST To: joseph.elsen@state.co.us Subject: Grand Avenue Bridge</p> <p>Joe, As a Carbondale and Roaring Fork Valley resident I support the current bridge project for several reasons. First, the travel lanes are too narrow and the bridge needs to be replaced. Second, although the traffic volumes will be the same, the increased width of the bridge and the roundabout will process traffic quicker. Third, it will also create a great pedestrian and shopping experience on 6th street. I never stop their now because of the traffic.</p> <p>Also it doesn't preclude a bypass in the future. Thank you, Hunt Walker</p>	<p>Comment #101 Response: Comment noted.</p>

Comment No.	Comment	Response
102	<p>Comment # 102: Jennifer Lowell</p> <p>From: "Jennifer Lowell" <jlowell@sopris.net> Date: November 24, 2014 at 11:38:40 AM MST To: <joseph.elsen@state.co.us> Subject: Grand Avenue Bridge</p> <p>Dear Joseph,</p> <p>I am a supporter of the Grand Avenue bridge. I want you to know there are a lot of people in this town that appreciate all the work you and the State have put into this project. A new bridge is very import to this town and I hope you can keep proceeding with the current plan.</p> <p>Sincerely, Jennifer Lowell, jlowell@sopris.net</p>	<p>Comment #102 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
103	<p>Comment # 103: Michael Picore</p> <p>From: Michael Picore <michael.picore@wjbradley.com> Date: Sat, Nov 22, 2014 at 4:21 PM Subject: Grand Avenue Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Joe,</p> <p>We support the bridge and as a citizen and business owner that is the majority in the community....even though you may hear the contrary</p> <p>MICHAEL PICORE, BRANCH MANAGER, W.J. Bradley Mortgage, NMLS# 339742, OFFICE: 970.456.4821 CELL: 970.309.2911, FAX: 877.226.8531 1319 Grand Avenue-Main Floor Glenwood Springs, CO 81601 michael.picore@wjbradley.com mywjb.com/michael-picore</p>	<p>Comment #103 Response: Comment noted.</p>

Comment No.	Comment	Response
104	<p>Comment # 104: Nancy Peterson</p> <p>From: Nancy Peterson <NancyP@tramway.net> Date: Sat, Nov 22, 2014 at 1:00 PM Subject: Grand Avenue Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Please go forward with the Grand Avenue Bridge Project. While it doesn't not solve all of Glenwood's transportation problems, we need a new bridge. Thank you for all of your effort.</p> <p>Nancy Peterson, 607 Harvard Dr., Glenwood Springs, CO 81601</p>	<p>Comment #104 Response: Comment noted.</p>
104	<p>Comment # 105: Ross Peterson</p> <p>From: <rosspeterson114@comcast.net> Date: Sat, Nov 8, 2014 at 3:08 PM Subject: Grand avenue bridge To: joseph elsen <joseph.elsen@state.co.us></p> <p>Mr. Elsen, I just wanted to send you a quick note to express my support for the Grand Avenue bridge replacement plan that has been created. I know that there have been some outspoken opponents of the plan in favor of a bypass. However, I believe the first priority must be to replace the existing Grand Avenue bridge.</p> <p>Ross Peterson 114 Virginia Road Glenwood Springs, CO 81601</p>	<p>Comment #105 Response: Comment noted.</p>
106	<p>Comment # 106: Scott Sobke</p> <p>From: "Scott Sobke" <ssobke@pinestoneco.com> Date: November 24, 2014 at 6:42:43 AM MST To: <joseph.elsen@state.co.us> Subject: Grand Avenue Bridge</p> <p>Good morning Joe,</p> <p>I just want to make sure you are aware that the group opposing the new design of the Grand Avenue Bridge is extremely small and does not represent the majority of City residents who wholeheartedly support the new bridge design</p>	<p>Comment #106 Response: Comment noted.</p>

Comment No.	Comment	Response
	<p>and construction. I have been a resident of GWS for 20 years and own property on both sides of the bridge. I have discussed this project with at least 100 people and know only a handful who are not in favor of moving forward with this well engineered and thoughtful design. Please build the bridge and know that you have the support of this community.</p> <p>Best Regards, Scott Sobke 970 945 2940 970 618 8991</p>	
107	<p>Comment # 107: Emily Lowell</p> <p>From: Emily Lowell <emily.r.lowell@gmail.com> Date: Sat, Nov 22, 2014 at 10:07 PM Subject: Grand avenue bridge project To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>I support the current Grand Avenue Bridge Project</p>	Comment #107 Response: Comment noted.
108	<p>Comment # 108: James F. Fosnaught</p> <p>From: "James F. Fosnaught" <jff@mountainlawfirm.com> Date: December 1, 2014 at 1:54:00 PM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Highway 82 bridge over the Colorado River in Glenwood Springs Mr. Elsen:</p> <p>I writing to provide CDOT my support for the planned Highway 82 bridge over the Colorado River in Glenwood Springs. As difficult as the construction may be, I recognize there are some real long term benefit, including:</p> <ol style="list-style-type: none"> 1.) The connectivity between North Glenwood Springs and downtown will be improved; 2.) The new alignment will give 6th Street an opportunity for redevelopment and a great connection to the popular 7th Street area. This new 6th Street segment will have almost no traffic on it and will tie together nicely with lodging and the hot springs. It has the potential to be the new core of Glenwood where people want to go, stay, eat and hang out shopping (along with the 7th St area). 3.) We'll get rid of the functionally and structurally obsolete bridge. The bridge is dangerous in its existing configuration. 4.) Aesthetics and functionality of the entrance to Glenwood Springs will be improved. Ingress and egress to the interstate will be improved. 	Comment #108 Response: Comment noted.

Comment No.	Comment	Response
	<p>5.) The backup that Glenwood Spring's experiences in the morning and evenings along Grand Avenue is mainly due to the choke point caused by the current bridge and I-70 intersection. This project will ease some of the problems.</p> <p>6.) The area under the bridge will be dramatically opened up and be much less dingy. The alley on the east side of the bridge will be improved to look like the alley between Smoke and the Italian Underground.</p> <p>7.) The new pedestrian bridge will be a functional improvement and be an architectural statement as you come down I-70.</p> <p>A bypass is not going to happen and I would oppose that as an alternative. I live and work in Glenwood Springs and look forward to the completion of this project.</p> <p>Thanks, James</p> <p>James F. Fosnaught, Esq., 201 14th Street, Suite 200, Mail to: P.O. Drawer 2030, Glenwood Springs, CO 81602, Tel: 970.945.2261 (ext. 119) Direct Dial: 970.928.2120, Fax: 970.945.7336, www.mountainlawfirm.com</p>	
109	<p>Comment # 109: Bess Wynn</p> <p>From: Bess Wynn <besswynn@besswynn.com> Date: Thu, Nov 27, 2014 at 8:36 AM Subject: Love the Glenwood Bridge Plan To: "Joseph.elsen@state.co.us" <Joseph.elsen@state.co.us></p> <p>Hello Joe,</p> <p>The Glenwood Bridge plan appears to be well thought out -- good traffic patterns, attractive and safe. As a Glenwood Springs resident, the project has my full support.</p> <p>Bess Wynn 102 Creekside Ct Glenwood Springs, CO 81601 970-309-4283</p>	<p>Comment #109 Response: Comment noted.</p>

Comment No.	Comment	Response
<p>110</p>	<p>Comment # 110: Carol Turtle</p> <p>From: Carol Turtle <c-turtle@q.com> Date: Mon, Dec 1, 2014 at 8:45 AM Subject: Public comment FOR the bridge To: joseph elsen <joseph.elsen@state.co.us></p> <p>I have submitted two comments that I want to rescind and revise my public comment. The comments to rescind are dated Thursday, Nov. 20, 2014 at 7:14 A.m. titled "Bridge Doesn't solve enough problems". The other comment to rescind is dated Thursday, Nov. 20, 2014 at 7:29 A.m. titled "SH82/bridge - Construction phase issues - can Glenwood even survive it?"</p> <p>This is my revised comment:</p> <p>After much digging and educating myself on a deeper level, I have come to believe that the bridge should be built. I am FOR the bridge being built. Thank you for all the hard work on the bridge and the plan. It will be beautiful, functional, and serve Glenwood Springs and the surrounding communities it connects well.</p> <p>Carol Turtle Glenwood Springs, CO 81601</p>	<p>Comment #110 Response: Comment noted.</p>
<p>111</p>	<p>Comment # 111: Dan Richardson</p> <p>From: Dan Richardson <DanR@sgm-inc.com> Date: Tue, Dec 2, 2014 at 8:18 AM Subject: SH 82/Grand Ave Bridge EA comment To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us></p> <p>Joe and the CDOT team, Thank you for your efforts in not only designing a very complicated project, but for going the extra mile to listen to and incorporate community feedback. I think the effort, let alone the design is a shining success to date. My comments are as follows and are founded in my experience of walking from 9th & Grand to the SGM building at 6th & Laurel at least twice a day for the last 8 years:</p> <ul style="list-style-type: none"> · I appreciate CDOT prioritizing this project (again) as I agree that the bridge's useful life has expired. · The current bridge not only lacks structural integrity, but it compromises safety on many fronts, and doesn't compliment Glenwood's unique character. <p>This is based on multiple encounters with unsafe drivers/conditions and</p>	<p>Comment #111 Response: Comment noted.</p>

Comment No.	Comment	Response
112b	<p>into December. I am sure you know with your long experience in construction that a project of this size and complexity has a strong chance of taking longer than expected. Any bridge closure past the middle of November would be a disaster! December is the busiest month of the year for any retail business. For our business, it roughly equals 2 good months. A bridge closure in December would potentially put even some of the strong businesses out of business. If the closure is to be longer, the closure should happen in the spring starting around February 15th.</p> <p>2.) I don't remember any discussion of the "square-about" traffic pattern downtown. I am sure CDOT has some traffic engineering reason for this, but to a citizen it doesn't make any sense. Why would people coming from the West on 8th Street have to take a right on Colorado, a left on 9th and then another right on Grand? The traffic will be backed up enough already and this will just make it worse. This also routes the traffic through a very busy pedestrian around the Post Office. Why wouldn't traffic just take a right on Grand from 8th Street? I understand the benefit of not allowing people to go straight on 8th, but the square-about makes no sense to me.</p>	<p>Comment #112b Response: Section 2.4.2 of the EA described a “square about” that will be implemented during the full bridge closure to address higher traffic volumes resulting from the SH 82 Detour. The existing intersection of 8th and Grand Avenue is too small to allow two-way trucks to turn past each other. The system of one-way roads with the temporary square-about allows more flexibility for turning larger vehicles. One-way roads also improve the overall traffic flow capacity compared to two-way roads. The square about will consist of a temporary one-way loop on 8th Street, Colorado Avenue, 9th Street, and Grand Avenue (as shown in Figure 2-15 of the EA). As part of the square about, the following measures will be put into place:</p> <ul style="list-style-type: none"> • A temporary signal will be installed at the intersection of 8th Street and Colorado Avenue to facilitate pedestrian crossings and higher traffic volumes. • A temporary physical barrier will be placed at the intersection of 9th Street and Colorado Avenue to force detour traffic to turn east toward Grand Avenue and keep detour traffic from continuing south on Colorado Avenue. Temporary barriers will be placed at Pitkin Street and School Street to prevent right turns from 8th Street; an outlet will be left for northbound local traffic from those streets to turn onto 8th Street.
112c	<p>3.) The EA does mention that the construction will take up some parking at the Hot Springs, but it does not say how long and how much parking. I have heard from Hot Springs officials that CDOT wants to use the entire Hot Springs parking lot as a staging area for the entire period of construction. Even with a workaround for Hot Springs visitors, this will be sure to reduce Hot Springs visitation. The Hot Springs is a major drive of tourism for the whole town. This will have a cascading effect on almost every business in town, not just the downtown. I don't see any mention of this in the economic impact section. I know the Hot Springs has purchased the old Bighorn Toyota property and plans to use this for parking during construction. Why not use this property as the staging area? I know this will increase construction costs due to the need to cross the 6th Street intersection, but this will reduce the impact on the economy.</p>	<p>Comment #112c Response: CDOT is evaluating options for off- and on-site construction staging and parking options, which involves negotiations with property owners. CDOT is coordinating with the Hot Springs Lodge and Pool regarding impacts to their parking, as CDOT understands the importance of the Hot Springs Pool to the local economy and the need to provide temporary Hot Springs Pool parking during construction.</p>

Comment No.	Comment	Response
112d	<p>4.) The Economic Impact section is inadequate. It speculates about what effect the closure will have on local business, but also assumes that there will a benefit from the construction. What it does not say is that the impacts will be entirely disproportional. By and large, the business that are negatively affected by the closure will not receive any benefit from the construction spending. This section also some of the weaker businesses in the downtown may go out of business due to the construction. This is simply not an acceptable outcome.</p>	<p>Comment #112d Response: Please note that during full bridge closure, business access will be hindered – it will not be prohibited. Also, pedestrian access will be maintained throughout construction. In regards to the EA not indicating that business impacts will be disproportionate, Section 3.6. 2 of the EA includes these statements:</p> <ul style="list-style-type: none"> • “During the approximately 90-day bridge closure for the SH 82 Detour, business visibility would decrease for certain businesses in the study area. • Businesses that primarily rely on drive-by traffic would be impacted more than businesses that are specific destinations.” • ”...the temporary detour route would result in changes in traffic patterns between the north and south sides of downtown Glenwood Springs. Businesses along Grand Avenue between 7th and 8th Streets, on 7th Street, along 6th Street, and on W. 6th Street adjacent to and west of the 6th and Laurel intersection would be less visible to drive by-traffic. Also, trips to these businesses by car might require out-of-direction travel along Midland Avenue, which could reduce sales.”
112e	<p>CDOT should set up a compensation fund to help offset the impacts of the closure on the local businesses.</p> <p>Thanks, Carl Carl Moak carl@summitcanyon.com Summit Canyon Mountaineering 307 8th St., Glenwood Springs, CO 81601 Phone: 970-945-6994; Fax: 970-945-7586</p>	<p>Comment #112e Response: Business owners who believe they are due compensation from project impacts can file a claim with CDOT. Note the measures to minimize impacts during construction in Section 3.6.3 of the EA, and noted in Table 3-2 of the FONSI.</p>
113	<p>Comment # 113: Janette Kaufman</p> <p>From: Janette kaufman <janettekaufman@hotmail.com> Date: Thu, Nov 27, 2014 at 8:18 AM Subject: SH 82 Grand Avenue Bridge To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us></p> <p>Dear Mr. Elsen, Having reviewed all of the information regarding the SH82 bridge project through Glenwood Springs, I must forward a few observations.</p>	
113a	<p>First, it has been acknowledged that the present bridge is problematic because of its width, not deterioration.</p>	<p>Comment #113a Response: Refer to Comment #10a Response regarding existing bridge deficiencies.</p>

Comment No.	Comment	Response
113b	Second, the present proposal will do nothing to alleviate the amount of through traffic that impacts the pedestrians and local traffic in our small town.	Comment #113b Response: You are correct that replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. This project addresses the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.
113c	Third, this should be a regional plan incorporating the state and several counties to accommodate all of the entities. The present plan just further impairs Glenwood Springs. In 1940, Garfield County's land use plan called for a bypass around Glenwood. This has been accomplished in many tourist communities such as Durango and Breckenridge. I do not believe the cost is the issue and I think to proceed as planned will cost Glenwood Springs more in the long run. Thank you for listening, Jan Kaufman, 925 Bennett Avenue, Glenwood Springs, 970-945-7560	Comment #113c Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed. Refer to Comment #22b Response regarding the regional transportation process.
114	Comment # 114: John Gacnik From: John < gacnik@rof.net > Date: Sun, Nov 2, 2014 at 11:09 AM Subject: SH 82 Grand Avenue Bridge To: Joseph.Elsen@state.co.us	Comment #114a Response: Comment noted.
114a	The time has come to replace the bridge that should have been done 20 years ago. Yes, it will be an inconvenience for a few months but then so is any project of this size. The Glenwood Canyon project was and the paving of Grand Ave was to name just a few but we survived those and we'll get through this as well. The traffic and pedestrian flow will be much better and the tourism industry upon which we depend will be greatly enhanced.	
114b	I do believe the 8th street connection is essential and should come first and be <u>permanent</u> as was the plan all along. John Gacnik	Comment #114b Response: Please refer to Comment #24e Response.

Comment No.	Comment	Response
<p>115</p> <p>115a</p> <p>115b</p>	<p>Comment # 115: Cassy Porter</p> <p>From: Cassy Porter <strblzrsfan-gcpldporter@yahoo.com> Date: Fri, Oct 31, 2014 at 6:31 PM Subject: Sh82 Grand Avenue Bridge project To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us></p> <p>Cassyaston Porter 412 8th st. Apt. #0 GWS</p> <p>To Whom it may concern,</p> <p>I live on 8th street in GWS and have been concerned, as many other GWS residents have been, about the bridge project looming over our heads. I first want to thank you for offering the project pages for everyone to view. My biggest concern, when my boss, who owns Book Grove on the corner of 8th & Blake sts here in GW, told me that she believed the new bridge would come right down Blake and turn all traffic onto our side of 8th street; I freaked. I live in an apartment complex right next to the fire station and I just couldn't imagine having millions of vehicles a day driving past what is right now a fairly peaceful street. So, I was very pleased to see one of the alternative images on the website (pic enclosed, and it is virus free) [Note: Commenter enclosed figure illustrating the Build Alternative.], which I feel would be a very feasible solution to this dilemma we all face regarding the traffic on Grand.</p> <p>Granted, this won't eliminate traffic on Grand Ave, but I think this solution could actually work. I am a visual learner, so it took me a while to understand the outline of the pictures, and I had to Google where Laurel st. is in relation to 6th street.</p> <p>I have enclosed a copy of the picture from the coloradodot website, and truly feel that this choice would work. I can even see myself driving across the new bridge to access 6th street. And it looks like there would be little impact to the environment and property, and 7th street, which I drive quite frequently, would still be useable.</p> <p>Lastly, the only suggestions I have, is when the bridge project goes through, if traffic is detoured down 7th street, that the intersections (or corners) of Cooper & 7th, and Colorado & 7th, both be made into three-way stops. These are both very busy intersections and it is very difficult to turn off of the streets onto 7th.</p>	<p>Comment #115a Response: Comment noted. The project's purpose is not to eliminate traffic on Grand Avenue, nor is it expected to have an impact on current or future traffic volumes. Please refer to Chapter 1 of the EA and FONSI for discussion of the purpose and need of the project.</p> <p>Comment #115b Response: All of the streets/intersections requested to be made all-way stops are outside of the construction project area of the Grand Avenue Bridge, do not have traffic impacts with the final bridge implementation, and are also outside the jurisdiction of CDOT. This comment will be provided to the City</p>

Comment No.	Comment	Response
	<p>I also recommend making the intersection of 8th and Blake a four-way stop; removing the 4-way from 9th would work because the GWS Library is no longer there, but there is a lot of traffic, and have seen a couple off accidents, not to mention lots of close calls at this intersection of 8th & Blake. Plus, kids and others come zooming down the far side of 8th street hill and don't bother to yield at the stop sign (which sits on 8th street both ways), and I'm always afraid that someone on a skateboard or bike will get hit. Plus, pedestrians have a difficult time crossing because drivers refuse to stop for them.</p> <p>In closing, I thank you for reading my letter and noting my recommendation. I wish you every success on this project.</p> <p>Cassyashton Porter, Visit my website cassyashtonporter.webs.com at the Tiny link below http://tiny.cc/qe5do http://www.amazon.com/-/e/B00C8T72A2 http://www.lulu.com/spotlight/kaelin 51</p>	<p>of Glenwood Springs, and they can evaluate the traffic control for these intersections.</p>
<p>116</p>	<p>Comment # 116: Sandy Lowell</p> <p>From: Sandy Lowell <slowell3@gmail.com> Date: Sat, Nov 22, 2014 at 11:43 AM Subject: SH82/Grand Avenue Bridge To: Joseph Elsen - CDOT <joseph.elsen@state.co.us></p> <p>I support the GAB completely, appreciate all the public comment, we have a good design, It is time to build it. The large majority of our community wants it. The current design is good.</p> <p>James "Sandy" B. Lowell III 15 Ptarmigan Dr. Glenwood Springs, CO. 81601 P & C 970-945-1295 Fax 866-481-1630 Slowell3@gmail.com</p>	<p>Comment #116 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
<p>117</p>	<p>Comment # 117: Wes MacCachran</p> <p>From: Wes MacCachran <wmaccachran@holycross.com> Date: November 24, 2014 at 3:48:35 PM MST To: ""joseph.elsen@state.co.us"" <joseph.elsen@state.co.us> Subject: SH82 Grand Avenue Bridge open hearing comments Joe,</p> <p>I would like to submit two concerns of the Grand Avenue Bridge replacement project.</p>	

Comment No.	Comment	Response
117a	<p>1) Vehicle speed into downtown Glenwood. a. Since the replacement bridge will be a more direct path (arc vs. 90 degree turn – at the present 6th and SH82 intersection) how will traffic control work to maintain safety for the downtown section of the State Highway?</p>	<p>Comment #117a Response: Please refer to Comment #5dn Response regarding traffic speeds under the Build Alternative.</p>
117b	<p>2) Pedestrian Safety. a. Please be focused on safety for our citizens and visitors throughout the project and AFTER. I heard a recommendation of a pedestrian tunnel in Glenwood to maintain the accessibility for pedestrians trying to navigate East-West across SH82. Not a bad idea actually.</p>	<p>Comment #117b Response: CDOT will employ mitigation measures detailed in Table 3-2 of the FONSI to provide a safe environment for bicyclists and pedestrians during construction. By reconstructing existing facilities to new standards and providing new trail connections, the Build Alternative will improve pedestrian and bicycle facilities in the study area. The Build Alternative includes a pedestrian crossing underneath the new Grand Avenue Bridge on the north side of the river. The crossing design includes safety features such as lighting, good visibility provided at both entrances/exits, and sufficient width to accommodate emergency response vehicles. Please refer to Section 3.18 of the EA for more information.</p>
117c	<p>I am in favor of your current design. It may help to continue to the communications in helping to educate everyone that this replacement is independent of any bypass alternative(s) through Glenwood Springs.</p> <p>I appreciate the hard work and dedication your teams have made to get to this point.</p> <p>Thanks -Wes.</p> <p>Wes MacCachran, Business Systems Analyst, Holy Cross Energy, 3799 HWY 82, Glenwood Springs, CO, 81601, + Email: wmaccachran@holycross.com, (Phone: 888.347.4425 ext 5417, (Direct: 970.947-5417, (Fax: 970.947-5455 “Holy Cross Energy is committed to providing its members with the best possible services at a reasonable and competitive cost consistent with sound business and environmental practices.”</p>	<p>Comment #117c Response: CDOT continues to clarify for the public and stakeholders that the bridge replacement addresses the structural and functional deficiencies of the existing bridge. A possible future bypass or SH 82 relocation would address separate traffic/transportation issues, and regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

Comment No.	Comment	Response
118c	<p>Another stated goal was "reduce and minimize construction impacts to businesses, transportation users, and visitors. No highway project, including the building of I-70 through Glenwood Canyon, will miss this goal as badly as the one described in the EA.</p>	<p>Comment #118c Response: At each step of the alternatives development and screening process the minimization of impacts was considered in the evaluation. For example, when the proposed alignment was identified, the evaluation showed that it reduced historic property impacts over replacing the bridge in its existing location. The selection of the roundabout at 6th and Laurel was considered to minimize property impacts and improve safety over the signalized intersection option.</p>
118d	<p>Under Sec 2.4- Alternatives. a discussion "a SH82 bypass" was briefly mentioned. Actually the rail road corridor is not a "bypass", but is a relocation of SH82. It passes through the heart of the city. An EIS for this alternative has never been written, but deficiencies in the current bridge would have to be addressed in that document.</p>	<p>Comment #118d Response: We assume the commenter is referring to page 2-4, which discusses a SH 82 bypass, not Section 2-4. The EA’s use of the terms “SH 82 bypass” refers to a rerouting of SH 82 to bypass existing SH 82/Grand Avenue through downtown Glenwood Springs. In that sense, the EA uses the phrases “SH 82 bypass” and “relocation of SH 82” interchangeably. The EA for the SH 82/Grand Avenue Bridge project alludes to such SH 82 improvements in response to external comments and not to validate an SH 82 relocation as a likely outcome of a study to improve mobility on SH 82. Please refer to Comment #9f Response regarding a bypass.</p>
118e	<p>Other statements in that section are invalid, especially the estimate that this relocation would cost five to ten times current available funding. That would be \$500 million to \$1 billion. A study of the alternative should provide a more realistic estimate. In consideration of the fact that no funds have been made available for relocation of SH82, this is a common approach to funding state highway projects. No construction funding was provided for I-70 through Glenwood Canyon or over Vail Pass, or SH82 from Carbondale to Aspen until a design had been approved.</p>	<p>Comment #118e Response: The EA provides a broad range of potential costs for a SH 82 bypass. This range for bypass costs was derived from the SH 82 Corridor Optimization Study. That document includes a range of estimates for a SH 82 relocation along the east side of the Roaring Fork River and along the east side of town. Upon review of the relocation on the east side of the Roaring Fork river costs, the study team recognized that some large structures had been missed. Therefore, for this alignment, the study team started with the high range of the original estimate. This estimate of \$240 million did not include construction engineering, utilities, right-of-way, mobilization, NEPA, or cost escalation. Also, the corridor often cited as a viable location for a new SH 82 alignment is considered historic, and, therefore, is protected by federal laws. Further, the corridor is “rail-banked” and preserved for future rail use, per Surface Transportation Board policy. These issues would add to the cost of obtaining clearances, if even possible, to construct a bypass, and are estimated at approximately two times the original costs, resulting in a rough cost estimate of approximately \$500 million.</p> <p>For the alignment on the east side of town, the study team started with the mid-range of the original estimates, \$610 million. Adding construction engineering, utilities, right-of-way, mobilization, NEPA, and cost escalation adds approximately one and one-half to two times the original cost, or approximately \$1 billion in total costs. These costs equate to approximately five to ten times current available funding for the Grand Avenue Bridge project.</p>

Comment No.	Comment	Response
118f	<p>Construction phasing discusses building "causeways" alongside the new bridge to facilitate construction. Causeways would be built by dumping dirt and rocks into the river and leveling and compacting with appropriate equipment. The water would be muddied during this phase of the construction and later on when that material was removed. While the river here is not considered to be 'prime' fishing water, it is an excellent trout and whitefish fishery. No discussion of this impact can be found in the EA.</p>	<p>Since Glenwood Canyon was constructed, FHWA policy has changed regarding fiscal constraint for projects. Currently, identifying full project funding prior to completing NEPA is typical.</p> <p>Comment #118f Response: Impacts to recreational fishing from muddy/unclear water were addressed in Section 3.17.2 Parks and Recreation of the EA. CDOT will coordinate with the U.S. Forest Service and river outfitters to develop methods to minimize impacts and include appropriate measures in CDOT's Public Information Program for the project. This is clarified in Section 4.2 and Table 3-2 of the FONSI. Section 3.17.3 of the EA lists additional measures that will be employed to mitigate parks/recreation impacts. Also, Section 3.9.2 of the EA discusses water quality impacts during construction, while Section 3.9.3 of the EA lists measures to avoid, minimize and mitigate these impacts.</p>
118g	<p>Detours as described in the EA will cause much inconvenience and dissatisfaction, especially while 18-wheelers rolling are past the Colorado Hotel (Fig. 2-13). The EA should discuss the handling of peak period traffic backing out onto I-70.</p>	<p>Comment #118g Response: As discussed in Section 2.4.2 of the EA, nighttime closures of I-70 will occur approximately ten times for safety-critical overhead work, such as bridge demolition, construction of bridge components, and concrete installation. This detour will not occur during peak hours or daytime hours – it is planned to occur during nighttime hours between 8:30 p.m. and 5:30 a.m., when current traffic volumes are generally between 50 and 150 vehicles per hour per direction on I-70, according to CDOT data. Detouring I-70 traffic to local streets is proposed to maintain emergency access to and from Glenwood Canyon and because a detour route along state highways would be very long. Chapter 3 of the EA and Table 3-2 of the FONSI detail measures that will be undertaken by CDOT to minimize impacts such as noise during operation of the detour.</p>
118h	<p>The most important aspect of the entire study is not addressed in the EA, that being the high traffic volumes locked onto Grand Avenue as a result of the proposed action. Air quality, congestion, trucks, many carrying hazardous loads are an impact on this beautiful mountain city.</p>	<p>Comment #118h Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. Air quality is assessed in the EA and will slightly improve with the Build Alternative compared to the No Action Alternative because of the decrease in congestion under the Build Alternative.</p>

Comment No.	Comment	Response
118i	<p>The answer from supporters of the EA say this action would not block future consideration of an alternate route. Really? After spending over \$100 million on this project, will CDOT ever consider funding for a new route for SH82?</p> <p>Dick Prosenice, District Engineer, Colorado Department of Highways, 1969-1982</p> <p>232 Water St, Meeker, Co. 81641, 970-878-4915</p>	<p>Comment #118i Response: This project and a bypass/SH 82 project would address entirely different needs; the SH 82/Grand Avenue Bridge project focuses on managing current assets, whereas a bypass/SH 82 relocation project would presumably address capacity and mobility issues. Funding for the SH 82/Grand Avenue Bridge project comes from a different funding pool than a possible future SH 82 mobility project. Therefore, funding one of these projects would not preclude or deter the funding of the other.</p>
119	<p>Comment # 119: Joy White</p> <p>From: Joy White <jc-white@live.com> Date: Sun, Nov 23, 2014 at 3:10 PM Subject: Support For Glenwood Spring Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Hello Mr. Elsen, I would like to briefly state that I support the Glenwood Spring bridge project and think it is vital to the success and future of our community. Please support this project and see that this bridge comes to fruition.</p> <p>Thank you!</p> <p>Kind Regards, Joy White</p>	<p>Comment #119 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
120	<p>Comment # 120: Sten Helling</p> <p>From: Sten Helling <stenviking@comcast.net> Date: November 23, 2014 at 7:55:31 PM MST To: joseph.elsen@state.co.us Subject: the bridge</p> <p>I find it incomprehensible that the "fact finding process" is still going on i.e. the meeting on November 19. How many years has it been going on? Please, please make the decision now to go ahead with the bridge project as presented. As we have all seen, the estimated cost is going up seemingly every month.</p> <p>The money from DOT is exclusively for building a new bridge. The people of GWS have to understand and accept that fact. We just can't afford to lose this opportunity. We are running out of time. Let the people who speak against it go home and talk to themselves, obviously most of them only talk to hear themselves talk and don't make any sense what</p>	<p>Comment #120 Response: Comment noted. Bridge construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
	<p>so ever. It's time for mature decisions, by responsible people. Make it happen! Good Luck! Sten Helling 2522 Woodberry Drive, Glenwood Springs, CO 81601, 970-947-1590 h, 970-319-5583 c, stenviking@comcast.net</p>	
<p>121</p>	<p>Comment # 121: Hal Sundin</p> <p style="text-align: center;">RESPONSE TO THE SH 82/GRAND AVENUE BRIDGE EA</p> <p>By CDOT's own acknowledgement - "...because of the way this project has evolved to include a variety of other Hwy 82/I-70 interchange improvements...it's now more than a simple bridge replacement.", and "...both the Glenwood Springs Comprehensive Plan and CDOT's own Corridor Optimization Plan address the need...to spread some of the traffic around that's now funneled onto Grand Avenue."</p> <p>These are glaring reasons why this EA should be rejected as seriously deficient. The project is no longer merely a replacement of the existing bridge in its present location (for which an EA would have been appropriate). Instead it now consists of the construction of a new bridge in an entirely different location and a complete reconfiguration of the Sixth and Laurel intersection, raising some serious questions about compatibility with whatever may need to be constructed to accommodate future traffic volumes exceeding the carrying capacity of Grand Avenue.</p> <p>CDOT has now joined the local propensity to speculate about where and how this should be accomplished without the benefit of any comprehensive engineering study comparing all feasible alternatives and recommending a best alternative. That will be the purpose of an Environmental Impact Study, which should be done before this project proceeds any further, to assure that what is built will be compatible with what will need to be built in the future. This EA is a "Segmentation" of the much larger project needed to serve the transportation needs of the Roaring Fork Corridor - an action that is prohibited by NEPA regulations. The EA is focused exclusively on the single goal of replacing the existing bridge, in total ignorance of and without any consideration of what may be needed in the future. In other words, what is now being proposed is to proceed without a plan for the future.</p> <p>This EA should be rejected as a single purpose segmentation of the broader scope of the transportation needs facing the Roaring Fork Valley, and replaced with an EIS addressing all of those needs.</p> <div style="text-align: center;">  </div> <div style="background-color: yellow; padding: 5px;"> <p>Optional Information</p> <p>Name: <u>AJALMAR (HAL) SUNDIN</u></p> <p>Address: <u>810 N. Traver Trail Glenwood Springs, CO 81601</u></p> <p>Phone: <u>(970) 945-0966</u></p> <p>E-mail: <u>americon@comcast.net</u></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p style="text-align: center;">All comments must be received by December 1, 2014</p> </div>	<p>Comment #121 Response: Please refer to Comment #9f, #13b, #19b, and #21e Responses. The roundabout and the Grand Avenue Bridge have been designed to accommodate future 2035 traffic volumes.</p>

Comment No.	Comment	Response
122	<p>Comment # 122: Erik Villasenor</p>	<p>Comment #122a Response: Please refer to Comment #9f and #13b Reponses.</p>
122a	 <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p><i>CDOT - In order to better address the regional transportation need there needs to be an Environmental Impact Statement for the entire region that includes all governments on the CO22 Highway bypass. The quality of life for Glenwood Springs residents and future transportation needs must be addressed in any project moving forward, and the scope of the current document does not give enough information for the situation.</i></p>	<p>Comment #122b Response: Please refer to Comment #9c Response.</p>
122b	<p><i>A \$100 million project should not be completed without the consent of the project citizens and we cannot consent to the project without having the needed information to show that this is the best option. Glenwood Springs should not bear the responsibility or traffic in the entire region, and it is clear that this is not what the citizens want. Please provide a full regional assessment.</i></p> <p><i>Thank you,</i></p>  <p>Optional Information</p> <p>Name: <i>Erik Villasenor</i></p> <p>Address: _____</p> <p>Phone: _____</p> <p>E-mail: _____</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	

Comment No.	Comment	Response
<p>123</p> <p>123a</p> <p>123b</p>	<p>Comment # 123: Sherry Reed</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>WE DO NOT GAIN anything</p> <p>what is the purpose? If it is because we need a new bridge - then build us a new bridge with all the changing of our town. Simply Re-place the existing one Not the entire North end of our town.</p> <p>Hwy 82 is still a deadly road for our valley even tho CDOT had to bring it to 4-lanes thru Smass Canyon. Big error - most accidents now is thru the traffic goes into a "Backed-Up" 2 lane into Aspen. More lanes did not solve anything or make anything safer. This proposed new bridge will achieve nothing except for traffic to go faster.</p> <p>Optional Information Name: SHERRY REED Address: 2909 Sopris Ave - GWS 81601 Phone: 970 384-0665 E-mail:</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #123a Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards, and improves the north and south bridge connections. Additional information about the purpose and need of the project is provided in Comment #9b Response. Replacing the existing bridge with an identical new bridge would not correct many of the deficiencies identified in the purpose and need.</p> <p>Comment #123b Response: Please refer to Comment #5dn Response regarding traffic speeds under the Build Alternative. As noted in Section 3.2.2 of the EA, under the Build Alternative, the number of crashes are expected to be reduced by about 35 to 40 crashes per year.</p>

Comment No.	Comment	Response
124	<p>Comment # 124: Treonna Villasenor</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p><i>CDOT- Thank you for your hard work on this project and for your further deliberation and consideration for public input. Given the current traffic needs, feeling of the projected numbers to rise, and the reality of a valley with one major access point I would like to see an Environmental Impact Statement for the entire region. Traffic flow is a regional issue affecting every person in the valley from Parachute & Rifle to Aspen. Both as daily commuters and users, as well as the thousands of tourists visiting from all over the world and we need a complete regional transportation solution. The current EA is not sufficient in considering the bigger picture, the scope of the document is not enough. We want an EIS for the entire region that can both address the communities needs and the engineering of the project. I would ask that moving forward we consider all options, including public transportation that can move more people efficiently & affordably in a matter that allows us to grow and adapt without highways and roads taking over the entire valley. I would like to see Public Transportation Priority explored and offered as part of a whole regional solution.</i></p> <p>Optional Information <i>Thank you</i></p> <p>Name: <i>TREONNA VILLASENOR</i></p> <p>Address: <i>304 Elm Ave, Rifle, CO</i></p> <p>Phone: <i>719-660-5205</i></p> <p>E-mail: <i>villasenortreonna@gmail.com</i></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #124 Response: Please refer to Comment #9f and #13b Responses.</p>

Comment No.	Comment	Response
125	<p>Comment # 125: Linda Holloway</p> <p style="text-align: right;"><i>Hand delivered 12/1/14</i></p>	
125a	<p>This paper, written for the Environmental Assessment, describes some of the problems and failures regarding the Grand Avenue Bridge Project in Glenwood Springs, Colorado; the Colorado Department of Transportation and Jacobs Engineering.</p> <p>CDOT's super-highway bridge and their punch-traffic-through-Glenwood Springs thinking makes a sacrificial lamb of our town for at least the next 50 years.</p>	<p>Comment #125a Response: The proposed project will not result in construction of super highway through Glenwood Springs. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge will not increase volumes or speeds, as discussed in Comment #13b and #21c Responses and Comment #5dn Response, respectively.</p>
125b	<p>1. After well over a year of public and stakeholder meetings, Craig Gaskill of Jacobs Engineering alongside Joe Elsen of CDOT announced that utilities ran under the Grand Avenue Bridge.</p>	<p>Comment #125b Response: CDOT had to approve and permit installation of all utilities under the highway bridge, and, therefore, was aware of these utilities well before start of this project. During project development, CDOT met with utility providers and considered several options to address continued utility service across the river during construction and long term. CDOT determined that relocating utilities to a new pedestrian bridge will be the best solution based on construction phasing, cost, efficiency, and other project needs (see Section 2.2.4 of the EA).</p>
125c	<p>Instead of taking responsibility for this gross oversight, they chose to present this failure as an 'opportunity' to build a new pedestrian bridge. Due to their failure to take the utilities into account, CDOT/Jacobs had to add a new pedestrian bridge to the scope of the project. This new pedestrian bridge will carry the utilities currently carried by the existing vehicular bridge.</p> <p>We don't need a new pedestrian bridge. The pedestrian bridge we have is more than adequate. CDOT's and Jacobs' first order of business should have been an audit of the existing bridge.</p>	<p>Comment #125c Response: As discussed in Section 2.2.4 of the EA, the pedestrian bridge is being replaced because a new pedestrian bridge will be most effective for relocating utilities, improving connections, improving I-70 clearances, improving the grade, improving aesthetics, addressing CDOT's bike and pedestrian policy, and complying with ADA requirements. A new pedestrian bridge was deemed favorable because removal of the pedestrian bridge pier will allow the eastbound I-70 on-ramp to be lengthened to meet current design standards and improve safety.</p>
125d	<p>2. At an early meeting I asked how many seismic monitors were planned and where they would be placed.</p> <p>Seismic monitoring is needed because the Hot Springs are known to be sensitive and because some of the old downtown buildings have dirt foundation walls. Some of these dirt walls have been covered with veneer finishes hiding their true nature.</p> <p>I overheard 'we'll need to do that' and 'should have thought of that'.</p>	<p>Comment #125d Response: The study team has considered existing structures and sensitivity of them to construction activities as part of the project planning and design. Construction methods are being developed in coordination with the contractor team to avoid and minimize vibratory effects. Regarding the geothermal resources, the study team has conducted substantial evaluation of geothermal resources in the study area and coordinated this information with existing geothermal users. As a result, the study team developed construction methods to avoid and minimize effects on the geothermal resources.</p>
125e	<p>3. One meeting was held on Grand Avenue, at the south side of the bridge. CDOT and Jacobs demonstrated the height and width of the proposed new bridge.</p> <p>They also pointed out the underground pedestrian tunnel planned beneath the bridge between 7th and 8th Streets on Grand Avenue. They stated that an underground pedestrian tunnel was necessary due to CDOT's punch-traffic-through-town Bridge and Access Control Plans. (FYI: At that point, there was to be no pedestrian crossing or left-in/left-out at both 8th and 10th Streets.)</p> <p>Personal safety in a tunnel - especially for women - was an issue for many people.</p> <p>I spoke to a CDOT employee at the site of the eastern entrance to the proposed pedestrian tunnel. I asked about the ADA and the elevators that would be needed at both ends of this pedestrian tunnel.</p> <p>CDOT and Jacobs apparently had not considered the ADA requirements. This pedestrian tunnel was never heard of again.</p>	<p>Comment #125e Response: By pedestrian tunnel between 7th and 8th Streets, we assume the commenter is referring to a pedestrian crossing that will be provided under the new highway bridge between 7th and 8th Streets to connect the east and west sides of Grand Avenue. The crossing (which differs from a tunnel) was an idea that was vetted with the public and stakeholders at different meetings and generally supported. When CDOT and the City were considering alternatives at the 8th, 9th, 10th, and 11th Street intersections in downtown as part of the SH 82 Access Control Plan, there was consideration of removing pedestrian crossings from one or both sides (north or north & south) of the 8th Street intersection because the new bridge would provide a nearby crossing. The removal of this</p>
125f	<p>4. At one meeting, CDOT's Joe Elsen was particularly enthusiastic about a construction method which would reduce the time the bridge would be out of service. This plan placed pre-assembled spans under the existing bridge. The existing bridge's structure would then be dismantled.</p> <p>At least one man was brought in specifically to discuss the mechanics of this idea. Graphics were presented as well, showing how the process would work.</p> <p>Later I asked what had happened to this plan. Very reluctantly I was told that no one had thought about the vertical air space required for the railway right-of-way.</p>	

Comment No.	Comment	Response
		<p>crosswalk was eventually dismissed because of the desire to keep the 8th Street intersection access as it exists today. Note that the project will also provide a pedestrian underpass north of the river to cross under the realigned SH 82. Refer to Comment #125j response for more information.</p> <p>Comment #125f Response: Developing design options and concepts, including construction methods and phasing, and then evaluating and screening them, is all part of alternatives analysis and preliminary design, which is a dynamic process. A wide range of options, including construction methods, may be considered and dismissed if it is determined that these options would not be appropriate considering the unique constraints that exist within the study area. While it may be obvious that some options don't work after further evaluation, it's not always obvious before the evaluation is conducted.</p>

Comment No.	Comment	Response
125g	<p>5. CDOT and Jacobs have planned a twisted Gordian knot of roads between N. River Street and 6th Street. (See 'Labyrinth', attached) CDOT plans to purchase private property at this site.</p> <p>I asked how it would be possible to cram that many winding, curving roads into this area. The reply? We haven't figured that out yet.</p> <p>Currently there is one road with five straight lanes between North River and 6th Street. CDOT/Jacobs plan a labyrinth of at least 12 lanes tracing higgledy-piggledy paths.</p>	<p>Comment #125g Response: Refer to Comment #125f Response. The "labyrinth" graphic provided with your comment is an early roundabout concept that attempted to keep all SH 82 traffic in a roundabout at 6th and Laurel, resulting in a three-lane roundabout and other unique design features. This concept was evaluated and dismissed. The Build Alternative is very different than the graphic you provided. The constraints of the project area resulted in a Build Alternative design that in plan/aerial view may appear untraditional. The design still follows a traditional hierarchy of roadway functions and is designed to improve the traffic operations of the interchange area and local access to north Glenwood Springs. A traditional hierarchy of roadway functions relates to how a driver transitions from higher - speed roadways to lower-speed roadways that have more signals and more private accesses. A driver exits the freeway (I-70) to a multi-lane arterial (SH 82). In most jurisdictions, a driver has to then make at least one more turn to the local street system (6th St.) to access local businesses or residences. From the driver's perspective, the I-70 Exit 116 remains as a traditional diamond interchange as it is today, with the addition of signal control for the westbound off ramp. The first signalized intersection on SH 82 north of the interchange (the 6th Street connection) provides local access to north Glenwood Springs, similar to how it does today. Drivers continuing south on SH 82 have a curved bridge rather than a straight bridge. Drivers leaving SH 82 to access north Glenwood Springs approach a roundabout that serves three potential destinations (west 6th Street, Laurel Street, or east 6th Street). Returning to I-70 or SH 82 is a fourth but less likely option from the roundabout for drivers that have just turned off of SH 82.</p> <p>Comment #125h Response: CDOT and American Association of State Highway and Transportation Officials (AASHTO) provide guidelines for roadway design that are used for most roadway projects that are not as tightly constrained as the Grand Avenue Bridge project area. For the Grand Avenue Bridge, the project goals call for a design that is context sensitive which, for this project, means accommodating reasonable traffic flow and truck turning, but not necessarily meeting other design criteria associated with higher speed facilities (e.g., full width shoulders). This context sensitive design approach is common in urban areas and strives to strike a balance between sometimes competing goals (e.g., accommodating vehicles versus minimizing property impacts. Grand Avenue south of 8th Street has 11 foot lanes, on-street parking, no shoulders, and a 25 mph speed limit. At the I-70 end, all traffic must make a right or left turn at 15 mph to 20 mph to enter or exit the I-70 ramps. With these constraining factors, designers never intended to exceed the design level of the constraints at either end. The width of the curved bridge and the curved local connection to/from 6th Street was greatly influenced by the design needs of turning trucks, and by the need to have stopping sight distance for vehicles traveling along a curved roadway.</p>
125h	<p>According to CDOT's Roadway Design manual (See Roadway Design, Table 4-1, attached), each straight lane should be 10' - 12' wide. Curved roads need additional width, otherwise trucks will 'off-track' by driving into neighboring lanes or onto the shoulders.</p> <p>Moreover, a road's shoulders need to be 4'-10' wide on each side. (See CDOT Roadway Design, Table 4-1, attached). There are medians and walls (see #7) to consider as well.</p>	
125i	<p>CDOT/Jacobs have already said the North River Street to 6th Street area will need to be densely signed. For a moment, imagine driving on a highway. Signs on highways are placed at least 1/2 mile in advance of an exit to give drivers time to move into the correct lane.</p> <p>The Des Moines Dept. of Engineering website states there has to be enough time for a driver "to read, understand and make appropriate driving decisions" (att). As to the spacing of signs, they report "too much information too quickly can confuse drivers and result in unsafe decisions and/or actions". MUTCD says the minimal spacing between signs is 200' in rural areas (att).</p> <p>In this knot of roads, there won't be time to see and read a sign, never mind the time and space needed for a driver to change lanes safely, prepare to make a turn, etc. (Attached you'll find one of CDOT/Jacobs own concepts for a simpler road configuration at N. River – 6th Streets.)</p>	
125j	<p>6. CDOT and Jacobs realize that there is no room for the Two Rivers recreational bike/pedestrian path in the already overcrowded area between N. River and 6th Streets.</p> <p>CDOT's and Jacobs' strategy is to excavate a tunnel for the bike/pedestrian path. The plan is for a 121' long, 16' wide cement culvert (that's what they called it – a culvert) for the bike path. It has been established that this will be a crime area. Lights, cameras and – believe it or not – a way for police cars to drive into the bike/pedestrian tunnel have been planned.</p>	
125k	<p>7. In the March 2014 meeting, a document titled "Walls" (attached) was handed out. This map indicates that at least 21 walls are planned due to the bridge project.</p> <p>According to this map, there will be nine walls in the North River Street to 6th Street area. There are four distinct and different sites for walls C, D, E and F between North River and 6th Streets. The legend indicates that each of these walls "retains Grand Avenue".</p> <p>That's interesting. Grand Avenue is on the other side of the Colorado River.</p>	
125l	<p>8. The intimidating size of the bridge – height, width and depth – dropping into the relatively narrow area of Grand Avenue between 7th and 8th has been acknowledged. CDOT/Jacobs know the vehicle noise and light (from headlights) will affect businesses and residences on both sides due to the super-highway nature of their bridge. They have discussed installing a clear barrier (like Plexiglas) to reduce the impact of vehicle noise and light. The ground floor businesses adjacent to the bridge will be in a canyon created by the height, mass and closeness of the bridge. People will find little light, little sense of safety or welcome there.</p>	

Comment No.	Comment	Response
		<p>Comment #125i Response: The design still follows a traditional hierarchy of roadway functions, and following a traditional hierarchy reduces driver decision points and driver confusion (refer to Comment #125g Response for explanation of roadway hierarchy). Signing will be unique for every intersection and its specific needs. The single lane roundabout allows simplified regulatory signing (yield, one-way). This allows directional guidance (white arrows on green signs) to be the primary feature of the roundabout approach signing. The proposed signing is compliant with MUTCD recommendations for roundabout signing. The comment on sign spacing omitted the first part of the sentence “When used in high speed areas.” A sign spacing of 200 feet would be more common on a 45 mph or faster roadway in a rural setting.</p> <p>Comment #125j Response: As discussed in Section 3.18.2 of the EA, a new pedestrian/bicycle path will be provided to connect the existing Two Rivers Park Trail and 6th Street, which will eliminate the need for pedestrians and bicyclists to mix with vehicular traffic, improve the connection between Two Rivers Park and 6th Street, and strengthen the recreational link between Two Rivers Park and the Glenwood Canyon Trail. This connection will include an underpass of SH 82. The connection will start at the existing Two Rivers Park Trail just north of the I-70 underpass at Exit 116, cross the improved westbound I-70 off ramp, and continue north using an underpass/tunnel of the new SH 82/Grand Avenue Bridge alignment just west of the new bridge. To address safety concerns, the underpass design does include safety features such as lighting, good visibility provided at both entrances/exits, and sufficient width to accommodate emergency response vehicles. Separating pedestrians and bicyclists from vehicular traffic, improving bike/pedestrian connectivity, and providing a safe underpass/tunnel are some of the benefits of the Build Alternative.</p> <p>Comment #125k Response: To clarify, retaining walls will be provided north of the river to retain SH 82.</p> <p>Comment #125l Response: The size of the proposed bridge between 7th and 8th Streets will be larger than the existing bridge but will not differ considerably from what now exists. The effects of the larger bridge structure are evaluated in the EA (e.g., see Sections 3.1.2, 3.15.2, and 3.18.2 of the EA). Please note that the shielding proposed to be included along the highway bridge was initially intended to prevent splashback from the bridge, with the added benefit of a small noise reduction. Because it would be clear, it was not intended to reduce headlight glare. Through CDOT’s continued coordination with the City, the shielding was eliminated for a few reasons, such as the Glenwood Springs Historic Commission did not feel that it was consistent with the historic setting of the downtown area, and it would be difficult for the City to maintain and keep the shielding clean,</p>

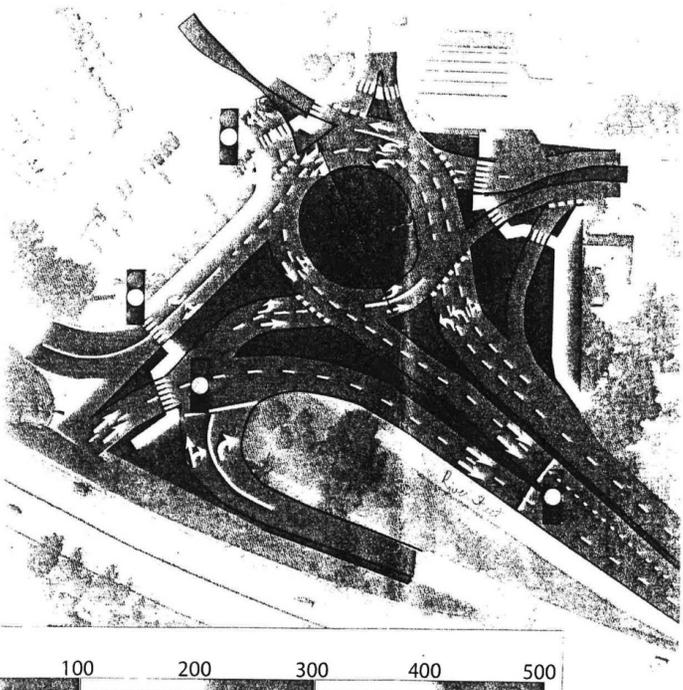
Comment No.	Comment	Response
		<p>especially during winter months. Design of the bridge was modified to the extent that design standards allow to minimize bridge width and impacts, such as narrowing lanes on the southern bridge approach into downtown and eliminating the option for an attached sidewalk on the bridge. Further, aesthetic treatments have been developed for project elements that reflect input and requests from local agencies and the public that the project be consistent with the historic mountain town character of Glenwood Springs. Lastly, the area under the highway bridge at 7th Street includes improvements that will improve the visual quality of the area. This will result in a more inviting and pedestrian friendly setting in this area, resulting in benefits to area businesses and the community. The hardscape and landscape in this area was designed with input from local stakeholders that will provide an area for future neighborhood events, such as farmers' markets, if the City or other organizations wish to promote such activities.</p>

Comment No.	Comment	Response
125 (cont'd) 125m	<p>9. The bridge project will significantly affect businesses in our downtown and on 6th Street.</p> <p>One local CDOT person dismissed this concern saying ‘you have the Meadows’, when the effect of this bridge on local business was discussed. The Meadows is a shopping area across the river (and through the woods...) from Glenwood. It is full of big box stores. It lacks charm or a sense of historic Glenwood. Our historic downtown has local, small businesses.</p>	<p>Comment #125m Response: CDOT has evaluated the economic impacts that will occur as a result of construction of the Build Alternative, which are detailed in Section 3.6.2 of the EA and the <i>Economic Conditions Technical Report</i> prepared for the project. CDOT is committed to minimizing impacts to local businesses during construction to the extent possible. Please refer to the list of mitigation measures in Table 3-2 of the FONSI.</p>
125n	<p>10. Members of the public brought up the idea of moving the bridge a few streets away from its’ current location. CDOT claimed funding was available only for replacing this exact bridge.</p> <p>CDOT’s assertion does not make any sense. CDOT/Jacobs themselves put forward plans that would move the bridge from its’ current Pine to Grand alignment to other streets entirely. They proposed bridge alignments from Laurel to Colorado, Laurel to Cooper, Maple to Grand, Pine to Colorado and Pine to Cooper. The current proposed bridge goes from Laurel to Grand. Laurel is two blocks away from the current Pine Street placement.</p> <p>CDOT’s argument does not hold water; their proposed new bridge alignment is not the same as the existing bridge’s alignment.</p>	<p>Comment #125n Response: Replacement of the Grand Avenue Bridge project is funded through CBE funds. Assuming the commenter is referring to a relocation of SH 82 or bypass, CDOT has stated that CBE funds can only be used for rehabilitation or replacement of “poor” rated bridges and cannot be used for a bypass project. You are correct that several different bridge alignments and alternatives were evaluated, as detailed in Chapter 2 and Appendix A of the EA, which would potentially meet the purpose and need of this project, all of which could be funded through CBE funds.</p>
125o	<p>11. One frustrating thing in dealing with CDOT/Jacobs is that frequently they do not explain their reasoning. At a meeting, several choices are discussed. We discover their choice only when we see a new display board. If asked, they refuse to explain why that particular choice was made. Most often they say ‘that is the decision’.</p>	<p>Comment #125o Response: The study team has attempted to keep the public and stakeholders informed throughout the alternatives analysis and preliminary design processes regarding decisions made and reasons why certain alternatives or options were dismissed. Methods include information placed on the project website, frequently asked questions published in local newspapers and website, and information provided at public meetings and workshops. Also, alternatives and reasons that they were eliminated were detailed in Chapter 2 and Appendix A of the EA.</p>
125p	<p>12. <u>ISSUES WITH THE PROPOSED ROUNDABOUT AT 6TH AND LAUREL</u></p> <p>A. CDOT and Jacobs have planned a roundabout at 6th and Laurel Streets. They have stated many times that roundabouts are safer for vehicles than intersections are. This is not true. The National Cooperative Highway Research Program’s Report 572 (att), states:</p> <p><i>“In general, roundabouts have improved both overall crash rates and, particularly, injury crash rates in a wide range of settings (urban, suburban and rural) for all forms of traffic control except for all-way stop control (a four way stop) for which no statistically significant difference could be found.”</i> (Italics added).</p>	<p>Comment #125p Response: The citation on safety at an all-way stop is correct. The roundabout concept was developed for this intersection largely because it is a five-legged intersection, which proves problematic for an all-way stop or signalized intersections. Both a signalized and an all-way stop intersection were evaluated for a five-legged intersection, but the unique signal timing needs for the non-standard configuration would cause westbound 6th Street traffic to back into the SH 82 intersection at peak periods. The all-way stop control did not have the capacity for the traffic demand. Another difficulty with signal or all-way stop control is that the fifth diagonal leg of the intersection makes the intersection very wide, almost 120 feet between stop lines. It would be unusual for an all-way stop intersection to be wider than 50 feet.</p>
125q	<p>B. CDOT and Jacobs have repeatedly stated that the roundabout will keep traffic moving at the 6th and Laurel intersection.</p> <p>CDOT’s Roland Wagner said traffic will be reduced by 90% at 6th and Laurel with a new bridge.</p> <p>Jacobs’ Craig Gaskill said traffic will be reduced by 75% at 6th and Laurel with a new bridge.</p> <p>If either of them is correct, there won’t be enough traffic to back up. Thus they cannot justify changing the 4-way stop intersection to a roundabout to ‘keep traffic moving’.</p> <p>CDOT’s and Jacobs’ reasoning for a roundabout is specious. Their argument is baseless.</p>	<p>Comment #125q Response: The existing intersection has about 34,000 daily entering vehicles. With the Build Alternative, about 11,000 vehicles per day will remain at the 6th/Laurel intersection. This will be a reduction of about 68% in traffic at the 6th Laurel intersection. At the PM peak with the higher proportion of traffic on SH 82, the reduction will be closer to 75% during that hour. This</p>
125r	<p>C. <u>Pedestrians and the Roundabout</u></p> <p>a. I spoke with a roundabout expert at the FHA. He stated that 60’ – 100’ away from a roundabout was considered a safe distance for a pedestrian crossing. This means pedestrians will have to walk an additional 120’ – 200’ to cross a street safely.</p>	<p>Comment #125r Response: The existing intersection has about 34,000 daily entering vehicles. With the Build Alternative, about 11,000 vehicles per day will remain at the 6th/Laurel intersection. This will be a reduction of about 68% in traffic at the 6th Laurel intersection. At the PM peak with the higher proportion of traffic on SH 82, the reduction will be closer to 75% during that hour. This</p>

Comment No.	Comment	Response
		<p>represents a substantial volume reduction for the intersection, and, given the constraints of accommodating the 5-legged intersection, the roundabout was determined to be the most favorable design.</p> <p>Comment #125r Response: Several of the citations from NCHRP 672 provided in your comment are taken out of context, and key aspects of the NCHRP guidance are not mentioned. For item b in your comment, the full sentence is “At some roundabouts, it may be desirable to place a crosswalk two or three car lengths....” The primary point of this same discussion in NCHRP 672 is located a few sentences earlier – “A typical and minimum crosswalk setback of 20 feet is recommended. This is the length of one vehicle...” Locations of the crosswalks for the Build Alternative are roughly one car length, but also consider the constraints of the adjacent driveways at Village Inn, Kum & Go, etc. The crosswalk on the north (Laurel Avenue) leg of the roundabout was moved directly adjacent to the roundabout for several reasons: 1) To shorten the pedestrian path and make the pedestrian route more intuitive and less out-of-direction; 2) To reduce impacts to on-street parking and the gas delivery access for Kum & Go; 3) The low traffic volume on Laurel allows more flexibility for the pedestrian crossing, so it can be placed similar to how pedestrians might cross a driveway, directly adjacent to the intersection.</p>

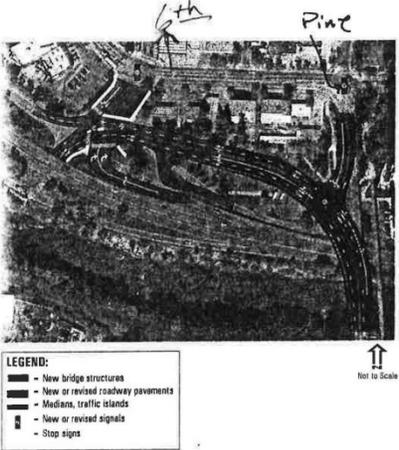
Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p>b. The National Cooperative Highway Research Program’s Report 672, page 6-69 (att) states: “...it may be desirable to place the crosswalk two or three car lengths (45 ft or 70 ft) back from the edge of the circulatory roadway...” (a roundabout) In this case, pedestrians would only have to walk an additional 90’ – 140’ to cross a street.</p> <p>c. This Report 672, pages 6-68 and 6-69 (att) also states: “Pedestrian convenience: Pedestrians desire crossing locations as close to the roundabout as possible to minimize out-of-direction travel. The further the crossing is from the roundabout, the more likely pedestrians will choose a shorter route that may put them in greater danger.” The issue of pedestrian safety (see b above) and the reality that pedestrians will try to shorten their walk (see c) are stated in the same Report 672 (att) – noted on the same pages (6-68 and 6-69). The obvious internal conflict is neither noted nor resolved in any way. CDOT has ‘solved’ the problem of people crossing close to the roundabout. They plan to put up berms forcing people to walk the additional distance. Think cattle chutes.</p>	<p>Comment #125s Response: The berms and fencing along the pedestrian route will help better define that route for all users, and is particularly beneficial for the ADA facilities.</p> <p>Comment #125t Response: The additional walk distance with the Build Alternative for someone starting and ending a journey on the north side of 6th Street is less than 30 feet, or less than 10 seconds of walk time. The additional walk distance for someone starting and ending a journey on the south side of 6th Street is 132 feet, about 30 to 35 seconds of walk time. The out-of-direction travel associated with the south side is because the crossings of the wider and higher volume traffic legs on the south side of the roundabout were intentionally not included in the design. Assuming the concern is the east to west route, for pedestrians walking from 6th Street hotels to/from the pool or downtown, the location of the north-south crosswalks has no impact on the length of the pedestrian route.</p>
<p>125s</p>	<p>d. The additional walk will inconvenience all pedestrians, including visitors staying at hotels on 6th Street. The extra walk to the pool, to whatever is left of downtown, etc. will reduce the convenience these hotels promote.</p>	<p>Comment #125u Response: With the overall reduction in traffic volume at the 6th and Laurel intersection, and the relative small size of the single lane roundabout, it is not anticipated that pedestrian signals will be necessary at this location.</p>
<p>125t</p>	<p>e. The National Cooperative Highway Research Program’s Report 672, page 7-33 (att) states: “Signalized pedestrian crossings may be beneficial at roundabouts...” if there are “high vehicle volumes” or “high pedestrian volumes”. We have pedestrians.</p>	<p>Comment #125v Response: The document attached to your comment appears to be a different earlier version of the 6th and Laurel concept. Bullet 1 – more direct pedestrian connections is correct. Bullet 2 would not be correct for the five legged intersection; it may have been for an earlier option with four legs, which was a version that was eliminated because of property impacts.</p>
<p>125u</p>	<p>f. A CDOT/Jacobs document (att) states that a signal at the 6th and Laurel intersection:</p> <ul style="list-style-type: none"> • Provides more direct pedestrian connections • Provides good traffic operations at 6th and Laurel • Better access to local businesses <p>This intersection issue is one of common sense. A 4-way stop intersection, with push-to-walk buttons for pedestrians tied to stop lights for vehicles is the right answer here.</p>	<p>Comment #125w Response: CDOT and the study team held hundreds of meetings that engaged thousands of individuals over the course of the project. A summary of this public involvement is summarized in Chapter 5 of the EA and detailed in Appendix A of the EA. Those CDOT employees who have been involved in the project and who have the best knowledge of the issues have been willing and open to talk and answer questions, and will continue to do so during project construction.</p>
<p>125v</p>	<p>13. CDOT and Jacobs have both said ‘CDOT people live here. They won’t let anything go in that isn’t good for Glenwood.’ When I have asked different CDOT employees their thoughts on the bridge, they have replied: “We’re not allowed to talk about the bridge”; “I’ll lose my job if I say anything” and the like. So much for the implied CDOT rank-and-file protective oversight.</p>	<p>Comment #125x Response: The alternatives development and screening process was designed to consider and evaluate a range of options. Alternatives were objectively evaluated in a multi-level screening process. Several options were recommended by the public and displayed at public meetings along with other alternatives. Although alternatives provided by members of the public may have appeared impractical or infeasible, they nevertheless went through the evaluation and screening process like other alternatives</p>
<p>125w</p>	<p>14. At an early public meeting, I met two representatives (believe both were with CDOT). I said that some of the bridge designs appeared to me to be unworkable. They looked at each other and said they knew some of the designs would not work, but they wanted the presentation to ‘look full’, with lots of bridge concepts on poster boards. CDOT and Jacobs wasted our time and effort at those public meetings and at our homes as we studied their bridge plans.</p>	

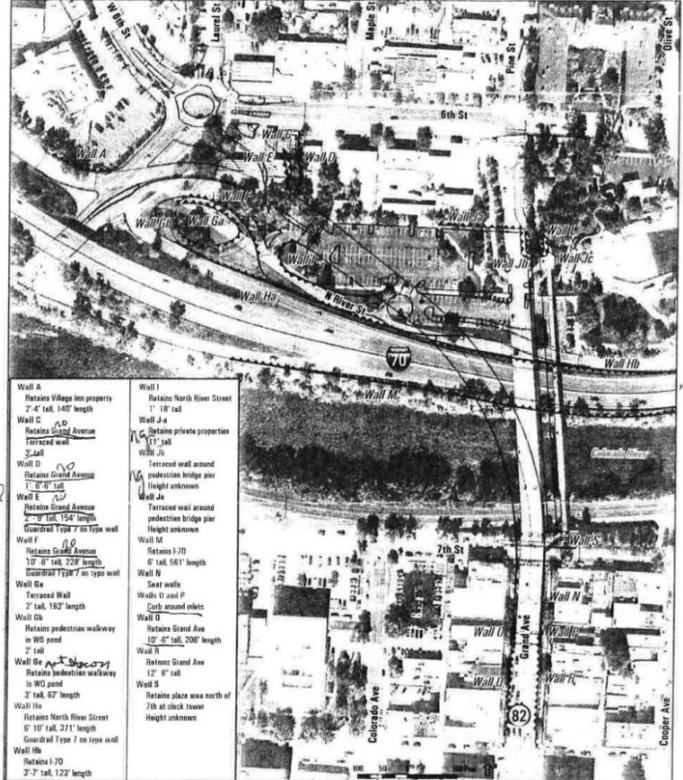
Comment No.	Comment	Response
125 (cont'd)	<p>At the Stakeholders' meeting in March 2014, there were more CDOT/Jacobs employees than members of the public.</p>	<p>Comment #125y Response: One of the goals of public meetings is to provide an opportunity for stakeholders to provide input into the process and the alternatives. Almost every element of the Build Alternative was developed as a result of stakeholder input. The study team advertised all meetings, and as a whole the meetings had good public attendance. The study team also received input from individual meetings, website, small group meetings, letters from stakeholders, booths at multiple Farmers' Markets, booths at Strawberry Days, phone calls, letters to the editor, surveys, City Council public meetings, and various project displays. CDOT recognizes that the project has frustrated some stakeholders as a result of the proposed improvements, but CDOT is also responsible for addressing the known and well documented deficiencies of the existing bridge. The Build Alternative was found to be the best solution for fixing the problems with the bridge.</p> <p>Comment #125z Response: At the beginning of the project CDOT was required to estimate the cost of the project for budgeting purposes. However, at the beginning of the project there was no determination of what the project would be, only the problems that needed to be addressed. Although an outcome of the process could have been a rehabilitated bridge, CDOT assumed the existing bridge would be replaced to modern standards. That assumption is the source of the \$59 million estimate. The NEPA process determined that the best solution was something different than what was assumed for budgeting purposes, namely a new bridge connection on the north end. Although costs were considered in the alternatives process, the Build Alternative resulted in a longer bridge and higher costs. Even so, the construction costs of the Build Alternative are estimated at approximately \$60 million, as presented in Table 2-1 of the EA. Preconstruction costs, such as conducting the NEPA study, design, right-of-way, and utilities, are estimated at an additional \$23 million. Table 2-1 of the EA points out that those preconstruction costs do not include indirect costs associated with CDOT management, administration, etc., or other direct costs associated with procurement and review. At the City Council meeting to which the commenter refers, Mr. Elsen was referring to total project costs when combining these different project elements and given the Build Alternative as actually selected through the NEPA process. This has been clarified in Section 2.3 of the FONSI. Please note that 60 days was targeted as the original goal for the full closure of the highway bridge. Because of challenges in meeting this goal while managing project costs and developing mitigation measures, this duration was revised to approximately 90 days.</p>
125y	<p>Folks in town say "Why bother?", "They'll do whatever they want to" and "They've got City Council in their pocket." Many have just given up. There is deep frustration.</p>	
125z	<p>For years, Joe Elsen of CDOT has said they will under-promise and over-deliver. Yet, at a recent Council meeting, Mr. Elsen admitted that instead of \$59 million and 60 days for the build, the bridge will cost \$110 - \$115 million and take 90 days to build.</p>	
125aa	<p>Frankly, I couldn't believe the initial numbers, and I do not believe the current numbers.</p> <p>City Council's questioning was lackluster about the cost and time frame changes. There was a lack of drilling down and worse, a seeming willingness to accept anything CDOT said. In fact, Council said 'we're in this far...' Thus City Council acquiesced to CDOT's request for \$3 million from the city.</p>	
125ab	<p>The issues, mistakes and failures by CDOT and Jacobs brought to your attention in this paper should not be dismissed, tolerated or excused. Disturbingly, this paper includes only what I am aware of!</p> <p>If you have any lingering faith in the design capabilities of CDOT, let me disabuse you of that notion. I ask you to look at the current southbound entrance to the bridge at 6th and Pine Streets. CDOT changed it from a 4-way stop intersection to a dual-lane curving entrance to the bridge with stop lights. This dual lane turn was executed to increase traffic movement primarily from I-70 to Aspen.</p>	
125ac	<p>Dad and I both laughed wryly as we watched the bound-to-fail CDOT entrance being constructed. We said 'there'll be an accident there the first day'. In fact, we witnessed a rear-end accident the first day CDOT's dual-lane bridge entrance was open.</p> <p>Despite many years and many changes by CDOT, vehicles continue to run that light. I believe that's because CDOT does not accept how people actually drive. A driver is concerned about what he can't see as he rounds that blind corner, conscious of the need to stay within his own lane's curved white lines. Drivers, under the pressure of traffic, can't search for stop lights. (See AASHTO's Intersection Sight Distance, attached.) But CDOT is happy. Traffic is moving. Except when traffic has to stop for an accident.</p> <p>CDOT cannot successfully design this simple portion of an intersection. How on earth can anyone expect CDOT to handle this bridge project?</p>	
125ad	<p>The many tortured lanes proposed between North River and 6th Streets will confuse drivers at the very least. I can imagine people coming to a complete stop as they try to figure out what to do.</p> <p>The proposed roundabout needs to be eliminated.</p>	
	<p>I believe that the bridge's appearance will be downgraded as time and monies will not be available for the niceties. No matter what CDOT promises us.</p> <p>I ask that you do not give in to CDOT. This bridge project will gravely affect Glenwood Springs. Please help us.</p>  <p>Linda Holloway 115 Fifth Street, Glenwood Springs, CO 81601 970-945-6851</p>	

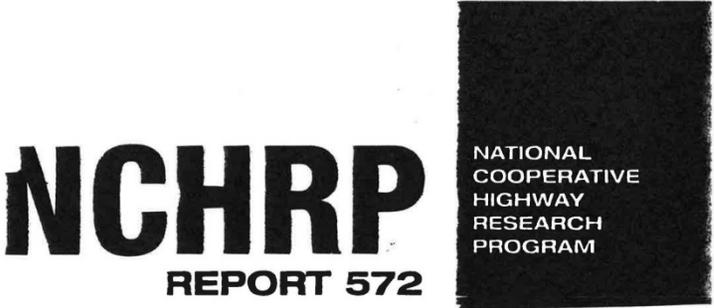
Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p>LABYRINTH the Gordian Knot</p> 	<p>Comment #125aa Response: CDOT is unable to respond to comments regarding the City's actions.</p> <p>Comment #125ab Response: This comment does not pertain to the Grand Avenue Bridge project.</p> <p>Comment #125ac Response: Refer to Comment #125g Response regarding movements through the roundabout and driver decision points. Further, signage will be used to direct drivers to their destination through the roundabout.</p> <p>Comment #125ad Response: CDOT is committed to incorporating the aesthetic treatment and urban design elements in the Build Alternative that have been, and continue to be, vetted with the City and other stakeholders. This commitment is outlined in Section 3.1.4 of the EA that lists the mitigation measures that CDOT is committed to employ to mitigate visual impacts. This is also clarified in Section 4.1 of the FONSI.</p>

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<p>125 (cont'd)</p>	<p style="text-align: center;">CDOT'S ROADWAY DESIGN, TABLE 4-1</p> <p>Cross Section Elements 2005</p> <p style="margin-left: 100px;"><i>Re: lane width Shoulder width</i></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="3">Geometric Design Type¹</th> <th rowspan="3">Pavement Type²</th> <th rowspan="3">No. of Lanes</th> <th rowspan="3">Lane Width (ft.)</th> <th colspan="2">Shoulder Width (min)³ (ft.)</th> <th colspan="3">ROW Width (ft.)</th> <th colspan="2">Bridges and Grade Separations</th> </tr> <tr> <th rowspan="2">Outside</th> <th rowspan="2">Inside</th> <th rowspan="2">Desir.</th> <th colspan="2">Suggested Minimum</th> <th rowspan="2">Desir. Access Control</th> <th rowspan="2">Design Load</th> <th rowspan="2">Clear Rwdy Width</th> </tr> <tr> <th>With Frontage Road</th> <th>Without Frontage Road</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Type AA</td> <td rowspan="3">High</td> <td rowspan="3">6⁴</td> <td rowspan="3">12</td> <td colspan="2" style="text-align: center;">Freeways</td> <td rowspan="3">300</td> <td rowspan="3">275</td> <td rowspan="3">175</td> <td rowspan="3">Full</td> <td rowspan="3">HS 20-44⁶</td> <td rowspan="3">See Note 7</td> </tr> <tr> <td style="text-align: center;">10⁷</td> <td style="text-align: center;">10⁸</td> </tr> <tr> <td colspan="2" style="text-align: center;">Arterials</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td style="text-align: center;">10</td> <td style="text-align: center;">8⁵</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Type A</td> <td>High</td> <td>4⁴</td> <td>12</td> <td>10</td> <td>4</td> <td>300</td> <td>250</td> <td>150</td> <td>Full⁸</td> <td>HS 20-44⁶</td> <td>See Note 7</td> </tr> <tr> <td>Type B</td> <td>High or Intermediate</td> <td>2^{4,9}</td> <td>12</td> <td>8</td> <td>10¹⁰</td> <td>250</td> <td>250</td> <td>150</td> <td>See Note 8</td> <td>HS 20-44⁶</td> <td>See Note 7</td> </tr> <tr> <td>Type C</td> <td>Intermediate</td> <td>2</td> <td>11</td> <td>6¹¹</td> <td></td> <td>120</td> <td></td> <td>60</td> <td>See Note 8</td> <td>HS 20-44⁶</td> <td>See Note 7</td> </tr> <tr> <td rowspan="2">Type D</td> <td rowspan="2">Low</td> <td rowspan="2">2</td> <td rowspan="2">10</td> <td rowspan="2">4</td> <td rowspan="2"></td> <td rowspan="2">100</td> <td rowspan="2"></td> <td rowspan="2">60</td> <td rowspan="2">See Note 8</td> <td rowspan="2">HS 20-44⁶</td> <td rowspan="2">See Note 7</td> </tr> <tr> <td>11</td> <td>4</td> </tr> </tbody> </table> <p>1. "Types" refers to details shown on Figures 4-1 through 4-5. 2. Pavement Types: High: Portland Cement Concrete or Bituminous Pavement (5"). Intermediate: Bituminous Pavement (3" to 5") Low: Bituminous Pavement (3") <i>Note: When comparative estimates indicate that a higher surface type can be constructed for a cost approaching the cost of lower surface type, the higher type shall be used.</i> 3. Shoulder widths may not apply when roadway has curb and gutter, speed-change lanes, etc. 4. See Highway Capacity Manual (4). 5. When truck traffic exceeds 250 DHV, shoulders for freeways will be 12 feet and inside shoulders of arterials will be 10 feet. 6. Alternate loadings for two 24,000-pound axles shall be used where applicable on the Interstate. 7. Bridge widths will be determined in accordance with requirements set forth in the latest revision of the PGDHS (3), Standard Specifications for Highway Bridges (5) and CDOT Standard Plans - M & S Standards (2). Special cases will be subject to consideration by the CDOT Staff Bridge Engineer. 8. To be decided on an individual project basis. Interstate requires full access control. 9. Climbing lanes should be provided in accordance with 3.3.5 of this Guide. 10. Minimum 10' shoulder should be used when DHV exceeds 400, except in mountainous terrain where the 8' minimum shoulder will remain standard for DHV over 400. 11. Minimum 3' paved shoulder with 3' gravel shoulder.</p> <p>For median widths, see chapter for the specific classification of roadway For maximum grades, see chapter for the specific classification of roadway. For minimum radius of curve, refer to the CDOT "M" Standards and 3.2.3.2 of this Guide.</p> <p style="text-align: center;">Table 4-1 Geometric Design Standards</p>	Geometric Design Type ¹	Pavement Type ²	No. of Lanes	Lane Width (ft.)	Shoulder Width (min) ³ (ft.)		ROW Width (ft.)			Bridges and Grade Separations		Outside	Inside	Desir.	Suggested Minimum		Desir. Access Control	Design Load	Clear Rwdy Width	With Frontage Road	Without Frontage Road	Type AA	High	6 ⁴	12	Freeways		300	275	175	Full	HS 20-44 ⁶	See Note 7	10 ⁷	10 ⁸	Arterials						10	8 ⁵							Type A	High	4 ⁴	12	10	4	300	250	150	Full ⁸	HS 20-44 ⁶	See Note 7	Type B	High or Intermediate	2 ^{4,9}	12	8	10 ¹⁰	250	250	150	See Note 8	HS 20-44 ⁶	See Note 7	Type C	Intermediate	2	11	6 ¹¹		120		60	See Note 8	HS 20-44 ⁶	See Note 7	Type D	Low	2	10	4		100		60	See Note 8	HS 20-44 ⁶	See Note 7	11	4	
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Type B	High or Intermediate	2 ^{4,9}	12	8	10 ¹⁰	250	250	150	See Note 8	HS 20-44 ⁶	See Note 7																																																																																										
Type C	Intermediate	2	11	6 ¹¹		120		60	See Note 8	HS 20-44 ⁶	See Note 7																																																																																										
Type D	Low	2	10	4		100		60	See Note 8	HS 20-44 ⁶	See Note 7																																																																																										
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Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p><i>from the Des Moines Department of Engineering website dmgov.org</i></p> <p>Sign spacing is based on how much time drivers need to read the signs The spacing between signs is determined by the vehicle speed necessary for drivers to have <u>enough time</u> to read, understand, and make appropriate driving decisions. Too much information too quickly can <u>confuse drivers and result in unsafe decisions and/or actions.</u></p> <p>Chapter 2D - MUTCD 2009 Edition - FHWA</p> <p>09 <i>Destination signs should be used:</i></p> <p>A. <u>At the intersections of U.S. or State numbered routes with Interstate, U.S., or State numbered routes; and</u></p> <p>B. <u>At points where they serve to direct traffic from U.S. or State numbered routes to the business section of towns, or to other destinations reached by unnumbered routes.</u></p> <p>Chapter 2D - MUTCD 2009 Edition - FHWA</p> <p>Section 2D.40 Location of Destination Signs</p> <p><i>Guidance:</i></p> <p>01 <u>When used in high-speed areas, Destination signs should be located 200 feet or more in advance of the intersection, and following any Junction or Advance Route Turn assemblies that might be required. In rural areas, the minimum distance between a Destination sign and either an Advance Route Turn assembly or a Junction assembly should be 200 feet.</u></p> <p><i>Option:</i></p> <p>02 <u>In urban areas, shorter advance distances may be used.</u></p>	

Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p>A different idea from CDDT/Jacobs for the entrance/exit to their new bridge.</p>  <p>This is better than their Gordian Knot. This would work without the "T" from the bridge to Pine.</p>	

Comment No.	Comment	Response																				
<p>125 (cont'd)</p>	<div style="text-align: center;">  <p>Walls</p> <p>Walls</p> <p>21 walls included in the Grand Avenue Project</p> </div> <div style="display: flex;"> <div style="flex: 1;"> <p><i>Walls C, D, E, F</i></p> <p><i>where is Wall B?</i></p> <p><i>where is Wall K?</i></p> <p><i>Wall L is not described in legend.</i></p> </div> <div style="flex: 2;">  <table border="1" data-bbox="367 820 598 1226"> <tr> <td>Wall A Retains Village Inn property 2'-4' tall, 140' length</td> <td>Wall I Retains North River Street 1' 18" tall</td> </tr> <tr> <td>Wall C Retains Grand Avenue retained wall 3' tall</td> <td>Wall J-a Retains private properties 11' tall</td> </tr> <tr> <td>Wall D Retains Grand Avenue 1' 8" tall</td> <td>Wall J-b Terraced wall around pedestrian bridge pier Height unknown</td> </tr> <tr> <td>Wall E Retains Grand Avenue 4'-9" tall, 154' length Guardrail Type 7 on top wall</td> <td>Wall J-c Terraced wall around pedestrian bridge pier Height unknown</td> </tr> <tr> <td>Wall F Retains Grand Avenue 10' 8" tall, 228' length Guardrail Type 7 on top wall</td> <td>Wall M Retains I-70 8' tall, 581' length</td> </tr> <tr> <td>Wall G Terraced Wall 2' tall, 182' length</td> <td>Wall N Seat walls Walls O and P Curb around inlet</td> </tr> <tr> <td>Wall G-a Retains pedestrian walkway in 900 pond 2' tall</td> <td>Wall O Retains Grand Ave 10' 8" tall, 206' length</td> </tr> <tr> <td>Wall G-b Retains pedestrian walkway in 900 pond 3' tall, 62' length</td> <td>Wall R Retains Grand Ave 12' 8" tall</td> </tr> <tr> <td>Wall H-a Retains North River Street 6' 10" tall, 211' length Guardrail Type 7 on top wall</td> <td>Wall S Retains plaza area north of 7th at clock tower Height unknown</td> </tr> <tr> <td>Wall H-b Retains I-70 3'-7' tall, 122' length</td> <td></td> </tr> </table> </div> </div>	Wall A Retains Village Inn property 2'-4' tall, 140' length	Wall I Retains North River Street 1' 18" tall	Wall C Retains Grand Avenue retained wall 3' tall	Wall J-a Retains private properties 11' tall	Wall D Retains Grand Avenue 1' 8" tall	Wall J-b Terraced wall around pedestrian bridge pier Height unknown	Wall E Retains Grand Avenue 4'-9" tall, 154' length Guardrail Type 7 on top wall	Wall J-c Terraced wall around pedestrian bridge pier Height unknown	Wall F Retains Grand Avenue 10' 8" tall, 228' length Guardrail Type 7 on top wall	Wall M Retains I-70 8' tall, 581' length	Wall G Terraced Wall 2' tall, 182' length	Wall N Seat walls Walls O and P Curb around inlet	Wall G-a Retains pedestrian walkway in 900 pond 2' tall	Wall O Retains Grand Ave 10' 8" tall, 206' length	Wall G-b Retains pedestrian walkway in 900 pond 3' tall, 62' length	Wall R Retains Grand Ave 12' 8" tall	Wall H-a Retains North River Street 6' 10" tall, 211' length Guardrail Type 7 on top wall	Wall S Retains plaza area north of 7th at clock tower Height unknown	Wall H-b Retains I-70 3'-7' tall, 122' length		
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Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p>TE7 .N25 no.572</p>  <p>NCHRP REPORT 572</p> <p>NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM</p> <p>Safety Performance</p> <p><u>In general, roundabouts have improved both overall crash rates and, particularly, injury crash rates in a wide range of settings (urban, suburban, and rural) for all previous forms of traffic control except for all-way stop control, for which no statistically significant difference could be found.</u></p>	

Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p>TE7 .N25 no.672</p>  <p>Page 6-69 <u>At some roundabouts, it may be desirable to place the crosswalk two or three car lengths (45 ft (13.5 m) or 70 ft (21.5 m)) back from the edge of the circulatory roadway; note that these</u></p> <p>Page 6-68 <u>Pedestrian convenience: Pedestrians desire crossing locations as close to the roundabout as possible to minimize out-of-direction travel. The further</u></p> <p>Page 6-69 <u>the crossing is from the roundabout, the more likely pedestrians will choose a shorter route that may put them in greater danger.</u></p> <p>Page 7-33 <u>Signalized pedestrian crossings may be beneficial at roundabouts under at least the following conditions:</u></p> <ul style="list-style-type: none"> • <u>High vehicular volumes.</u> In areas with high vehicular volumes and moderate pedestrian activity, the number of available gaps for pedestrians to cross (assuming no vehicular yielding) may be insufficient for the volume of pedestrian traffic. In these cases, a pedestrian signal meeting the traditional MUTCD pedestrian signal warrants may be beneficial. • <u>High pedestrian volumes.</u> In areas with high pedestrian volumes, continuous or frequent pedestrian crossing activity can have a significant negative impact on motor vehicle capacity. In these situations, it may be appropriate to install pedestrian signals to meter the flow of pedestrians, allowing motorists to clear the crosswalks to enter and exit the roundabout. 	

Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p>CDOT/Jacobs Document</p> <p>Provides reasons for signalized, 4-way stop at 6th + Laurel (as compared to roundabout)</p> <ul style="list-style-type: none"> • <u>Provides more direct pedestrian connections.</u> • <u>Provides good traffic operations at the 6th and Laurel intersection.</u> • Provides good opportunity for an <u>entry feature into Glenwood Springs.</u> • Can be constructed with <u>fewer impacts to traffic during construction.</u> • Uses more of the <u>existing infrastructure.</u> • <u>Provides better access to local businesses.</u> 	

Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p>AASHTO American Association of State Highway and Transportation Officials (2011)</p> <p><u>9.5 INTERSECTION SIGHT DISTANCE</u></p> <p>9.5.1 General Considerations</p> <p>Each intersection has the potential for several different types of vehicular conflicts. The possibility of these conflicts actually occurring can be greatly reduced through the provision of proper sight distances and appropriate traffic controls. The avoidance of conflicts and the efficiency of traffic operations still depend on the judgment, capabilities, and response of each individual driver.</p> <p><u>Stopping sight distance is provided continuously along each highway or street so that drivers have a view of the roadway ahead that is sufficient to allow drivers to stop. The provision of stopping sight distance at all locations along each highway or street, including intersection approaches, is fundamental to intersection operation.</u></p> <p>Vehicles are assigned the right-of-way at intersections by traffic-control devices or, where no traffic-control devices are present, by the rules of the road. A basic rule of the road, at an intersection where no traffic-control devices are present, requires the vehicle on the left to yield to the vehicle on the right if they arrive at approximately the same time. <u>Sight distance is provided at intersections to allow drivers to perceive the presence of potentially conflicting vehicles. This should occur in sufficient time for a motorist to stop or adjust their speed, as appropriate, to avoid colliding in the intersection.</u> The methods for determining the sight distances needed by drivers approaching intersections are based on the same principles as stopping sight distance, but incorporate modified assumptions based on observed driver behavior at intersections.</p> <p><u>The driver of a vehicle approaching an intersection should have an unobstructed view of the entire intersection, including any traffic-control devices, and sufficient lengths along the intersecting highway to permit the driver to anticipate and avoid potential collisions. The sight distance needed under various assumptions of physical conditions and driver behavior is directly related to vehicle speeds and to the resultant distances traversed during perception-reaction time and braking.</u></p>	
<p>126</p>	<p>Comment # 126: Charles</p> <p>From: CHARLES <capple_9@msn.com> Date: Mon, Nov 24, 2014 at 9:22 AM Subject: To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>hello joe, for what it is worth, i would like to get this bridge done. c.a.</p>	<p>Comment #126 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
127	<p>Comment # 127: Heather Austin</p> <p>From: Heather Austin <HAustin@glenwoodcaverns.com> Date: Mon, Nov 24, 2014 at 8:45 AM Subject: I am in support of the current Grand Avenue Bridge Project To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>At some point it has to be done and with all the time, research and money that has already gone in to this project, I vote for things to move along now rather than later. Thanks, Heather</p> <p><i>Heather Austin</i>, Marketing & Sales Manager, Glenwood Caverns Adventure Park, 51000 Two Rivers Plaza Road, Glenwood Springs, CO 81601, Ph. 970.945.4228 x133</p>	<p>Comment #127 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
128	<p>Comment # 128: Lori Welch</p> <p>From: Lori Welch <lwelch@holycross.com> Date: Wed, Nov 26, 2014 at 4:10 PM Subject: SH82 Grand Ave Bridge To: "Joseph.elsen@state.co.us" <Joseph.elsen@state.co.us></p> <p>I am thankful that we are replacing the Grand Avenue Bridge, this needs to occur for the safety of motorist.</p>	
128a	<p>In regards to suggestions: Can CDOT keep the existing bridge up, while constructing the new Bridge?</p>	<p>Comment #128a Response: Yes, CDOT plans to keep the existing highway bridge open for all but approximately 90 days during the approximately two-year construction phase.</p>
128b	<p>While construction is happening start programs like:</p> <ul style="list-style-type: none"> · Bike ride to work program. · Carpool Program · Free GWS Bus · Subsidize RFTA bus passes 	<p>Comment #128b Response: CDOT will work with local and regional organizations and employers to promote a public information campaign to educate travelers on TDM measures that will maximize the use of detour routes. CDOT will employ several measures to reduce travel demand during construction, such as offering incentives for commuters to shift their travel times to off-peak periods, carpool, or use alternative modes, including public transportation, walking, and biking. Please refer to Table 3-2 of the FONSI for more detail.</p>

Comment No.	Comment	Response
<p>128c</p>	<p>It would be great if we could address the pedestrian issues that occur at 8th street, where summit canyon is? I say issues, because there are a lot of pedestrians on that corner and the cars that try to turn right do not have any time.</p>	<p>Comment #128c Response: The Build Alternatives includes improvements to the area’s bicycle and pedestrian facilities that will improve their safety and connectivity. The project also includes pedestrian signal improvements at the 8th and Grand intersection The existing pedestrian signal push button will be moved to a location closer to the intersection (see Comment #159 Response). The City has identified improvements to pedestrian connectivity across Grand Avenue in its Comprehensive Plan, but these improvements would be separate from the bridge project.</p>
<p>128d</p>	<p>As far as city planning, I believe we should determine what is the future downtown Glenwood Springs. We need to get a pedestrian only area that is free of cars and safe to roam. If I were able to build my vision of Glenwood Springs, it would be Colorado over to the Roaring Fork River and from 7th to 10th Avenue.</p> <p>Thank you for hearing our voices of the citizens of Glenwood Springs.</p>  <p>Lori Welch, Network Systems Analyst, Holy Cross Energy, 3799 HWY 82, Glenwood Springs, CO, 81601 + Email: lwelch@holycross.com (Phone: 888.347.4425 ext 5424, (Direct: 970.947-5424, (Fax: 970.947-5455</p>	<p>Comment #128d Response: CDOT is not responsible for City planning, but reviewed existing City plans as part of the alternatives development process for this project. The comments provided would be appropriate for City planning processes, as they consider development approvals, as well as updates to the City’s Confluence Plan and Comprehensive Plan.</p>
<p>129</p>	<p>Comment # 129: Paula Derevensky</p> <p>From: Paula Derevensky <paula@masonmorse.com> Date: Tue, Dec 2, 2014 at 11:50 AM Subject: 731 Grand Avenue - New Bridge To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us> Cc: Bobbi Hodge <bobbi@masonmorse.com></p> <p>Hi Joe, I am the property manager for the above noted building, built in 1898, known as the Dever Building, located on the corner of Grand Avenue and 8th Street – northwest corner.</p> <p>As I am wading through the information regarding the proposed bridge, I have noted that no noise mitigation during bridge construction is being considered for this building while the property adjacent to it on the north and the property across 8th Street is. As there are three commercial businesses in the building, consideration is needed for this property as well. Could you please respond to me regarding this situation. Thank you.</p> <p>Paula Derevensky, GRI, ABR, Broker Associate/Property Manager 970-945-3771 Direct, paula@masonmorse.com www.masonmorse.com</p>	<p>Comment #129 Response: Section 3.8 of the EA summarizes the assessment for impacts to noise sensitive properties during construction. The <i>Noise Technical Report</i> provides more detail.</p> <p>Table 3-2 of the FONSI lists measures that will be employed to mitigate temporary noise impacts during construction. These measures will benefit your property to the same extent as the other properties you mention. Note that permanent noise mitigation measures were evaluated for properties that will experience adverse noise impacts. Because none of the measures evaluated met CDOT criteria used for noise mitigation, no permanent noise mitigation measures will be built.</p>

Comment No.	Comment	Response
<p>130</p>	<p>Comment # 130: Greg Jeung</p> <p>On Tue, Dec 2, 2014 at 8:17 PM, greg jeung <greg4cc@sopris.net> wrote: Hello Joe,</p> <p>I recall some discussion about possibly changing or eliminating the traffic signals at 8th Street and Grand Avenue as part of the bridge replacement project. The last I heard from Zane was the current configuration will remain and be improved which would allow protected left turns off Grand Avenue/SH 82 at 8th Street.</p> <p>If the traffic signals are changed, NOT allowing protected left turns off SH 82, then I think it would be imperative to add protected left hand turn signalization to the 10th Street and possibly the 11th Street intersections at Grand Avenue/SH 82 as well. Otherwise there will be left turn signals only at 9th Street and then not until 14th Street. Currently at certain times it is very difficult to turn left off Grand Avenue at 8th and 9th Streets particularly when traveling eastbound. This is primarily due to the minimal “holding capacity” of the left turn lanes in these locations along with the preferential signal timing and synchronization for through traffic at certain times of the day.</p> <p>Please advise if there are traffic signal or other traffic flow changes or restrictions at 8th Street and Grand Avenue as I may have other comments. Didn’t find any particulars when browsing the EA documents, but I recall early on some discussion about possibly eliminating on-demand pedestrian crossing signalization and perhaps left turns from 8th onto Grand being prohibited.</p> <p>Thank you for your time, work and patience, Greg Jeung, Glenwood Springs CO</p>	<p>Comment #130 Response: Joe Elsen, CDOT Region 3, responded to this comment via the email below:</p> <p>From: Elsen - CDOT, Joseph <joseph.elsen@state.co.us> Date: Wed, Dec 3, 2014 at 12:01 PM Subject: Re: Grand Avenue Bridge replacement EA comments To: greg jeung <greg4cc@sopris.net></p> <p>Greg:</p> <p>Thanks for your comment submittal on the Grand Avenue Bridge EA; as requested, I am responding to your question now as you mentioned that you may have additional comments dependent upon the answer to the 8th & Grand turn question.</p> <p>The SH 82, Access Control Plan (ACP) for this area does NOT include any changes to the existing movements at 8th & Grand Avenue. However, the ACP does not specify whether or not left turns will be protected. The decision to protect left turn movements at any and all intersections on Grand Ave will be made during the corridor re-timing project that will follow the Grand Avenue Bridge project.</p> <p>Also, in regard to pedestrian traffic: the pedestrian movements will be allowed with "Walk" signals.</p> <p>Joe</p>
<p>131</p>	<p>Comment # 131: Jeremy Heiman</p> <p>From: Jeremy Heiman <axolotl@sopris.net> Date: December 5, 2014 at 8:08:42 AM MST To: Joseph.Elsen@state.co.us Subject: SH 82/Grand Ave Bridge EA comment</p> <p>Hi, Joe, Attached are my comments.</p> <p style="text-align: center;">Comments on Grand Avenue Bridge Environmental Assessment December 2, 2014 Jeremy Heiman</p>	

Comment No.	Comment	Response
	<p>Although I am a member of the Glenwood Springs River Commission, I submit these comments as an individual. I do not intend to reflect the reasoning or positions of other members of the River Commission. My point of view is that of a frequent pedestrian and a regular bicyclist and motorist who has lived in Glenwood Springs since 1975. My major concerns with any development in the city are that its environmental effect is minimized and that it has few negative economic effects. To that end, I largely support the interests of pedestrians and bicyclists in these comments, and my comments will be primarily on those topics affecting bicyclists and pedestrians.</p> <p>These comments will be ordered according to the sequence in which issues are addressed in the EA document, noting the EA section and page to which they refer.</p>	
131a	<p>Executive Summary ES-1: I am pleased to see that bicyclists and pedestrians are included in the initial paragraph, which describes the Grand Avenue Bridge as a “vital link for local and regional travelers.” Pedestrian facilities are the vascular system through which flows the economic lifeblood of the community and bicycle amenities are the key to reducing traffic and parking problems, as well as a vital factor in attracting visitors to the town.</p>	<p>Comment #131a Response: Comment noted</p>
131b	<p>Purpose and Need 1-1 – 1-12 Likewise, the EA acknowledges that multimodal connectivity is limited in Glenwood Springs, and, on page 1-7, acknowledges that CDOT works under directives that require the agency to provide safe infrastructure to accommodate bikes and pedestrians. Level of service for bicyclists has declined as traffic has increased. In the 1970s it was safe to ride across the Grand Avenue Bridge without dismounting. But as vehicle counts increased and driver attitudes declined, it became too dangerous to ride across the bridge. The existing pedestrian bridge was never designed to accommodate bicycles.</p>	<p>Comment #131b Response: Comment noted.</p>
131c	<p>I would also note that, in my opinion, this section adequately and articulately justifies replacement of the bridge, although some in the community still oppose the project, insisting that CDOT somehow build a bypass instead. Although several of those folks are my friends, they have not explained to me how stopping the bridge replacement project would result in funding and construction of a bypass.</p>	<p>Comment #131c Response: Comment noted.</p>
131d	<p>On page 1-11, I would add that construction of a new bridge would have the advantage of removing the existing bridge pier from the river, which will eliminate an impediment that is hazardous to recreational river users.</p>	<p>Comment #131d Response: The benefit to river recreationists from removal of the bridge pier currently located in the middle of the river is discussed in Sections 3.1 and 3.17 of the EA.</p>

Comment No.	Comment	Response
131e	<p>Alternatives 2-1 – 2-39 Early in the process of selecting a bridge configuration I favored a couplet arrangement, especially either Alternative 7 or Alternative 9, due to the potential for additional and enhanced bicycle and pedestrian infrastructure. I also favored those alternatives because they would not have required re-routing of traffic during construction. After those configurations were screened out in Level 2, I supported Alternative 3, the configuration that ultimately became the preferred alternative. In the Level 2 screening, I also supported the Option A intersection concept, because it removes Highway 82 traffic from the 6th and Laurel intersection, and leaves much less traffic for tourists on foot to negotiate.</p> <p>The Option A 6th and Laurel intersection is easily the best of the three presented in Level 2 screening. However, I think a greater effort should be made to integrate bicycle and pedestrian routes into the design, with a greater emphasis placed on convenience and safety for bicyclists and pedestrians, in order to encourage the use of these modes over and instead of motor vehicles.</p>	<p>Comment #131e Response: The pedestrian route around the roundabout and alternatives for pedestrians were considered extensively through the design process. Input received from the River Commission resulted in a design intended to minimize the conflicts of pedestrians with vehicles in the project area.</p>
131f	<p>I recognize that motor vehicles are by far in the majority and are the obvious choice for those who need to travel a considerable distance quickly. But my own observation is that it is not useful to judge future bicycling and pedestrian usage on current user volume, and then to conclude that no further infrastructure or capacity is needed. If we hope to affect parking problems and traffic congestion, improve air quality, and increase tourism revenue by bringing more bicycle commuters and recreational cyclists onto our streets, bike paths, and trails, we must use the opportunities presented by reconstruction of motor vehicle infrastructure to over-engineer our bicycle facilities, as well. We must create excess capacity and greater convenience and safety, and begin to make it easy and pleasurable to commute by bicycle.</p>	<p>Comment #131f Response: Comment noted. There are many areas where existing use is low due to poor infrastructure, and when that infrastructure is improved, usage increases. The Build Alternative is providing improved bicycle and pedestrian facilities.</p>
131g	<p>On page 2-23 the connections on the south end of the proposed pedestrian bridge are evaluated. I strongly disagree with the conclusion of the screening process and also do not support the process by which it was reached. According to the text of the EA, “Elevators received the greatest amount of support throughout the process.” I can’t disagree with that statement when I read it literally. But it seems to me that this conclusion was the desire of an organized and powerful interest group that prompted its members to lobby for the elevator option, packed a City Council meeting, and bullied City Council members not only to support their point of view, but also to pay for the elevators and maintain them as well. This is sometimes how things are decided in a free society, but is this really how a decision should be made in an Environmental</p>	<p>Comment #131g Response: Please refer to Comment #5w Response. The study team concluded that either ramp or elevator options would work, but because the City would be responsible for both maintenance and ADA accessibility, the City’s input on these issues was critical. With City Council support of the elevator only, the study team concluded the elevator option was the best choice for the project.</p> <p>Regarding your comment about use of a ramp, CDOT often receives feedback that even though a ramp may meet ADA requirements for grade and resting platforms, it is often very difficult to traverse several of the segmented steps in a row. While ADA ramps may work well for traversing moderate grade changes, they are often very challenging when those grade separations reach the height of a pedestrian</p>

Comment No.	Comment	Response
	<p>Assessment? Their arguments don't even make sense in terms of economic impacts.</p> <p>They argued that the proposed ramp would be too steep for those in wheelchairs. My answer? Make the ramp longer. They argued that the ramp would obscure the views enjoyed by sidewalk diners. My answer? The view is already blocked by a solid row of deciduous trees that are in leaf for the entire outdoor dining season. They argued that a ramp would be ugly. My argument is that it can be a graceful, flowing structure. Moreover, activity on the ramp would add to the overall vitality of the downtown scene. They argued that a ramp would require snow removal. My answer? Snow removal must be done on the bridge. How hard would it be to plow or brush snow off the ramp at the same time?</p> <p>The document in question is an Environmental Assessment. I think it would be more appropriate to make decisions on the basis of environmental considerations. I don't know exactly how much coal-fired electrical energy it takes to operate an outdoor elevator, but it's a lot more than a ramp requires. I don't need to point out that the consequences of unnecessary energy use are climate change, air pollution, and reduced visibility.</p>	<p>overpass or bridge. The length required for the ramp to be easily traversable is likely not a practical solution.</p>
131h	<p>On pages 2-24 and 2-25 is the discussion of bicycle and pedestrian infrastructure between Interstate 70 interchange 116 and 6th Street. This area presents an intractable design problem, and the current solution is better than the original drawings, which called for bicyclists to dismount for five or six hazardous at-grade crossings and would have summarily discouraged bicycle travel between 6th Street and the Rio Grande Trail. The alternative not screened out leaves only one hazardous at-grade crossing, at the westbound I-70 off ramp. However, the tunnel that replaces the crossings is too long. Some in Glenwood's bicycling community refer to it as "the rape tunnel." I think CDOT ought to bring on a new planner with expertise in bicycle infrastructure and a fresh eye, to see if something, anything, can be done to improve on this design.</p>	<p>Comment #131h Response: To address safety concerns regarding the pedestrian underpass, the underpass design does include safety features such as lighting, good visibility provided at both entrances/exits, and sufficient width to accommodate emergency response vehicles.</p>
131i	<p>On page 2-26, the full-page map of the Build Alternative, areas in pink are labeled "New Pedestrian/Bicycle Facilities." I don't know which of these areas will be CDOT's responsibility, but I would hope that all of these would have dimensions that would accommodate Pedi cabs, which would an ideal form of transportation between the tram, lodging, the pool and 7th Street.</p>	<p>Comment #131i Response The bike routes will be designed to current AASHTO Bike Guide design standards. These standards should handle most pedicabs. However, no standards for pedicab routes are known to exist, and pedicabs vary in size; therefore, CDOT cannot definitively say all pedicabs can be accommodated.</p>

Comment No.	Comment	Response
131j	<p>On page 2-31, the definition of demolition brings to mind a question: After demolition, who will own the parcel where the existing Grand Avenue Bridge touches down on the north end? I would not like to see that fall into the hands of the Hot Springs Pool, which owns much of the property north of the river already. I would hope that parcel could become a public park or a transportation center.</p>	<p>Comment #131j Response: Please refer to Comment #9g and #28b Responses regarding ownership of this property and mitigation for this area.</p>
131k	<p>In the section of the EA devoted to the construction detour, I would like to have some clarification. On page 2-35 the description of the detour indicates that CDOT would construct a temporary detour by excavating a cut through the embankment holding both legs of the railroad wye, and after bridge construction, "...would restore the area to pre-construction conditions..." The City of Glenwood Springs has expressed its intentions to construct and extension of 8th Street through to the 8th Street Bridge for many years. Allowing Garfield County to close Pitkin Avenue to build its jail created chronic congestion on Colorado Avenue that would be somewhat mitigated by opening another route to the bridge. CDOT should coordinate with the city to make this a permanent roadway with an underpass, and with sidewalks and bikeways.</p>	<p>Comment #131k Response: Please refer to Comment #24e Response.</p>
131l	<p>On page 2-38, the Environmental Assessment calls for temporary construction access roads along the north and south banks of the Colorado River. Removal of these would present an opportunity to restore the riverbanks to a less unsightly condition. Currently, these banks are lined with broken concrete waste. If this riprap can be removed when the roads or causeways are taken out, and replaced with less-unsightly boulders, the appearance would be more attractive, if not more natural. Perhaps the expense could be shared with other agencies or jurisdictions.</p>	<p>Comment #131l Response: CDOT will evaluate removal of broken concrete where practical in areas of riverbank that are disturbed during construction and restored.</p>
131m	<p>Affected Environment, Impacts, and Mitigation 3-1 – 3-160 Visual impacts of the new bridges are an important consideration. However, claims that a new bridge would be unacceptable because it is out of character are not valid. CDOT need not attempt to match the new bridges to the predominant architectural style of Glenwood Springs, whatever that is. Any world-class river city has bridges reflecting numerous eras. Any attempt to build and old bridge would be absurd, and would probably result in a bridge that is not as good as it could be.</p>	<p>Comment #131m Response: In order for the project to be consistent with the historic mountain town setting of Glenwood Springs, aesthetic treatments have been developed for project elements, such as bridge side barriers, walls, pedestrian underpass, elevator, and stairs, that reflect input from the public and local agencies, including the City of Glenwood Springs Historic Preservation Commission. Refer to Section 4.1 of the FONSI for more information.</p>
131n	<p>In the Safety section, on pages 3-29 and 3-30 the figures on crashes on the existing bridge are startling. Though few result in injuries, 70 – 75 crashes per year make demands on first responders who could be otherwise be ready for other emergencies.</p>	<p>Comment #131n Response: The Build Alternative will result in several safety benefits because of the new roadway/bridge alignment, different intersections and accesses, and improvement on SH 82 to meet current design standards, as detailed in Section 3.2.2 of the EA.</p>

Comment No.	Comment	Response
131o	On pages 3-63 and 3-64, analysis of economic impacts on businesses on 6th Street and Grand Avenue adjacent to the project appears to be thorough and well researched. I do think, though, that losses projected for 6th Street retail establishments are overestimated. Currently, many local residents do not shop on the south side of that street because of the difficulty of backing out of a parking place there. Removing Highway 82 traffic from 6th will create a less-threatening atmosphere for both drivers and pedestrians and a climate much more conducive to shopping.	Comment #131o Response: Comment noted. The EA does acknowledge that removing SH 82 traffic from 6th Street should improve safety for drivers backing out from street-side parking.
131p	Acquisition of the Shell gasoline station on 6th Street (pages 3-66 and 3-67) raises the question of the impacts of removal of the station's underground gasoline storage tanks, and mitigation of any leakage that is ongoing or has happened in the past. This must be done according to regulations and with careful attention to removal of any contamination that may exist.	Comment #131p Response: Risks associated with area filling stations, and mitigation measures that will be undertaken to address those risks, are detailed in Table 3-2 of the FONSI.
131q	The section on groundwater resources, surface water resource mitigation, wetlands, and floodplains appears to be thorough. Will outfalls (page 3-90) be monitored periodically for contaminants after construction is completed and traffic resumes, throughout four seasons?	Comment #131q Response: CDOT does not plan to conduct periodic water quality sampling of these outfalls. The City might begin this sampling as part of future municipal stormwater requirements. The project will include facilities to treat stormwater where no such facilities currently exist.
131r	Revegetating disturbed areas (page 3-102) to prevent the proliferation of noxious weeds and exotic plants is of a great deal of importance. The areas along the UPRR tracks now contain many weeds, which will spread to disturbed areas if given the opportunity. Tamarisk is a perennial problem in the Colorado River Basin, and has been the subject of eradication efforts for years by groups such as Roaring Fork Outdoor Volunteers. Timely revegetation of riverbanks is essential to prevent exotics from taking hold.	Comment #131r Response: Measures to mitigate spread of noxious weeds are discussed in Section 3.12 of the EA and listed in Table 3-2 of the FONSI.
131s	In reference to pages 3-134 – 3-142, it is important to note, in random order, that: •The 2003 City of Glenwood Springs Long Range Transportation Plan is currently being updated.	Comment #131s Response: Comment noted. CDOT is aware that the referenced plan is currently under revision.
131t	•The planned 16-foot-wide Grand Avenue pedestrian and bicycle bridge, despite not having a ramp for bicycles and ADA on the south end, will be an extreme improvement over the existing 10-foot-wide bridge.	Comment #131t Response: Comment noted.
131u	•Sharrows markings on North River Street will be an important improvement.	Comment #131u Response: Comment noted.

Comment No.	Comment	Response
<p>131v</p> <p>131w</p> <p>131x</p> <p>131y</p>	<p>On page 3-141, reference to “Two Rivers Trail” may cause confusion. The trail leading from the park to Interchange 116 should probably be called Two Rivers Park Trail, as it is on page 3-138 and the trail that proceeds north and south along the Roaring Fork is known as “the Rio Grande Trail” or the “Glenwood Springs River Trail.”</p> <p>Also on page 3-141, in addition to lighting and wide entrances, the new 150-foot-long bicycle and pedestrian underpass should have battery-powered emergency lighting for safety during power outages. The everyday lighting should be as vandal-proof as possible. It should also be so blindingly bright that no one will even think of relieving himself in there or doing anything else that should not be done in a public place.</p> <p>Regarding redevelopment of the confluence area (page 3-155) the confluence plan was updated in 2013. Redevelopment of this area has potential to greatly increase the vitality of the town’s tourism and recreation industries, if investment money becomes available and the redevelopment is allowed to flourish.</p> <p>On page 3-158, the reference to permanent water quality features and the claim that the build alternative would result in improved water quality, despite an increase in impermeable surface, would require constant monitoring. Who, or what agency, would be responsible?</p>	<p>Comment #131v Response: Comment noted. This has been clarified in Section 4.2 of the FONSI.</p> <p>Comment #131w Response: A battery pack will be provided for emergency safety lighting in the underpass during power outages. The lighting in the underpass has a lifetime vandal-proof warranty. The lighting is designed at 19.4 foot candles; this is five times the light that is required.</p> <p>Comment #131x Response: CDOT has discussed this matter with City Staff. They indicated that, although some work was done on the Confluence Plan in 2013, City Council never officially adopted this work and therefore it is not considered an update to the approved Confluence Plan.</p> <p>Comment #131y Response: Please refer to Comment #131q Response.</p>
<p>132</p>	<p>Comment # 132: Craig Amichaux</p> <p>From: "Craig Amichaux" <amichaux@sopris.net> Date: December 6, 2014 at 6:36:21 AM MST To: "Joseph Elsen - CDOT" <joseph.elsen@state.co.us> Subject: BRIDGE REPLACEMENT</p> <p>Mr. Elsen:</p> <p>My primary concern for the entire project is the structural aspect of the existing bridge. I believe that the old bridge is structurally and fundamentally flawed to handle present day traffic flows and weight requirements. Each day that passes we ask more and more of this aging and decrepit bridge that is the only effective entrance into our town as well as a passage to many other destinations up valley. The original bridge was designed with wooden slats and intended for buggies in the 1950's. The decision makers at that time could have never imagined the size and weight of the semi-trucks that regularly travel over our bridge today. The bridge has been patched and amended many times. All of this would not be such a problem if we had another effective entrance into our town</p>	<p>Comment #132 Response: Comment noted.</p>

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	<p>or other means of passage up valley.</p> <p>Years ago I originally wanted the bridge to be repaired and corrected. But after review of available information as well examination of the history of the bridge - I realized that this is a waste of time and resources. The bridge is not close to being adequate to service our town for the next 50-years. As such, we either need to relocate Highway 82 or we need to replace the bridge. Nobody has ever provided a solution to relocate Highway 82 that is a plausible. As such, we are left with the only rational decision, which is to replace the existing bridge. I believe the solution that has been presented is the best scenario for the town and also provides an orderly detour during the temporary shut-down process, which is scheduled to occur near the end of the project.</p> <p>The only other remaining scenario would be to do nothing. However, if the bridge were to collapse or require emergency repairs our town would be dramatically impacted. I am deeply concerned that these scenarios will occur in the near future. The primary pier for this bridge is very compromised in the middle of the river. Concrete chips fall regularly from the bridge just from routine distress. Another high water run-off or other structural movement could require an emergency shut-down of the bridge. If this occurs and we do not have an orderly detour process in place our individuals and business owners would be devastated. Groceries and supplies could not be delivered. Individuals would not be able to get to their work up valley. Commerce would essentially grind down or come to a halt for many.</p> <p>These are my primary reasons for being in favor of the current proposal to replace and redesign the entrance into Glenwood.</p> <p>I also am in favor of a bypass around the town for passage up valley - but that is a completely separate issue.</p> <p>CDOT - please proceed with the project as it is currently proposed and mitigate the final closure process.</p> <p>Craig Amichaux P.O. Box 2511 Glenwood Springs, Colorado 81602 amichaux@sopris.net 970-928-0881/970-987-4805 (cellular)</p>	

Comment No.	Comment	Response
133	<p>Comment # 133: Dean Moffat</p> <p>From: Dean Moffatt <moffatt@rof.net> Date: Mon, Dec 8, 2014 at 2:03 PM Subject: Fw: SH-82 Grand Avenue Bridge Environmental Assessment To: Joseph Elsen <joseph.elsen@state.co.us></p> <p>Comments To: SH-82 Grand Avenue Bridge Environmental Assessment Dean Moffatt December 8, 2014</p>	
133a	<p>1. EA vs. EIS - The bridge does more than link downtown with north Glenwood as claimed for justification of a new bridge. It links I-70 with the Roaring Fork Valley and therefore NEPA requires a full EIS.</p>	<p>Comment #133a Response: Please refer to Comment #9f Response.</p>
133b	<p>2. Alternatives – No alternatives to replacing the bridge were seriously studied.</p>	<p>Comment #133b Response: Please refer to Comment #7b Response. Alternatives to rehabilitate or repair the existing bridge were fully evaluated, as documented in Chapter 2 and Appendix A of the EA.</p>
133c	<p>3. No previous alternatives or options were cited or discussed.</p>	<p>Comment #133c Response: Please refer to Comment #13b Response. The EA evaluated several alternatives to address the purpose and need of this project, as detailed in Chapter 2 and Appendix A of the EA. As described in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The SH 82/Grand Avenue Bridge project is about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA.</p>
133d	<p>4. No serious discussion of a relocated SH-82.</p>	<p>Comment #133d Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>
133e	<p>5. Detours during construction – no analysis of impacts to residential neighborhood streets by truck and auto traffic.</p>	<p>Comment #133e Response: Section 3.2.2 of the EA, page 3-39 under Construction Impacts, discusses temporary effects to residential streets from detour traffic. Based on comments received at the public hearing and comments from City staff, specific mitigation is being incorporated into the preliminary designs, primarily to reduce potential cut-through traffic on School Street, Pitkin Avenue, and Colorado Avenue south of 8th Street.</p>
133f	<p>6. No details of impacts to businesses, schools and government facilities and functions.</p>	<p>Comment #133f Response: Please refer to Section 3.4 of the EA for effects to community facilities and Section 3.6 of the EA for impacts to businesses.</p>

Comment No.	Comment	Response
133g	7. No details of impacts to commuters traveling up and down the valley during rush hours.	Comment #133g Response: Section 3.2.2 of the EA discusses transportation impacts and includes several references to these effects on commuters. Also refer to Comment #13b Response.
133h	8. No discussion of recently released projections of traffic increases on SH-82 through Glenwood.	Comment #133h Response: The study team is not aware of any “recently released projections of traffic increases on SH 82 through Glenwood,” unless the commenter is referring to a recent study that Charlier Associates conducted for RFTA and others. This study noted that SH 82 traffic in the Glenwood Springs area grew by approximately 2% from 2004 to 2014. The traffic forecasts used to evaluate the bridge project are based on other Roaring Fork Valley forecasts that have settled at a 2% per year growth over 20 years in population, traffic, etc. Section 3.2 of the EA and Comment #5bl Response provide details on the traffic data used for the EA.
133i	9. No details to possible impacts to the river hot springs.	Comment #133i Response: Section 3.9 of the EA discusses effects to geothermal resources.
133j	10. No details to possible impacts to the river fishery.	Comment #133j Response: Section 3.13 of the EA discusses effects to aquatic resources. Also refer to Comment #118f Response regarding water quality impacts and mitigation documented in the EA.
133k	11. No details to destruction of the riverbed by “causeway” roads in the river.	Comment #133k Response: Placement of the temporary causeways in the river will not result in “destruction of the riverbed.” Causeways will be constructed by placement of temporary fill material on top of the river substrate. The fill will be removed and the river restored to its existing condition following construction.
133l	12. Project cost – Compared to other bridge replacements the cost is very high, partly due to moveable sections and components.	Comment #133l Response: This bridge has numerous constraints and challenges that result in the replacement cost being higher than a typical bridge. These include the tightly constrained downtown, the lack of good detour routes, an active railroad, existing high traffic volumes, limited times when construction can occur in and around the Colorado River, several historic properties constraining the construction options, the need to minimize the bridge closure, the long spans across the Colorado River, and mitigation commitments that resulted from the context sensitive solutions (CSS) process.
133m	13 “Relocation of SH-82 would cost 5-10 times the proposed bridge”. This is pure conjecture with no supporting data.	Comment #133m Response: Refer to Comment #118e Response regarding estimated costs for a bypass/relocation of SH 82.
133n	14. Comment – A replacement bridge downstream would cost far less and greatly reduce the impacts to the town and valley by replacing the existing Grand Avenue bridge. A downstream bridge would tie directly to interchange 116 and set the stage for an eventual SH-82 alternate route. Given the state’s	Comment #133n Response: The EA evaluated several alternatives to address this project’s purpose and need that involved nearby alternate locations for a bridge or bridges. Refer to Chapter 2 and Appendix A of the EA for more information about those alternatives and reasons that they were eliminated. Rerouting traffic away

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	<p>economic situation this is far more achievable and a better long-range solution.</p>	<p>from the existing bridge would not address the existing deficiencies of the bridge and would not meet the purpose and need of this project.</p> <p>The commenter recommended a replacement bridge at Exit 116. A bridge in this location was considered in the NEPA process but was screened out because it would not best meet the purpose and need. Other reasons include: 1) A bridge at Exit 116 would require a rebuild of the interchange, requiring I-70 to go under and the cross-road to go over. This is because any crossing requires a grade separation of the existing UPRR railroad tracks and an acceptable grade cannot be built between the existing cross-road and an overpass of the railroad. 2) The bridge would land on an active railroad on the south side requiring an agreement from the railroad.</p>

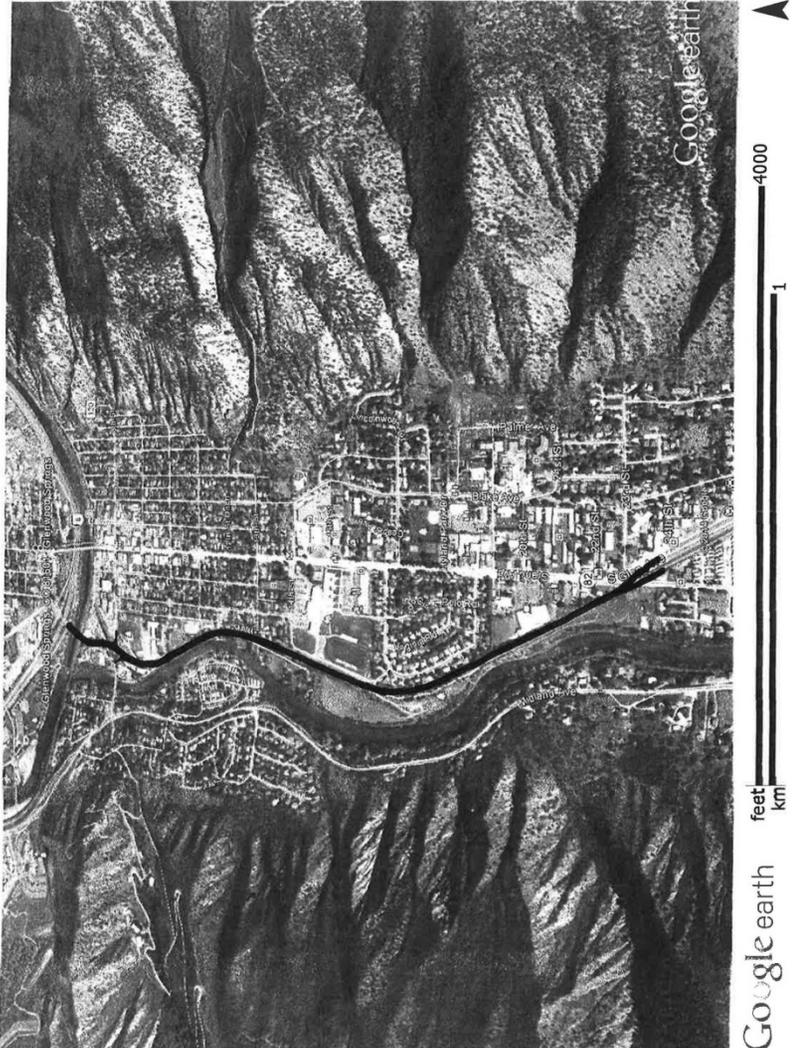
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<p>134</p> <p>134a</p>	<p>Comment # 134: Rich Traver</p>  <p>A rendering from the Grand Avenue Bridge Environmental Assessment gives a general idea how the newly aligned Highway 82 bridge would tie into the Interstate 70 interchange and intersection at Sixth and Laurel.</p> <p>Might this Prove to be the World's Most Expensive Parking Lot?!!!</p> <p>With all of its extremely complex traffic interactions, and while introducing its own new array of traffic frustrations, it still doesn't address the real problem! Though addressing the narrow <u>old Bridge</u> across the Colorado River issue, it still dumps all the usual traffic onto Grand Avenue through downtown, which is the perpetual bottleneck. This traffic must and will increase over time as the Roaring Fork Valley grows bringing the unresolvable congestion with it.</p> <p>With the majority of the traffic removed from the old US-24 to/from West Glenwood with its Motels, Restaurants and Amusements, and with exiting traffic bypassed from 5th Street, WHY any roundabout would be necessary is a mystery, other than to exhibit the in-vogue engineering fashion trend of the day.</p> <p>A further long-term problem in the city is the matter of there being only ONE bridge across the river, except for one other (with very limited capacity) three miles west at the West Glenwood Exit of I-70. If either bridge is unusable for whatever reason, the entire City and all towns to the south are drawn into inescapable traffic snarls. This is an entirely intolerable and inexcusable situation. But, the above proposal does not effectively resolve any of this.</p> <p>While the above posed "solution" addresses one consideration, it ignores the REAL problems:</p> <ol style="list-style-type: none"> 1. Only one bridge across the river – and only one after this project is complete, and 2. The clogged traffic on Grand Avenue once all traffic is dumped onto it from its new bridge. <p>Glenwood Springs happens to be blessed with a situation that is unique and nearly perfect to address the real problem of too much traffic passing through its downtown main artery. The abandoned railroad right-of-way of the old Aspen Branch offers a clear route for a bypass, removing through non-stop traffic from towns to the south that have no interest in travelling the route other than it being the ONLY way to get out of the Roaring Fork Valley and to access the Interstate highway.</p> <p>The accompanying sketches poses one suggestion for using this feature of the area, providing a clean bypass for out-of-town through traffic as well as providing a second bridge across the river while the old bridge (which will remain as it is presently) is repaired. Reduced non-stopping traffic from the City streets will make the downtown area a much more desirable environment for commerce than the frustrating experience it is today due to over congestion.</p> <p>The "problem" is much bigger than just an interchange and bridge, and this DOT plan solves neither.</p>	<p>Comment #134a Response: Please refer to Comment #133n Response above regarding use of the Denver & Rio Grande Railroad - Aspen Branch. Also, refer to Comment #9b Response regarding a SH 82 bypass or reroute, and Comment #12a Response regarding the scope of the study. Refer to Comment #80a Response regarding your comments on the purpose and need. Refer to Comment #13b Response regarding the bridge's ability to effectively serve future (2035) transportation demand. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

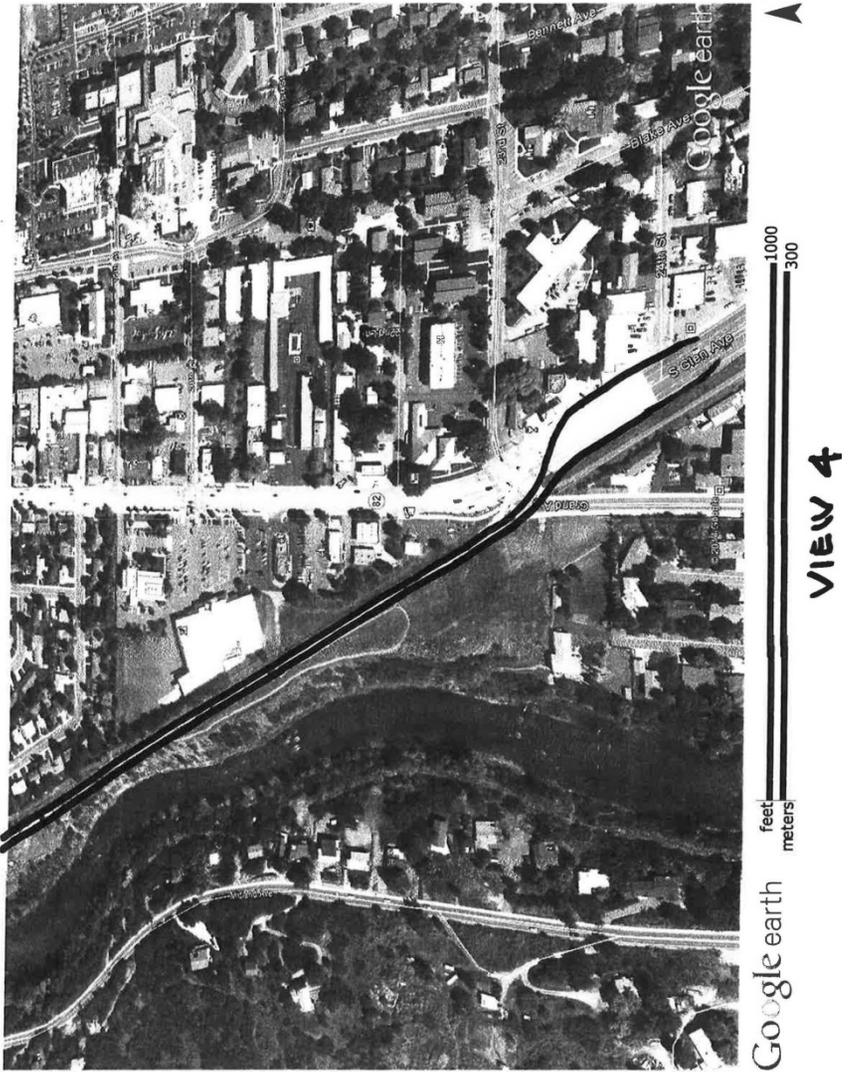
Comment No.	Comment	Response
<p>134 (cont'd)</p> <p>134b</p> <p>134c</p> <p>134d</p> <p>134e</p> <p>134f</p> <p>134g</p> <p>134h</p> <p>134i</p>	 <p>Letter to the Editor – Aspen Times</p> <p>Letter: It's the highway, not the bridge November 23, 2014 –</p> <p>It's the highway, not the bridge</p> <p>The Colorado Department of Transportation is currently soliciting public comment on the environmental assessment to replace the existing Grand Avenue Bridge in Glenwood Springs with an entirely new and dramatically different structure — a modern marvel of engineering.</p> <p>The \$100 million design is basically a giant, modern freeway curve leaping across the Colorado River that would land you right back down in funky old downtown Glenwood.</p> <p>The planners and engineers have assured the residents that they have listened and responded to the community input and have spectacularly addressed every conceivable community impact. There are even plans for an extravagant outdoor pedestrian elevator accessing a pedestrian bridge to preserve the view-plain when looking across the river toward the hot springs from downtown.</p> <p>CDOT recently sponsored public meeting soliciting resident comment on the assessment and the project's overall impact on the Glenwood Springs community. At that meeting, speaker after speaker eloquently attempted to point out the obvious to the CDOT engineers and planners in charge of this project: This complex, \$100 million-plus proposal fails to address on any level the overriding Highway 82 transportation issue that currently faces Glenwood residents.</p> <p>Namely, how do you reduce the daily impact of 40,000 cars and trucks using Highway 82 through the very heart of this great resort community?</p> <p>In general, Glenwood's economy is based on tourism and recreation. Having an ultra-modern freeway as the entrance to town is a complete contrast to the central core historic buildings that characterize Glenwood to both visitors and residents alike. The modern freeway proposal could not be more glaringly out of place.</p> <p>The historic core would be dominated and marginalized by the size and scope of the proposed bridge. The small businesses that currently operate in that area will suffer months of disruption during two years of construction. There are no long-term benefits to the businesses either, because upon completion, the proposed freeway entrance design will only result in more traffic, more noise and more pollution.</p> <p>The Hotel Colorado, the Hot Springs Spa, the Hotel Denver, the Railroad Depot and the turn-of-the-century buildings in downtown deserve to maintain their dignity and respect.</p> <p>The magnitude of this problem deserves a comprehensive CDOT solution that actually reduces the very real and destructive impacts of having Highway 82 traffic running forever through the heart of Glenwood Springs rather than simply institutionalizing Highway 82 traffic to forever prevent enjoying Glenwood's heritage of being a truly premier resort destination.</p> <p>The way this project has been presented to the community in an environmental assessment format should be contested in written comments to the CDOT planners. An assessment only outlines a single "preferred alternative." Preferred by whom? Highway contractors? Not by the residents, not by downtown business owners, not by the commuters and truck drivers who sit daily in bumper-to-bumper traffic on Grand Avenue.</p> <p>Demand both a better process and a better solution. This regional traffic bottleneck should have been identified and addressed in a comprehensive environmental impact statement that develops and outlines several options for public consideration. That offers alternatives that will reduce Highway 82 traffic through Glenwood and improve the quality and dignity of living and working in Glenwood Springs now and in the future</p> <p>The planners will tell you that it's just fine that it completely fails to reduce any traffic because it's mostly federal highway money anyway that will be spent elsewhere if we don't squander it right away, right here.</p> <p>As responsible residents and taxpayers, it's our duty to demand value for our tax dollars and work toward making civil investments that can improve the quality of life now and in the future. Let's work together to create long-term transportation infrastructure solutions that our children can look back on with pride and respect. That is the spirit that has molded and created the unique communities we enjoy today here in western Colorado.</p> <p>Please take a few moments to tell CDOT that Highway 82 is the problem, not the Grand Avenue Bridge.</p> <p>Royal Laybourn Carbondale</p>	<p>Comment #134b Response: Please refer to Comment #12a and #9b Responses explaining the purpose and need of this project and how a bypass would address issues separate from those addressed with this project.</p> <p>Comment #134c Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards, and improve the north and south bridge connections. In order for the project to fit with the historic mountain town setting of Glenwood Springs, aesthetic treatments have been developed for project elements, such as bridge side barriers, walls, pedestrian underpass, elevator, and stairs, that reflect input from the public and local agencies, including the City of Glenwood Springs Historic Preservation Commission. Refer to Section 3.1.4 of the EA and Section 4.1 of the FONSI for more information on aesthetic elements and materials. Refer to Section 3.1 of the EA and Comment #162a Response regarding the context, size, and visual effects of the bridge.</p> <p>Comment #134d Response: Please refer to Comment #15a Response. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge will not notably increase traffic demand relative to the No Action Alternative. Refer to Section 3.6 of the EA regarding long-term economic effects.</p> <p>Comment #134e Response: Refer to Comment #134c Response regarding aesthetic treatments included in the Build Alternative design in order for the project to fit with the historic mountain town setting of Glenwood Springs. Also, Section 3.15 of the EA discusses the effects of the Build Alternative on historic resources.</p> <p>Comment #134f Response: Please refer to Comment #9b and #12a Responses explaining the purpose and need of this project and how a bypass would address issues separate from those addressed with this project. Refer to Comment #13b and #21e Response regarding alternatives considered.</p> <p>Comment #134g Response: Please refer to Comment #9f Response.</p>

Comment No.	Comment	Response
<p>134 (cont'd)</p>	<p>even though fed by four-lane segments on either end.) It is proposed that this Bypass have three-lanes from about the elementary school grounds north to the Interstate. That to accommodate a center turn lane for 8th Street. South of 8th Avenue, the new roadway should be on or near the present grade level. There would / should be no other intersections between 8th Street and its southern terminus at the 23rd Street / Grand Ave / S. Glen Avenue (Hywy 82) intersections. This is to be considered a Bypass only, providing unimpeded access for south of the City residents access to the Interstate east or west.</p> <p>VIEW 3: Presents a more elevated view, showing the entire length of the Bypass route, following and generally remaining within the old RR right-of-way.</p> <p>VIEW 4: Shows the south end of the Bypass in closer detail. At this point, the Bypass would again become elevated, passing cleanly over the complex intersection, where S. Glen Avenue blends into Grand Avenue, with its traffic lights. After passing over the intersection, the southbound lane would drop down and blend into the west side of S. Glen Avenue (Hywy. 82) and a new northbound lane would climb up and over, joining its opposite lane on the overpass, then easing back down to grade.</p> <p>AFTER this project is completed, then the repairs and upgrades to the current Grand Avenue Bridge should be addressed.</p> <p>The new bridge should be completed first, then connected with the reconfigured exit ramps as soon as they're functional, to minimize area traffic impediment during construction.</p> <p>As it stands at present, better heads need to be assigned to resolving Glenwood's bridge problem.</p> <p>Advantages of the Proposed Direct Bypass using the RR abandoned R-O-W Alignment</p> <ol style="list-style-type: none"> 1. Retains all current rights-of-way within their present footprint on the north side of the river, 2. Retains all current property lines of businesses affected, 3. Saves businesses that are affected or eliminated under the latest DOT plan, 4. Provides a second bridge which is essential to back-up the only other crossing point for miles, 5. Allows south valley access to / from I-70 without having to negotiate congested downtown streets, 6. Removes all south valley traffic from congested city streets, 7. Involves minimal land acquisition on the south side of the Colorado River, 8. Makes use of an abandoned R-O-W that will never be usable for anything else, 9. Current pedestrian trail can still be accommodated, not unlike the Canyon Bike Trail, 10. Provides quick and uninterrupted transit thru to the Interstate or West Glenwood from the south, 11. Allows Midland Avenue traffic an alternate route to the Interstate eastbound without using Midland Ave. 12. Allows easier access to the Municipal Buildings complex, 13. Provides secondary access across the river in the event of fire / ambulance with Grand Avenue blocked, 14. Allows a new bridge to be operational before closing Grand Avenue bridge for restoration, 15. Leaves all current bridges and traffic options as they presently are, 16. Reduces traffic on Grand Avenue considerably, improving the commercial desirability, 17. Minimized disruption to north of the river businesses and attractions (hotels / tram / hot springs), 18. Reduces through traffic on Midland Avenue past the Mall, 19. Reduces traffic to/from the West Glenwood Exit to/from Midland Avenue, 20. Allows faster access to the Hospital from the north and west 21. Reduces expense and disruption times during construction, 22. Eases the hazard of the steep decline into a sharp curve on I-70 eastbound under the Grand Avenue bridge, 23. Fill from under I-70 should be sufficient to raise on / off ramps (already acceptable as base – and on site) <p style="text-align: right;">Rich Traver email: trvr_wstland@hotmail.com </p>	

Comment No.	Comment	Response
<p>134 (cont'd)</p>	<p>Google earth</p> <p>Google earth</p> <p>feet 800</p> <p>meters 200</p> <p>VIEW 1</p>	

Comment No.	Comment	Response
<p>134 (cont'd)</p>	<p>The image is a black and white aerial satellite view from Google Earth. It shows a residential neighborhood with a bridge crossing a river. The bridge is the central focus, with a road leading to it from the bottom. To the right of the bridge is a baseball field. The text 'VIEW 2' is written vertically on the right side of the image. A scale bar at the bottom right indicates 400 feet and 1000 meters. The text 'Google earth' is written vertically on the left side of the scale bar. An arrow at the top right points north. Various street names and landmarks are visible, including 'Stamwood Springs' and 'School St'.</p>	

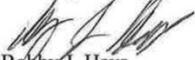
Comment No.	Comment	Response
<p>134 (cont'd)</p>	 <p>Google earth</p> <p>Google earth</p> <p>feet km</p> <p>4000</p> <p>1</p> <p>VIEW 3</p>	

Comment No.	Comment	Response
134 (cont'd)	 <p>The image is an aerial photograph from Google Earth showing a residential neighborhood. A road, likely Grand Avenue, runs horizontally across the middle. A bridge crosses a river or stream in the lower half of the image. A scale bar on the right indicates 1000 feet and 300 meters. A north arrow is in the top right corner. The text 'VIEW 4' is written vertically on the right side of the image. 'Google earth' is written vertically on the left side of the image.</p>	

Comment No.	Comment	Response
135	<p>Comment # 135: Marilee Rippy</p> <p>From: <marilee213@comcast.net> Date: Thu, Dec 11, 2014 at 11:24 AM Subject: I support building a new bridge To: Joseph.elsen@state.co.us</p> <p>Mr Elsen, Thank you for your work on the new Grand Avenue bridge. I support the efforts of CDOT and hope work can begin soon. I avoid the current bridge at every opportunity due to safety concerns. I look forward to a successful project. Best Regards, Marilee Rippy</p>	<p>Comment #135 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
136	<p>Comment # 136: Joe O'Donnell</p> <p>From: "Joe O'Donnell" <odjo39@rof.net> Date: December 11, 2014 at 12:43:33 PM MST To: <Joseph.elsen@state.co.us> Subject: Glenwood Springs Bridge Project</p> <p>Joe, I would like to express my support for the Glenwood Springs bridge project as it is now proposed Joe O'Donnell</p>	<p>Comment #136 Response: Comment noted.</p>
137	<p>Comment # 137: Richard Stumpf</p> <p>From: "Richard J. Stumpf II" <richard@rjstumpf.com> Date: December 11, 2014 at 10:48:09 PM MST To: <Joseph.elsen@state.co.us> Cc: "John Haines, Chairman" <citizenstosavegrandavenue@gmail.com> Subject: Hwy 82 Bridge</p> <p>Joe,</p> <p>As citizen desiring to save Grande Avenue, I'm writing to support the plan to replace the existing Hwy 82 bridge. I believe Glenwood, it's citizens and business partners have spoken through the redevelopment of the properties adjacent to the bridge.</p> <p>This issue has been a significant topic of discussion in our community for several years. During that time, some businesses have closed up shop, while others have embraced the opportunity for change. In buildings and retail spaces</p>	<p>Comment #137 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

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	<p>that will be most heavily impacted by construction, you've seen four new restaurants come to life: Smoke, The Lost Cajun, The Grind and the recently announced redevelopment of The Riviera Restaurant! That does not speak of fear, but hope that the bridge will bring new life to Glenwood.</p> <p>There is no other location in Glenwood, where entrepreneurs are willing to pony up, invest and take risk on that scale. That tells me this bridge is a welcomed improvement to the community, not a blight or deterrent. It's an improvement that the community is rallying behind, in hopes of greater returns and economic reward!</p> <p>Don't slow this process down. Accelerate it! The momentum is underway. Glenwood can't afford to wait! We need this bridge now!</p> <p>Richard J. Stumpf II, President/General Contractor R. J. Stumpf Construction, Inc., 814 River Bend Way, Glenwood Springs, CO 81601 c. 970.618.6767 f. 970.928.0550</p>	

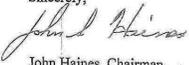
Comment No.	Comment	Response
138	<p>Comment # 138: William Maltby</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>The Bridge is not the Bottleneck to the GRAND AVENUE TRAFFIC Problem.</p> <p>TRAFFIC IS BACKED UP TO THE CITY LIMITS SOUTH MUCH OF THE TIME DURING RUSH HOUR IN THE 3-6:30 PM TIME SLOT. WHEN YOU REACH 9th STREET THE TRAFFIC OPENS UP GOING OVER THE BRIDGE.</p> <p>WE DO NOT NEED 100 MILLION + SPENT ON A BRIDGE THAT DOES NOT SOLVE THE PROBLEM. WE DO NEED THE \$ SPENT ON A BYPASS AROUND THE PRESENT BRIDGE.</p> <p>Optional Information Name: Wm MALTBY Address: 3001 GRAND AVE 81611 Phone: E-mail: SPORT@Ref.Net</p> <p><small>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</small></p> <p style="text-align: center;">All comments must be received by December 1, 2014</p>	<p>Comment #138 Response: Please refer to Comment #9b Response.</p>

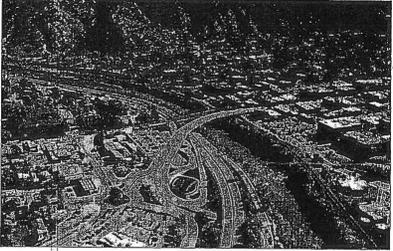
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139b	<p>applied to the main bridge. An additional bridge installed at the main exit to Glenwood Springs at exit 116 across the Colorado River and connecting to 8th street would allow traffic continual activities during construction. This would mean that 7th street would become a dead end and 8th street would be tied into the 7th street bridge crossing the Roaring Fork River. It also means that the railroad spur would need to be modified or removed completely. It presently has a low usage.</p>	
139c	<p>I also would recommend that another connection be made between Devereux Road and Midland Avenue by crossing the railroad tracks in some manner. This means that there would be three accesses across the Colorado River during construction of the new bridge. From my understanding the present Grand Avenue Bridge is in relative good condition and can endure many more years of traffic before replacement. These efforts would still improve Glenwood Springs traffic conditions while progressing into the future. It would also help traffic flow to and from the Roaring Fork Valley.</p>	
139d	<p>The construction of a bridge at the main exit (MM116) would only affect on ramp and off ramp of the west bound lane traffic of Interstate 70. Traffic could continue as normal on the Grand Avenue Bridge during construction. Traffic would need to use Highway 6 and Midland Avenue, not a major issue.</p> <p>I understand my comments may not be readily received by many others and is one of the main reasons that I have not stated my opinion previously. But it is not my responsibility to sort out the political and social issues, so I have only stated my true observation, knowledge and recommendations. From my observation of the plans, the basic design and placement of the new bridge was established more than 20 years ago and it is not necessary to be hasty about constructing a traffic problem that will endure for two years.</p> <p><i>Sincerely Yours,</i>  Bobby J. Hays <i>A citizen concern about construction and future traffic flow.</i></p> <p>Cc: Post Independent, City of Glenwood Springs</p> <p style="text-align: center;">Page 2 of 2</p>	

Comment No.	Comment	Response
	<p>Colorado Department of Transportation 202 Centennial Glenwood Springs, Colorado 81601</p> <p>PLEASE PARDON ANY MIS SPELLING OR OTHER MINOR ERRORS. THE LETTER WAS NOT REVIEWED BY ANOTHER INDIVIDUAL</p> 	

Comment No.	Comment	Response
<p>140</p> <p>140a</p> <p>140b</p>	<p>Comment # 140: Jeff Wisch</p> <p style="text-align: center;">Jeff Wisch Wisch Holdings Box 1118 Glenwood Springs Co. 81602</p> <p>December 16, 2014</p> <p>Joe Elsen Colorado Dept. Of Transportation 202 Centennial Drive Glenwood Springs Co. 81601</p> <p>R.E. Glenwood Springs Bridge Replacement</p> <p>Dear Joe,</p> <p>I am still troubled by CDOT’s lack of long range planning for traffic on highway 82 in Glenwood Springs. The bridge you are planning to cross the Colorado River is massive and only will solve your short term bridge and traffic problems. How will this \$100 million bridge tie into our future roads? Your lack of long range planning to remove Hwy. 82 traffic from Grand Ave. is a concern for me and many others In Glenwood Springs.</p> <p>Also I am concerned about your build out time frame. This has already been lengthened. Your contactor in Idaho Springs is having problems completing his bridge project on time. A six week project has turned into 14 weeks. I can already feel excuses for a Glenwood delay. Glenwood business will be impacted and CDOT will not pay any locals for lost income just like Idaho Springs. Many are nervous CDOT can not replace bridge in a timely manner. Our tourist industry will lose business once bridge is removed and the tourists will try other towns for their vacations. It will take time to get these people back into Glenwood Springs. This is like trying a new grocery store and not going back to the old one. CDOT must do all possible to build back Glenwood Springs tourist base after completion of project and during project. This may be done with massive advertising and any other methods available.</p>	<p>Comment #140a Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed. The Build Alternative meets traffic needs for the 2035 design year, as discussed in Comment #13b Response.</p> <p>Comment #140b Response: CDOT understands the concerns of residents regarding impacts of a lengthy construction period, and is committed to minimize the construction period to the extent practicable. Construction is anticipated to last approximately 24 to 30 months, instead of the 18 to 24 months noted in the EA. This change is based on the accelerated bridge construction phase occurring in the fall/early winter, which may potentially require remaining work to be completed the following spring. This timeframe includes an approximately 90-day full bridge closure during the last 9 months. The study team developed a construction phasing approach to accelerate bridge construction to minimize the duration of detours and total closure of the Grand Avenue Bridge, SH 82, and I-70. The construction phasing plan calls for removing the existing Grand Avenue Bridge and installing the new bridge within an approximately 90-day period, during which the Grand Avenue Bridge will be fully closed to traffic. Based on current traffic volumes and concerns voiced by the public, full closure is planned to occur during spring or fall, when traffic volumes and tourism are typically lower. Refer to Section 2.4 of the EA for more information about construction phasing. Section 3.6.3 of the EA discusses measures to mitigate business impacts; these measures are clarified in Section 4.2 and Table 3-2 of the FONSI.</p> <p>Comment #140c Response: CDOT evaluated several construction phasing options to minimize construction impacts. The main elements of the Grand Avenue Bridge project will be constructed in phases to minimize travel disruptions as much as possible. Refer to Section 2.4 of the EA for more information about construction phasing.</p>

Comment No.	Comment	Response
<p>140 (Cont'd)</p> <p>140c</p>	<p>One last question, has CDOT looked into building a new bridge and then removing existing bridge? I do not now if this was discussed in your studies. Hopefully this short letter to you will open CDOT's eyes to many who feel you have not really listened to their concerns.</p> <p>Thanks to all CDOT employees and locals for their concerns about the bridge. Life will go on!!! Happy Holidays!!!</p> <p>Sincerely,</p> <p>Jeff Wisch  Cc. Glenwood Post</p>	
<p>141</p>	<p>Comment # 141: Jeffrey, Kimberly, & Grant Fegans</p> <p>From: Jeff <feganator@comcast.net> Date: Sat, Dec 20, 2014 at 2:08 PM Subject: SH 82 Grand Avenue Bridge To: Joseph.Elsen@state.co.us</p> <p>Mr. Elsen, I know you are nearly deafened by the vocal minority who oppose the current design for the replacement of the Highway 82 bridge in Glenwood Springs. Just want you to know that we support it (even though we live on Midland Avenue, and our life will be hell for a while). Thank you.</p> <p>Sincerely, Jeffrey Fegan Kimberly Fegan Grant Fegan</p>	<p>Comment #141 Response: Comment noted.</p>

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<p>142</p> <p>142a</p> <p>142b</p> <p>142c</p>	<p>Comment # 142: John Haines</p> <p>Citizens to Save Grand Avenue P.O. Box 1151 Glenwood Springs, CO 81602 December 15, 2014</p> <p>Mr. Cliff Rader, NEPA Compliance Director, US EPA Office of Federal Activities 200 Pennsylvania Ave. NW, Washington DC 20004</p> <p>Re: SH 82/Grand Avenue Bridge Environmental Assessment</p> <p>Dear Mr. Rader:</p> <p>Citizens to Save Grand Avenue submits the following challenge to the Environmental Assessment which has been prepared for this bridge replacement project. An EA might have been adequate if the project involved merely replacement of the existing bridge in its present location as originally conceived, but that is no longer the case.</p> <p>In CDOT's own words, "...because of the way this project has evolved to include a variety of other SH 82/I-70 Interchange improvements it is now more than a simple bridge replacement." It now involves the construction of a new entrance from I-70 into Glenwood Springs and the entire Roaring Fork Valley, consisting of a new bridge in an entirely different location and a complete reconfiguration of the 116 Exit at the intersection of Sixth and Laurel Streets.</p> <p>This raises some serious concerns regarding the impact of the currently proposed construction on the planning for a future additional route through Glenwood Springs needed to accommodate the volume of SH 82 traffic, which will grow to exceed the carrying capacity of Grand Avenue. A Corridor Optimization Plan, prepared by CDOT, identifies the need for an additional route sometime within the next 15-25 years. Yet, there is no mention of that Plan in the EA, nor is there any consideration of what effect the bridge replacement as presently proposed could have on the design of the future route. It could seriously constrict the options available or require deconstruction of much of what is now being proposed, greatly increasing the cost of coping with future transportation needs.</p> <p>This EA is focused exclusively on the single goal of replacing the existing bridge, without any consideration of the future infrastructure needs facing the entire Roaring Fork Valley. Before proceeding any further with this project, an Environmental Impact Statement addressing all these needs should be completed to provide a blueprint for the future. This EA is a perfect example of "Segmentation" and failure to properly define the alignment and logical project termini - focusing on a single element of a broader scope regional transportation issue and disregarding likely adverse consequences on future construction needs (Section 1508.9 of 40CFR). The EA should therefore be rejected.</p> <p>Sincerely,  John Haines, Chairman</p> <p>cc.</p> <p>Susan Bohan, NEPA Program Director - EPA Region 8 Jeffrey F. Pinati, Executive Director - Federal Highway Administration John Cater, Division Administrator - FHWA Colorado Division Don Hunt, Executive Director - Colorado Department of Transportation Dave Eller, Region Director - Colorado Department of Transportation Joe Eisen, Resident Engineer - Colorado Department of Transportation John Hickenlooper, Governor - State of Colorado Mayor and City Council - City of Glenwood Springs, Colorado U.S. Senator Michael Bennett U.S. Senator Mark Udall U.S. Senator-elect Cory Gardner U.S. Representative Scott Tipton Colorado State Senator Randy Baumgardner Colorado Representative Bob Rankin Colorado Citizens Advocate for Transportation Jeff Schwartz, CSMKF, Attorneys at Law</p>	<p>Comment #142a Response: Please refer to Comment #13b Response regarding the scope of this study.</p> <p>Comment 142b Response: Please refer to Comment #9b Response regarding a bypass. Also refer to Comment #13b Response regarding future traffic. The COP, which is referred to in several locations in the EA, identified and evaluated potential alternatives to improve regional travel and local mobility for SH 82 through Glenwood Springs. It did not recommend a preferred alternative. Regardless, the Build Alternative is consistent with existing transportation and land use plans, as identified in the EA in Sections 3.2.2 and 3.3.3, respectively. The Build Alternative also does not preclude the potential alternatives evaluated in the COP, as noted on page 2-4 of the EA. Further, the purpose and need of the Grand Avenue Bridge project is not to address regional congestion or larger traffic problems through Glenwood Springs. Please refer to Comment #80a Response regarding the purpose and need of this project.</p> <p>Comment #142c Response: Please refer to Comment #9f Response regarding an EIS. Also, refer to Comment #13b Response regarding logical project termini and segmentation. Refer to Response Comment #22b Response explaining why the EA does not need to address larger regional issues.</p>

Comment No.	Comment	Response
	<p style="text-align: center;">Opinion</p> <p style="text-align: center;">Post Independent Thursday, November 27, 2014 A9</p> <h2 style="text-align: center;">Your commentary on the Grand Avenue bridge</h2> <p>Bridge EA is wildly deficient</p> <p>The text of this EA, while interesting, comes to a conclusion not meeting the requirements of the National Policy Environmental Act (NPEA) since that act requires the examination of all alternatives to the proposed action. A stated goal (2.1.3) is "to improve connectivity between the south side of the Colorado River (downtown Glenwood Springs) and the north side of the river (historic Glenwood Hot Springs area and I-70). An excellent alternative happens to exist only a few hundred feet downstream that meets the above-stated goal. Despite repeated requests for inclusion by individuals and interested groups, that part of a legal study was brushed aside. During 1979, the railroad corridor was an alternative included in a study of ways to reduce traffic on Grand Avenue, was endorsed by the City Council, which made a written request that the Department of Highways budget money to begin construction. Since that time, many additional studies have been made of alternatives, none acknowledged, or even mentioned in the EA.</p> <p>Another stated goal was "reduce and minimize construction impacts to businesses, transportation users and visitors." No highway project, including the building of I-70 through Glenwood Canyon, will miss this goal as badly as the one described in the EA.</p> <p>Under Sec 2.4 - Alternatives, "a SH82 bypass" was briefly mentioned. Actually the railroad corridor is not a "bypass," but a relocation of SH82. It passes through the heart of the city. An EIS for this alternative has never been written, but deficiencies in the current bridge would have to be addressed in that document.</p> <p>Other statements in that section are invalid, especially the estimate that this relocation would cost five to 10 times current available funding. That would be \$600 million to \$1 billion. A study of the alternative should provide a more realistic estimate. In consideration of the fact that no funds have been made available for relocation of SH82, this is a common approach to funding state highway projects. No construction funding was provided for I-70 through Glenwood Canyon or over Vail Pass, or SH82 from Carbondale to Aspen, until a design had been approved.</p> <p>Construction phasing discusses building "causeways" alongside the new bridge to facilitate construction.</p> <p>Causeways would be built by dumping dirt and rocks into the river and leveling and compacting with appropriate equipment. The water would be modified during this phase of the construction and later on when that material was removed. While the river here is not considered to be prime fishing water, it is an excellent trout and whitefish fishery. No discussion of this impact can be found in the EA.</p> <p>Detours as described in the EA will cause much inconvenience and dissatisfaction, especially while 18-wheelers are rolling past the Colorado Hotel (Fig. 2-13). The EA should discuss the handling of peak period traffic backing out onto I-70.</p> <p>The most important aspect of the entire study is not addressed in the EA, that being the high traffic volumes locked onto Grand Avenue as a result of the proposed action: Air quality, congestion, trucks - many carrying hazardous loads - see impacts on this beautiful mountain city. The answer from supporters of the EA say this action would not block future consideration of an alternate route. Really? After spending over \$100 million on this project, will CDOT even consider funding for a new route for SH82?</p> <p style="text-align: right;">Dick Prosenke District Engineer, Colorado Department of Highways 1969-1982 Member</p>  <p style="text-align: center;">CDOT / COURTESY</p> <p>A rendering from the Grand Avenue Bridge Environmental Assessment gives a general idea how the newly aligned Highway 82 bridge would tie into the Interstate 70 interchange and intersection at Sixth and Laurel.</p> <p>The bridge is a regional project</p> <p>I'd just like to say thanks to all the citizens of this community who came to CDOT's Environmental Assessment meeting at the Glenwood Springs Elementary School earlier this month. I certainly appreciate all of you taking the time to tell CDOT your thoughts on the bridge. We all hope they listened to what we had to say and will act accordingly.</p> <p>As Kathy Trauger so conveniently pointed out in her blog the next morning about what happened, "the bridge is a regional issue." With that said, NEPA will require an Environmental Impact Statement to approve any type of construction of a regional scope. Thank you again.</p> <p style="text-align: right;">John Haines Chairman, Citizens to Save Grand Avenue</p> <p>Bridge should be part of a larger plan</p> <p>Man, this is complicated. I went to the bridge open house earlier this month. I thought my mind was made up, but as I absorbed as much information as I could and listened to others with an open mind, I came away surprised at new insights and "conclusions."</p> <p>First, there is a lot to take in. The environmental assessment is complicated and not written for a layperson, let alone being hard to find.</p> <p>I think the bridge as planned (with a few tweaks to make it more pedestrian- and bike-friendly) is beautiful and would make Glenwood Springs even better, but this bridge or any other won't solve any of the current or future problems of congestion, traffic, noise, pollution and a host of other unsolved issues. I think it's insanity to build this new bridge without first having a broader plan in place that, yes, includes a bypass. The existing bridge won't fall down in the years it will take to do this planning. I think the bridge should be done as a part of the larger plan and the environmental impact statement must be done first. The belief was expressed by many at</p> <p>the meeting that this is not a Glenwood Springs problem. It is a regional and state problem. Glenwood Springs happens to be the choke point for travelers from Parachute to Aspen and beyond, including at least three counties. The real solution is a political solution that includes the governor and whole state of Colorado.</p> <p>I'm not saying bypass now, because we really don't know - just that a comprehensive plan needs to be done first to see if the bridge presented really is the best solution. How sure would it be to build this bridge and then discover it's in the wrong place when we finally do the EIS? And as an aside, why hasn't this study been done yet and shouldn't it be required before a bridge is built? How did we get this far without the EIS?</p> <p>And last, the detours that will have to be endured for two years and the businesses that will have to suffer while the bridge is gone and I-70 is funneled down US 6, they have to close I-70 and put all traffic on US 6, for 90 days or longer is overwhelming. This seems too much of a burden for Glenwood Springs to bear. Would a better solution be to have the other part that includes the bypass done first, then do the bridge, or, with traffic already diverted to a bypass, repair and keep the historical bridge for local traffic, or even just for bicycles and pedestrian traffic?</p> <p>Some are calling for a vote for bridge or bypass, but what is there to vote for without the comprehensive EIS? We need the EIS and the help of the state and governor to get a real plan in place before we put a bridge in that won't solve the traffic problems of our valley now, let alone in another 50 years. If more planning is required to do this right, then isn't Glenwood Springs worth taking this time and expense to try and get this right - finally?</p> <p style="text-align: right;">Carol Turtle Glenwood Springs</p> <p>Our town could be whole again</p> <p>The Glenwood chamber, pool, merchants and City Council have just done to us again what they did in the '60s. Back then CDOT came to town to announce the new I-70 and a new diamond interchange where Village Inn sits today. And they gave us a choice. If they built the on-and-off ramps above the four-lane, then an alternate Highway 82 could someday be built up the valley and around town. If the ramps were under the four-lane that would pretty much guarantee SH-82 traffic across the bridge and up Grand Avenue.</p> <p>Well, you can guess what the above pillars of commerce pushed for. Back then the Roaring Fork Valley was sleepy with just modest traffic up and down. The pool wanted to be seen. Merchants wanted people to stop. The chamber and City Council agreed. Done deal, city divided by a highway.</p> <p>Flash forward, almost the same actors and chemistry. Replace "merchants" with Downtown Development Authority - yeah, classy new bridge. Watch the pool buy up Sixth Street for its next phase of development. Then listen to the City Council cry how powerless they are. But, is it a done deal again? Reports say the "old bridge" isn't old as bridges go and can be fixed. The only people wanting to tear it down are the same people wanting the credit for building a new one. The \$120 million plus can be put into a new bypass bridge, with maybe a little left over for a new South Bridge. Over time, connect the two with an environmentally sound, quiet, slow and clean, two-lane alternate SH-82. The confusance can be protected. The Roaring Fork experience can be enhanced. Thousands of cars a day would be off our main street. Our town could be whole again. Let's not give up again, like we did back then.</p> <p style="text-align: right;">Dean Moffatt Glenwood Springs</p>	

Comment No.	Comment	Response
	<p style="text-align: center;">POST INDEPENDENT</p> <p style="text-align: center;">Your free community newspaper Post Independent Thursday, November 20, 2014</p> <h2 style="text-align: center;">Grand Ave. bridge planners get earful at hearing</h2> <p>Most in attendance call for broader study</p> <p>John Stroud jstroud@postindependent.com</p> <p>A formal public hearing Wednesday regarding plans for a new Grand Avenue Bridge drew repeated calls for a broader Highway 82 bypass study and more time to comment on the current bridge replacement plan before any decisions are made.</p> <p>"This is a burden that should not be borne solely by the citizens of Glenwood Springs," said Royal Laybourn, a Carbondale-area resident who was one of the 150 or so people in attendance at the Colorado Department of Transportation's formal public hearing to consider the Grand Avenue Bridge study and proposed bridge replacement plan.</p> <p>"It's a sham to put together an Environmental Assessment that doesn't address the problem," he said of the plan to replace the existing bridge with a realigned one running from Grand Avenue on the south side of the Colorado River and curving west to a reconfigured intersection at Sixth and Laurel and more direct link to Interstate 70.</p> <p>That larger "problem," Laybourn and others who spoke at the hearing said, is to find a workable bypass solution to ease Highway 82 traffic passing through the middle of Glenwood Springs headed to and from Aspen and points between.</p> <p>"I don't see this project solving any of these other problems," said Glenwood Springs resident Ed Rosenberg, who also called for a more comprehensive study to address what he called a "regional traffic problem."</p> <p>"Any amount of time spent on a bad plan does not determine that it's a plan we need to proceed with," he said of the three-year-long effort by project planners and local officials, residents and business leaders to come up with a bridge replacement plan.</p> <p>Some who attended the Wednesday meeting supported the replacement plan.</p> <p>Susan Stewart grew up in Glenwood Springs and remembers when Grand Avenue expanded from two lanes to four to accommodate the increase in traffic more than three decades ago.</p> <p>That was a "big deal," said Stewart, who ended up working as part of CDOT's Project Leadership team and the city's "Issues Task Force" to help plan the new bridge.</p> <p>"I happen to be in favor of this plan," she said. "There will be a lot of pain and frustration ... but when it's over, I think we will have an even cooler town than we have right now.</p> <p>"It's a hell of a good project, and I say we take the tough pill and go for it," Stewart said.</p> <p>CDOT and the Federal Highway Administration formally released the Grand Avenue Bridge assessment on Nov. 1, and are taking comments before issuing a record of decision on how to proceed with the estimated \$110 million to \$115 million bridge project sometime after the first of the year.</p> <p>Glenwood Springs City Council has asked for an additional 30 days beyond the current EA comment deadline of Dec. 1 for people to weigh in on the bridge replacement plans.</p> <p>"Our city staff is running very, very thin, and we as a city also need that extra time to ferret out what all is in this document and make sure we end up with what's best for Glenwood Springs," said the city's mayor, Leo McKinney.</p> <p>Joe Elsen, CDOT's Grand Avenue Bridge project lead, said project officials are taking the request for an extension under consideration but have not made a decision.</p> <p>Meanwhile, members of the Citizens to Save Grand Avenue group who attended the Wednesday hearing also suggested the plan now being contemplated could be legally challenged for being "more than a simple bridge replacement," which representatives said were CDOT's own words.</p> <p>Hal Sundin of Glenwood Springs, who has been active with that group, reiterated his belief that the bridge is just "one segment" of the much bigger bypass question.</p> <p>"There are many glaring reasons why this Environmental Assessment should be rejected as seriously deficient," Sundin said, calling for a more extensive and far-reaching Environmental Impact Statement looking at the bigger issue of a bypass.</p> <p>But CDOT officials have said a new bridge is needed because the existing 61-year-old bridge is both functionally and structurally deficient.</p> <p>Funding has been designated through the Colorado Bridge Enterprise fund to cover most of the cost to replace the bridge, although the expanded scope of the project has resulted in an estimated \$10 million to \$15 million more. CDOT has been seeking local money to make up that difference, including a \$3 million commitment each from the city of Glenwood Springs and Garfield County.</p> <p>Project officials have also said that replacing the bridge would not preclude a broader evaluation of regional transportation needs, including a possible bypass or rerouting of Highway 82 in the future.</p> <p>The Grand Avenue Bridge study and proposed replacement plan can be viewed and commented on online, at http://www.coloradodot.info/projects/sh82grandavenuebridge. Extra copies of the document have also been provided to the Glenwood Springs Library for public viewing.</p>	

Comment No.	Comment	Response
	<p>Opinion <small>A18 Wednesday, November 26, 2014 Post Independent</small></p> <p>GUEST OPINION Modern freeway bridge out of place in downtown GWS</p> <p>Colorado Department of Transportation is currently soliciting public comment to the Environmental Assessment, (EA) to replace the existing Grand Avenue bridge in Glenwood Springs with an entirely new and dramatically different structure. A modern marvel of engineering.</p> <p>The \$100 million-plus design is basically a giant, modern freeway curve, leaping across the Colorado River that would land you right back down in funky old downtown Glenwood.</p> <p>The planners and engineers have assured the citizens that they have listened and responded to the community input and have spectacularly addressed every conceivable community impact. There are even plans for an extravagant outdoor elevator accessing a pedestrian bridge to "preserve the view-plain" when looking across the river toward the Hot Springs from downtown.</p> <p>CDOT recently sponsored public meeting soliciting citizen comment on the EA and the project's overall impact on the GWS community. At that meeting, speaker after speaker eloquently attempted to point out the obvious to the CDOT engineers and planners in charge of this project: that this complex, \$100 million-plus proposal fails to address on any level the overriding Highway 82 transportation issue that currently faces the citizens of GWS.</p> <p>Namely, how to reduce the daily impact of 40,000 cars and trucks using Highway 82 through the very heart of this great resort community.</p> <p>In general, Glenwood's economy is based on tourism and recreation. Having an ultramodern freeway as the "entrance" to town is a complete contrast to the central core historic buildings that characterize GWS to both visitors and residents alike. The "modern freeway" proposal could not be more glaringly out of place.</p> <p>The historical core would be dominated and marginalized by the size and scope of the proposed bridge. The small businesses that currently operate in that area will suffer months of disruption during two years of construction. There are no long-term benefits to them either, because upon completion, the proposed freeway entrance design will only result in more traffic, more noise and more pollution.</p> <p>The Hotel Colorado, the Hot Springs Spa, the Hotel Denver, the railroad depot and the turn-of-the-century buildings in downtown deserve to maintain their dignity. This magnitude of this problem deserves a comprehensive CDOT solution that actually reduces the very real and destructive impacts of having Highway 82 traffic running forever through the heart of Glenwood Springs, rather than simply institutionalizes the Highway 82 traffic to remain forever as a detriment to ever again enjoying Glenwood's heritage of being a truly premier resort destination.</p> <p>The way this project has been presented to the community in an Environmental Assessment format should be contested in written comments to the CDOT planners. An EA only outlines a single "Preferred Alternative." Preferred by whom? Highway contractors? Not by the residents, not by downtown business owners, not by the commuters and truck drivers who daily sit in bumper-to-bumper traffic on Grand Avenue.</p> <p>Demand both a better process and a better solution. This regional traffic bottleneck should have been identified and addressed in a comprehensive Environmental Impact Statement (EIS) that develops and outlines several options for public consideration. That offers alternatives that will reduce Highway 82 traffic through Glenwood and improve the quality and dignity of living and working in Glenwood Springs now and in the future.</p> <p>The planners will tell you that it's just fine that it completely fails to reduce any traffic because it's mostly federal highway money anyway that will be spent elsewhere if we don't squander it right away, right here in GWS.</p> <p>As responsible citizens and taxpayers, it is our duty to demand value for our tax dollars and work toward making civil investments that can improve the quality of life both now and in the future. Let's work together to create long-term transportation infrastructure solutions that our children can look back on with pride and respect. That is the spirit that has molded and created the unique communities we enjoy today here in Western Colorado.</p> <p>Please take a few moments to tell C-DOT that Highway 82 is the problem, not the Grand Avenue bridge.</p>	
<p>143</p>	<p>Comment # 143: Dana Peterson</p> <p>From: Dana Peterson <dana@mtnvalley.org> Date: Tue, Dec 16, 2014 at 11:42 AM Subject: Support for the Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Hi Joe,</p> <p>I just wanted to voice my support of the Grand Ave. Bridge project.</p> <p>I believe there are some real long term benefits.</p> <ol style="list-style-type: none"> 1.) The connectivity between North Glenwood and downtown will be improved 2.) The new alignment will give 6th Street an opportunity for redevelopment and a great connection to the popular 7th Street area. This new 6th Street segment will have almost no traffic on it and will tie together nicely with 	<p>Comment #143 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016. Please note that the Build Alternative does not include improvements to the alley on the east side of the bridge. This may be improved as part of a separate City/Downtown Development Authority project.</p>

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	<p>lodging and the hot springs. It has the potential to be the new core of Glenwood where people want to go, stay, eat and hang out shopping (along with the 7th St area).</p> <p>3.) We'll get rid of the functionally and structurally obsolete bridge.</p> <p>4.) Aesthetics and functionality of the entrance to Glenwood will be improved.</p> <p>5.) The backup we experience in the morning and evenings along Grand Avenue is mainly due to the choke point caused by the current bridge and I-70 intersection. This project will ease some of the problems.</p> <p>6.) The area under the bridge will be dramatically opened up and be much less dingy. The alley on the east side of the bridge will be improved to look like the alley between Smoke and the Italian Underground.</p> <p>7.) The new pedestrian bridge will be a functional improvement and be an architectural statement as you come down I-70.</p> <p>Thank you for your work on this and I hope that the project moves forward soon.</p> <p>Best, Dana</p> <p>Dana L. Peterson, M.Div. Director of Human Resources Director of Philanthropy</p> <p>Mountain Valley Developmental Services P.O. Box 338, Glenwood Springs, CO 81602 970-945-2306 (office) 970-945-6469 (fax) www.mtnvalley.org</p>	
<p>144</p>	<p>Comment # 144: Greg Jeung</p> <p>From: greg jeung <greg4cc@sopris.net> Date: December 28, 2014 at 1:48:05 PM MST To: Joseph Elsen <Joseph.Elsen@dot.state.co.us> Cc: stephen bershenyi <Stephen.bershenyi@cogs.us>, leo mckinney <Leo.mckinney@cogs.us>, matthew steckler <matt.steckler@cogs.us>, todd leahy <Todd.leahy@cogs.us>, ted edmunds <Ted.edmunds@cogs.us>, mike gamba <Michael.gamba@cogs.us>, dave sturges <Dave.sturges@cogs.us>, jeff A Hecksel <jeff.hecksel@cogs.us>, Robin Millyard <robin.millyard@cogs.us> Subject: Grand Ave. bridge replacement EA comment</p>	<p>Comment #144 Response: The following pavement improvements are currently planned for existing roads that are part of the detour:</p> <ul style="list-style-type: none"> • Asphalt overlay of Midland Avenue from the roundabouts at Exit 114 to 8th Street • Asphalt overlay of 8th Street from Midland Avenue to the Roaring Fork River Bridge • Rotomill and fill along 8th Street to Grand Avenue • Rotomill and fill on Colorado between 8th and 9th • Rotomill and fill on 9th to Grand Avenue • Roaring Fork River Bridge deck rehabilitation and new asphalt pavement • Some replacement of concrete pavement in both roundabouts at Exit 114

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	<p>Hello Joe,</p> <p>Wanted to add another comment perhaps somewhat related to the bridge replacement project. These thoughts may have already been discussed and incorporated into the offsite mitigation/improvements, but wanted to be sure to pass along my thoughts.</p> <p>I have no idea if as part of the detour period if the city of Glenwood Springs has asked for any funding or a requirement to perhaps add another layer of asphalt pavement to the detour route that will be used by heavy trucks. I've thought about this while driving on Midland Avenue in the vicinity of Glenwood Meadows as there are many areas with cracks that have been sealed with liquid crack seal. i think this is indicative of need for another layer of pavement to be added either pre- or post-detour route as I imagine the volume of traffic particularly heavy construction or semi-truck traffic will add to the wear and deterioration along the detour route.</p> <p>I would suggest that an agreement be explored to fund repaving from the West Glenwood/I 70 Exit 114 roundabouts to the proposed Eight Street connection. Perhaps more areas can be included along the detour route if deemed necessary. Already some of the concrete areas of the West Glenwood roundabouts are severely cracked. Don't know if there's a plan to repair these areas or who's responsibility it may be, but imagine will only get worse with increased traffic due to the detour while the Grand Avenue bridge is out of service.</p> <p>Thank you again and best wishes in the New Year,</p> <p>Greg Jeung Glenwood Springs CO</p>	
145	<p>Comment # 145: Judy Huston</p> <p>From: Judy Huston <jahuston@comcast.net> Date: Mon, Dec 29, 2014 at 1:18 AM Subject: Grand Avenue Bridge To: Joseph.Elsen@state.co.us Cc: stephen.bershenyi@gmail.com, Dave Sturges <sturges@rof.net>, tleahy@sopris.net, mgamba@gambaengineering.com, leo.mckinney5@gmail.com, tre@sopris.net, matthew@cqg.com</p> <p>Dear Mr. Elsen, I wish to make my opinion known concerning the current plan to replace the Grand Avenue Bridge.</p>	

Comment No.	Comment	Response
<p>145a</p>	<p>The project as currently designed is disastrous for the community of Glenwood Springs and it is not the answer for the future of Hwy 82.</p> <p>I support those who suggest a full EIS (Environmental Impact Statement) is needed in order to assess the far reaching impact of the proposed bridge project on the community.</p>	<p>Comment #145a Response: Please refer to Comment #9f Response.</p>
<p>145b</p>	<p>It is becoming more and more obvious that if the project goes ahead as planned the negative impacts will be devastating.</p> <p>The cost keeps going up. The city and the county are now throwing \$6 million of our tax dollars into the project and I'd be willing to bet we "ain't seen nothin' yet".</p>	<p>Comment #145b Response: Please refer to Comment #5n Response regarding project costs.</p>
<p>145c</p>	<p>The effects of the 90 day (probably more) bridge closure will be ruinous to downtown businesses and to those people who must drive from west Glenwood to Glenwood every day . I know people who must go from Oasis Creek to Glenwood several times a day. The increased gas expenditure and travel time will be devastating to those businesses.</p> <p>I ask the City Council to STOP supporting the project as currently designed and get behind the completion of an Environmental Impact Statement.</p> <p>A concerned citizen, Judy Huston</p>	<p>Comment #145c Response: CDOT understands the challenges that will occur during full bridge closure. Measures to minimize these impacts are outlined in Table 3-2 of the FONSI. CDOT has worked with, and will continue to work with the City of Glenwood Springs and RFTA to minimize impacts during full closure of the bridge.</p>
<p>146</p>	<p>Comment # 146: Rob Anderson</p> <p>From: Rob Anderson <robandersondds@yahoo.com> Date: Sat, Dec 27, 2014 at 9:15 PM Subject: Comment on Sh 82/ Grand Avenue Bridge Environmental Assessment To: "Joseph.elsen@state.co.us" <Joseph.elsen@state.co.us> Cc: Manette <manette.c.anderson@gmail.com>, Jan & John Haines <haines@rof.net></p> <p>Dear Joe, I am writing to weigh in on the EA that has been completed for the Grand Avenue Bridge project in Glenwood Springs. I oppose the construction of the replacement bridge and I find the EA inadequate on several levels. I strongly urge you to consider a EIS.</p>	

Comment No.	Comment	Response
<p>146a</p>	<p>Firstly, this bridge has expanded to include exit 116. The EA does not address the very critical intersection of I-70 with the Colorado river, the city of Glenwood Springs or the Roaring Fork Valley. It does not deal with the regional aspects of transportation up and down the valley. It is focused only on the replacement of the current bridge and it is a segmental approach to our overall transportation problem.</p>	<p>Comment #146a Response: Please refer to Response Comment #9f Response regarding an EIS. Also, refer to Comment #13b and #19b Responses regarding logical project termini and “segmentation.” Refer to Response Comment #22b Response explaining why the EA does not need to address larger regional issues.</p>
<p>146b</p>	<p>The new bridge will not solve our current traffic congestion and it certainly won't improve any flows in the future.</p>	<p>Comment #146b Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.</p>
<p>146c</p>	<p>I feel bad that as a taxpayer so much time and money has been spent upon this EA. I understand that the EA is a limited view of the factors pertaining to bridge replacement. I understand that the cost of an EA is less expensive than an EIS. However , I feel that CDOT's basic premise to study only the bridge replacement is shortsighted and that the correct approach is to start over with an EIS. Sincerely, Rob Anderson 970-618-3004</p>	<p>Comment #146c Response: Please refer to Comment #9f Response. Please note that cost did not factor into the decision to prepare an EA for this project.</p>
<p>147</p>	<p>Comment # 147: Mike Fowler From: Mike Fowler <MikeF@sgm-inc.com> Date: Mon, Dec 29, 2014 at 11:47 AM Subject: SH 82 Grand Avenue Bridge To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us> Joe, In general I am in support of the Grand Avenue Bridge Replacement Project as proposed. I recognize that considerable outreach and coordination has taken place between CDOT, the design team, the City, numerous stakeholders and the public. I think CDOT should be commended for this thorough and open exchange of information. As the design is coming into the “home stretch” I think it is important that CDOT and the design team continue to share final design information with the public and the various stakeholders. In my opinion, the final decisions on</p>	<p>Comment #147 Response: CDOT will continue to coordinate with the city and other stakeholders as the project design progresses regarding the urban design elements and aesthetic treatments that will be included in the Build Alternative. Section 3.1.2 of the EA discusses measures to mitigate visual impacts; these measures are clarified in Sections 4.1, 4.2, and Table 3-2 of the FONSI.</p>

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	<p>materials and aesthetic treatments can ultimately decide the success of the project for the users and residents of Glenwood Springs. I would encourage CDOT to hold this project to the highest standard possible with regards to aesthetics as this bridge will be one of the more prominent features in the city for decades to come. We have one chance to do this right and so far I think the project is on the right track...let's make sure we end up with the best outcome possible.</p> <p>Respectfully, Michael Fowler, Resident of Glenwood Springs</p>	
<p>148</p> <p>148a</p> <p>148b</p>	<p>Comment # 148: Stephen Perreault</p> <p>From: Avtar Perreault <wildrose@rof.net> Date: Mon, Dec 29, 2014 at 9:58 PM Subject: SH 82/Grand Ave Bridge EA comment To: Joseph.Elsen@state.co.us</p> <p>Dear Sirs, I am a resident of Glenwood Springs, and have spent most of the past 20 years in the downtown core and the last 7 years living within and just outside of the "Study Area" you designate in your assessment. (800 blocks of Blake and Bennett Ave's.) In Addition my wife and I owned a business (the Wild Rose Bakery) in the 300 block of 7th st. for 8 years. As such, I'm familiar with the area of your study on a few different levels.</p> <p>I can see you put a lot of time into your study and examined a wide array of impacts from many possible scenarios. Some of the conclusions you reached however were surprising to me and vague or inaccurate.</p> <p>Among the goals stated in the study were - to "reduce and minimize construction impacts" and to "avoid or minimize proximity, economic, and right of way impacts and relocations to adjacent properties."</p> <p>Given these goals I'm surprised that there were no long term economic impacts to businesses even mentioned and that the short term impacts stated "sales would recover over time" with no further information as to how that conclusion was reached.</p> <p>The increased width and height of the bridge will dramatically alter the character of the pedestrian areas and out door seating at the current businesses. How could this not impact the economics of these businesses? Do you like to eat under a viaduct? - I don't.</p>	<p>Comment #148a Response: Section 3.6.2 of the EA discusses economic impacts to businesses. Please refer to the <i>Economic Conditions Technical Report</i> for details on methods used.</p> <p>Comment #148b Response: CDOT will implement mitigation measures to minimize the visual impact of the new higher and wider bridge in the 700 block of Grand Avenue. Mitigation measures include aesthetic treatments for the bridge, planters, and other urban design elements. As noted in Table 3-5 of the EA, the new Grand Avenue Bridge design options include changes in pier location and flattening of slope under the bridge adjacent to 7th Street to create a more open</p>

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148c	As far as "sales recovering over time", how much time do you think these businesses have? We owned a successful, award winning bakery, yet the lack of tourists the summer following the coal seam fire nearly sunk us (The governor announced on national T.V. "Glenwood Springs is on fire!"). These things do have serious consequences.	<p>area under the bridge. Also, the existing Grand Avenue wing street east of the bridge will be removed to accommodate the wider bridge and create a wider pedestrian/sidewalk area along the east side of Grand Avenue. These proposed changes will create more open and improved views under the Grand Avenue Bridge at 7th Street, improving visual quality and providing opportunities for the City or others to develop plaza areas and aesthetic improvements. Please refer to Section 4.1 of the FONSI for more information regarding aesthetic treatments that will be included in the Build Alternative.</p> <p>Comment #148c Response: Section 3.6 of the EA discusses short- and long-term effects to businesses. Short-term effects will be both adverse and beneficial.</p>
148d	In my estimation the alternatives that adjoin Colorado ave.,#s7&8 have far less detrimental impact. Among the reasons listed for abandoning these alternatives was "impact to residential areas" ,yet there are no residences north of 9th on Colorado, in fact there are far more people living in the apartments above the businesses in the 700 block of Grand Ave.	<p>Comment #148d Response: Residences are located at 9th Street and Colorado Avenue and to the south. Alternatives 7 and 8 were dismissed for additional reasons, such as these alternatives would result in greater transportation operations impacts and public input showed limited support for couplet alternatives. Impacts to residences in the 700 block of Grand Avenue were assessed, as described in Chapter 3 of the EA. Those residences are located in proximity to the existing four-lane highway bridge. As such, the new four-lane highway bridge will result in a lower change in setting than a new bridge built to touchdown at Colorado Avenue.</p>
148e	I understand the need for a new bridge, but why not pick a route that doesn't go right through the heart of our core business district?	<p>Comment #148e Response: Several alternative alignments were evaluated, but were dismissed from further consideration for various reasons. Please refer to Chapter 2 and Appendix A of the EA for more information.</p>
148f	Abandon the old bridge. This will open up all sorts of possibilities, perhaps even turning the 700 block of Grand into a pedestrian mall. This would benefit the businesses rather than hurt them.	<p>Comment #148f Response: Abandoning the existing bridge is not a reasonable option because it would continue to deteriorate, which would create a wide range of issues, including creating unsafe conditions, and creating an eyesore for the City, resulting in detrimental effects to tourism, adjacent businesses, and quality of life for residents.</p>
148g	Cross the river onto Colorado,and enter Grand Ave at 9th,avoiding residential areas.	<p>Comment #148g Response: Several alternative alignments that used Colorado Avenue were evaluated and dismissed. Refer to Chapter 2 and Appendix A of the EA for more information.</p>
148h	Insure pedestrian ability to cross Grand at 8th. Thank you, Stephen Perreault	<p>Comment #148h Response: The Build Alternative includes a temporary and permanent pedestrian crossing of Grand Avenue at 8th Street.</p>

Comment No.	Comment	Response
<p>149</p>	<p>Comment # 149: Rick Gendreau</p> <p>From: Rick Gendreau <richardgendreau@gmail.com> Date: Mon, Dec 29, 2014 at 6:54 PM Subject: SH 82/Grand Ave Bridge EA comment To: Joseph.Elsen@state.co.us</p> <p>To Whom it may Concern.</p> <p>Regarding the subject project, my concern is a wise use of taxpayer dollars.</p>	
<p>149a</p>	<p>The bridge report states it is outdated and may be unsafe in the near future. I believe repairs, for a fraction of the 100-mil budget, are acceptable.</p>	<p>Comment #149a Response: As discussed in Chapter 1 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response. Refer to Chapter 2 and Appendix A of the EA for more information.</p>
<p>149b</p>	<p>Realignment solves nothing. The same volume of traffic, and then much more will pour on to Grand Ave. between 8th St and 27 St, South, when complete. Businesses, school children and the aging population will all suffer from the increased congestion, noise and pollution.</p> <p>Save some of my money, and invest in an alternative route later.</p> <p>Thank you. Rick Gendreau, 970-456-6138, Rifle, Co</p>	<p>Comment #149b Response: As discussed in the Comment #21c Response, the project will not induce additional traffic demand. Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. The new bridge is not expected to induce or notably increase traffic relative to the No Action Alternative. Please refer to Comment #9b response regarding a bypass.</p>
<p>150</p>	<p>Comment # 150: Larry and Carol Heinrichs</p> <p>From: Larry Heinrichs <lweinrichs@comcast.net> Date: Mon, Dec 29, 2014 at 12:34 PM Subject: SH 82 Grand Avenue Bridge To: Joseph.Elsen@state.co.us</p> <p>HI, Joe,</p> <p>Well, our comment is for you to go forward with this project as defined.</p> <p>By freeing up 6th for more tourist pedestrian traffic, and by installing the new pedestrian bridge there will be a significant positive impact on the downtown area. We are also excited about the creation of a bike and ped connection to</p>	<p>Comment #150 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
152a	<p>Making the bridge wider and able to accommodate more cars is simply bad for the environment in Glenwood Springs. You can stand on the downtown corners now and gag from the car fumes.</p>	<p>Comment #152a Response: Air quality is assessed in the EA and will slightly improve with the Build Alternative compared to the No Action Alternative because of the decrease in congestion under the Build Alternative. Fumes from vehicles may be noticeable on downtown street corners when vehicles are stopped and idling at intersections. With the Build Alternative, there will be improved traffic flow and in turn reductions in vehicle exhaust emissions. Refer to Section 3.7 of the EA for more information. Also note that the proposed bridge will not increase the number of lanes relative to the existing bridge nor increase capacity.</p>
152b	<p>The people who live and work downtown and the tourists who come here must stand in the snow and rain for much too long with trucks splashing junk on them as they wait and wait and wait to cross the street while the street lights give vehicular traffic obvious precedence over pedestrians. When the lights finally turn the pent up cross traffic nearly runs the pedestrians over because they, too, have already waited too long. Typically, just 1-3 cars from the cross streets can get through a light when pedestrians are crossing, so instead of trying to cross Grand Ave, the locals drive all the way around it on 7th St. The current bridge plan would just exacerbate this already bad situation and does not adequately take the needs and desires of the community into account. Instead, it appears that CDOT just wants to push more traffic into our town regardless of what we have to say about it.</p>	<p>Comment #152b Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. Any traffic growth or changes that are forecasted in the future will likely occur with or without the bridge replacement, just as traffic growth in the past has occurred with the existing bridge. The replacement bridge does not change any of the traffic control characteristics of the Grand Avenue intersections downtown, including those at 8th and 9th Streets. An improved pedestrian crossing of Grand Avenue will be available under the new bridge, about 230 feet north of 8th Street. The signal equipment at 8th Street – some of which dates to the early 1980s, will be replaced with new modern equipment, including pedestrian push buttons more conveniently located to the crosswalks they serve. Signal timing adjustments can be considered by CDOT and the City during or after the bridge construction project.</p>
152c	<p>No sane person would disagree that fewer cars driving fewer miles is better for the environment. Therefore, any project that encourages more cars to drive through Glenwood is bad for Glenwood's environment and its people.</p>	<p>Comment #152c Response: The existing four-lane bridge will be replaced with a four-lane bridge, and, therefore, is not expected to induce traffic relative to the No Action Alternative. Refer to Comment #21c Response regarding traffic.</p>
152d	<p>I would like to see the Grand Avenue Bridge improved by reducing it to 2 wide motorized vehicle lanes with a smaller commuter bike lane on each side. Put a huge park and ride in West Glenwood (maybe at the RFTA bus barn off Midland Road) to divert commuters going upvalley onto buses, like the Snowmass Intercept Lot. A plan like this would be so much cheaper and more environmentally friendly than enabling more internal combustion engines to create more pollution on top of what we already have.</p> <p>Thanks, Mary</p> <p>Mary Bowling , bowling736@gmail.com, (970) 309 7840 736 1/2 Palmer Ave., Glenwood Springs, CO 81601</p>	<p>Comment #152d Response: Refer to Comment #152c Response. The purpose and need for the project includes improving multimodal connectivity across the river. While a commuter bike lane would improve bike connectivity on the bridge, reducing the lanes from four to two would worsen automobile and truck operations and increase congestion. The new pedestrian bridge will improve bicycle and pedestrian connectivity. Adding a park and ride in West Glenwood to divert commuters going up valley onto buses would not address the purpose and need for this project. It would not address structural issues with the existing bridge, and would not improve multimodal connectivity between downtown Glenwood Springs and the Roaring Fork Valley with the historic Hot Springs pool area and I-70.</p>

Comment No.	Comment	Response
<p>153</p>	<p>Comment # 153: Joan Northrup</p> <p>From: Joan Northrup <jnorthrup56@hotmail.com> Date: Tue, Dec 30, 2014 at 8:45 AM Subject: SH 82/Grand Ave Bridge To: "Joseph.Elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Dear Mr. Elsen,</p> <p>The proposed new bridge for Grand Ave will destroy the health and viability of our downtown core. Put the bridge to a vote and let the citizens of Glenwood Springs decide whether we want a new bridge or a bypass.</p> <p>Thank you for your time, Joan Northrup, 1317 Oak Way Ave, Glenwood Springs CO</p>	<p>Comment #153 Response: We assume the comment relates to economic health and viability of the downtown core. If so, Section 3.6 of the EA discusses economic effects from the project—both adverse and beneficial. Also, to minimize impacts to the downtown area, the bridge’s lanes will be narrowed as they approach 8th Street. Further, aesthetic treatments that have been developed for project elements reflect input and requests from local agencies and the public that the project be consistent with the historic mountain town character of Glenwood Springs. Please refer to Comment #9c Response regarding a vote.</p>
<p>154</p> <p>154a</p> <p>154b</p>	<p>Comment # 154: Rebecca Leonard</p> <p>From: Rebecca Leonard <rleonard@designworkshop.com> Date: Tue, Dec 30, 2014 at 12:43 PM Subject: SH 82/Grand Ave Bridge EA comment To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us> Cc: Steven Spears <sspears@designworkshop.com></p> <p>Dear Mr. Elsen,</p> <p>I own property in downtown Glenwood Springs. I cannot accept 10’-12’ retaining walls all the way to 8th Street on Grand Avenue as shown on the boards of the “Design Alternative”.</p> <p>Our historic downtown is what makes Glenwood Springs a wonderful place to live, work and visit. This would erode the essence of Glenwood Springs. Glenwood Springs cannot continue to give up our soul so that Aspen can get their workforce conveniently through our small town. Perhaps Aspen should take responsibility and provide housing for their workforce . Please consider a bypass through South Canyon, past Sunlight and through to Carbondale.</p> <p>Thank you, Rebecca Leonard 922 Pitkin Avenue Glenwood Springs, CO 81601</p>	<p>Comment #154a Response: We assume the comment refers to Walls Q and R. If so, the aesthetics for walls Q and R are designed to blend with the historic downtown Glenwood Springs. Please refer to Section 3.1 of the EA, and Section 4.1 and Table 3-2 of the FONSI regarding aesthetic treatments and urban design elements that will be included in the Build Alternative.</p> <p>Comment #154b Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

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<p>155</p> <p>155a</p> <p>155b</p>	<p>Comment # 155: Steven Spears</p> <p>From: Steven Spears <sspears@designworkshop.com> Date: Tue, Dec 30, 2014 at 1:05 PM Subject: RE: SH 82/Grand Ave Bridge EA comment To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us></p> <p>Dear Mr. Elsen,</p> <p>I own property in downtown Glenwood Springs. I cannot accept 10'-12' retaining walls all the way to 8th Street on Grand Avenue as shown on the boards of the "Design Alternative". This is not acceptable solution for our downtown.</p> <p>Our historic downtown is what makes Glenwood Springs a wonderful place to live, work and visit. This would erode the essence of Glenwood Springs. Glenwood Springs cannot continue to give up our soul so that Aspen can get their workforce conveniently through our small town. Perhaps Aspen should take responsibility and provide housing for their workforce. Please consider a bypass through South Canyon, past Sunlight and through to Carbondale to get Aspen's workforce from Rifle, Silt and New Castle to Pitkin County.</p> <p>Thank you, Steven Spears, RLA, AICP 922 Pitkin Avenue Glenwood Springs, CO 81601</p>	<p>Comment #155a Response: Please refer to Comment #154a Response.</p> <p>Comment #155b Response: Please refer to Comment #9b Response.</p>
<p>156</p> <p>156a</p>	<p>Comment # 156: Manette Anderson</p> <p>From: Manette Anderson <manette.c.anderson@gmail.com> Date: Tue, Dec 30, 2014 at 2:32 PM Subject: Re: Comment on Sh 82/ Grand Avenue Bridge Environmental Assessment To: Joseph Elsen <joseph.elsen@state.co.us></p> <p>Dear Joe,</p> <p>Thank you for all the work and time you've put into this project. I appreciate the opportunity to have my opinion heard. My most pressing concerns are:</p> <p>1. The design of the bridge and in particular the I-70 ramp are over-sized for our community. I suggest only the minimum be done to the bridge to address structural issues. Functional obsolescence is a one size fits all standard that does not apply to this small community's unique needs for traffic control. I</p>	<p>Comment #156a Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized</p>

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156b	<p>believe this project started as bridge repair and all the ancillary aspects, i.e. Exit 116, North Glenwood designs, pedestrian arches, etc. need to be addressed through a master transportation plan.</p> <p>2. The EA is inadequate for proper decision making. I suggest an EIS. The bridge repair/replacement needs to be a part of a larger transportation master plan based on the best knowledge of the community's present and future needs with an emphasis on regional transportation concerns.</p> <p>Joe, I have been an active participant in trying to sort through facts/myths and community opinions via helping as a private citizen with Chamber sponsored community meetings and the series of citizen meetings held over two days last spring. My friends and neighbors are all vitally impacted by CDOT's decisions. Whether we all agree or not, we all care. I respect the effort everyone is putting into this attempt to do what's best for Glenwood.</p> <p>Thank you for listening. Sincerely, Manette Anderson</p>	<p>in Comment #7b Response. This project is a result of the long-range transportation planning process conducted through the InterMountain Transportation Planning Region.</p> <p>Comment #156b Response: Please refer to Comment #9f Response.</p>
157a	<p>Comment # 157: Joan Northrup or Gregory Durrett</p> <p>From: Joan Northrup <jnorthrup56@hotmail.com> Date: Tue, Dec 30, 2014 at 2:31 PM Subject: SH82/Grand Avenue Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Imagine downtown Glenwood Springs with a three lane street, parking on both sides and side-walks extending another five feet, and traffic lights that give pedestrians permission to cross without competing with cars and trucks turning right in-between walkers.</p> <p>With increased walk-ability, the old business core would again flourish as retail, restaurants and service providers fill the spaces left vacant today. All that is needed is for CDOT to relocate highway 82.</p> <p>The proposed bridge and the use of our town's Grand Avenue as the sole practical access to the upper Roaring Fork Valley is a disservice by the state of Colorado to the Residents and visitors of Glenwood Springs. 27,000 cars and trucks per day, through 20 blocks of our city's central street is immense.</p> <p>The schools, post office, county court house with it's many Administrative offices and half our retail and service offices are on one side of Highway</p>	<p>Comment #157a Response: The SH 82/Grand Avenue Bridge EA process involved an extensive public and agency involvement program. Since project initiation in November 2011, it included one-on-one contact with approximately 3,000 stakeholders through an array of outreach activities (refer to Comment #9k Response and Chapter 5 of the EA for more information). Indeed, several elements of the Build Alternative reflect public input received. Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p> <p>Note that traffic volumes will increase by year 2035 but are not projected to double; see Section 3.2 of the EA for details. The project will accommodate future traffic, as discussed in Comment #13b and #21c Responses, and is not expected to induce traffic.</p>

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	<p>82/Grand Avenue, while the other side has a similar distribution of public and private offices, plus the densest population of residents. This old central area of Glenwood springs is the most diverse and affordable place for people to live.</p> <p>The present volume of traffic through our central avenue has a very negative effect on people's ability to walk and drive around town. Projections of future traffic loads are as high as double today's volume. The states access control plan is Draconian in it's effect on small town and Resort life.</p> <p>Our hometown is being defined and designed not by our wishes, or market forces, but by the Colorado Department of Transportation and the assorted regional governments including, our own city government, who acquiesce to CDOT's demand.</p> <p>CDOT and the assorted regional and our own City Government have embezzled from the residents and visitors, over time, the right of peaceful enjoyment of our property. The property including the common property, such as streets, sidewalks, parks and pedestrian walk ways and bike paths. This degradation of our right to peaceful enjoyment of our property include, less than reasonable accessibility to both sides of grand avenue and all city crossings, the noise of traffic, pollution and the hazards of transporting vast quantities of explosive fuels through Residential and commercial areas. The loss of a functioning city center and the decline of retail in the downtown. All the above account to a loss of enjoyment of our lives and the financial loss in the value of our homes and businesses.</p> <p>Since the present bridge was built 60 years ago, which was two lanes with the ability to expand to four lanes, CDOT had notice of the traffic growth on highway 82. CDOT's solution was to nibble away at the fronts of homes and businesses that line Grand Avenue. CDOT has spent somewhere between half a billion and a billion dollars in building a four lane highway to Aspen, a dead end. All this effort without doing anything about the constriction of traffic passing through twenty blocks of the historic town sites of Glenwood Springs. With the proposed bridge the twenty block route will not change much, so today's congestion will be there to greet the new bridge. Except that traffic will have increased in volume.</p> <p>Today there is no plan for a bypass. CDOT has had 60 years of notice. In the past our city government has funded studies, bought right away but CDOT has not moved to plan anything.</p>	

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157b	<p>The new bridge and it's hardships on citizens and visitors cannot solve the traffic problem through our central core. But it will foster the illusion that CDOT is working on a solution. it will balance it's books with the residents and visitors of Glenwood Springs. Enduring both the construction phase and reality of CDOT's Non-solution solution. Our only defense to our civil right to peaceful enjoyment of our property is not to accept this attempt to mask 60 years of planning errors and budget errors with a Non-solution solution. So stand in the way of the new bridge until something concrete has been done to build a by-pass.</p> <p>Gregory Durrett 926 Blake Ave Glenwood springs CO 81601 945-5729</p>	<p>Comment #157b Response: Replacing the existing bridge will not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. Please refer to Comment #9b Response regarding a bypass.</p>
158	<p>Comment # 158: Cheryl Cain</p> <p>From: Cheryl Cain <cheryl@sopris.net> Date: Tue, Dec 30, 2014 at 5:34 PM Subject: SH 82/Grand Ave Bridge EA comment To: Joseph.Elsen@state.co.us</p> <p>My response to the EA for the Grand Avenue Bridge in Glenwood Springs, Colorado</p> <p>Cheryl Cain 1801 Grand Avenue Glenwood Springs, CO 81601 970/945-6369</p>	<p>Comment #158a Response: Please refer to Comment #9f Response about why an EA was prepared. This determination was based on several considerations, including the items mentioned in the comment. Regarding the alternatives analysis conducted for the EA, please refer to Comment #13b and #21e Responses.</p>
158a	<p>There have been comments, conversations, whispers and screams that the simple EA is not enough to justify the ramifications of this new bridge to the community and the Roaring Fork Valley. The impact of the bridge, the alternate transportation routes required (and missing), the construction of the bridge, and the fact that it does connect to a federal highway – I-70. Because of those and other issues REQUIRES a full EIS as outlined in the NEPA regulations. The reason that an EA was done instead of a EIS is that the EIS would prevent this unwanted bridge from being built and would be faster instead of comprehensive, clear, and take all the many ramifications into account. Because an EIS is more through and more comprehensive, the flaws in this project would be noted and defined. The EA is a way to shove the project through. A comprehensive EIS is required.</p>	

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158b	<p>In this EA, there is no real study or clear assessment of the traffic ramifications through the city of Glenwood Springs. It will simply be a nightmare for months and months – and one of the issues is Midland Avenue – already a mess of a road and certainly not capable of handling the extreme traffic flow. Midland is designed to have a significantly lower traffic volume. And IF you can get across Midland to the Sunlight Bridge – well, what happens when that bridge that is in far worse shape than the Grand Avenue Bridge falls? What then.</p>	<p>Comment #158b Response: Section 3.2 of the EA discusses transportation impacts from the project. We assume the commenter is referring to use of Midland Avenue for part of the SH 82 construction detour. If so, we recognize that the Midland Avenue/8th Street detour route has less traffic capacity than existing SH 82. Therefore, an analysis was completed to determine what the route could carry for a reasonable maximum traffic volume. The reasonable maximum analysis determined that the roadway system could still be functional if about 20% to 25% of the peak hour traffic was eliminated, either through shifting trips to lower traffic times of day or to alternate modes (e.g., transit, pedestrian, bike). This reduced traffic level will make a trip through Glenwood busy but manageable. Additional details to be incorporated into detour design work will include a substantial Transportation Demand Management element that will provide publicity about travel alternatives for all SH 82 users. Part of this effort is to provide ways for RFTA vehicles to have a time advantage through the use of exclusive lanes where feasible. Note the SH 82 detour will route detour traffic across the 8th Street bridge, not the Sunlight or 27th Street bridge.</p>
158c	<p><u>We need a bypass bridge first</u> – a repair of the Grand Avenue Bridge second. We identify a bridge with issues (Sunlight) and then choose again to go into denial that it is or will be a likely problem. The EA does not mention this.</p>	<p>Comment #158c Response: Please refer to Comment #9b Response regarding a bypass.</p>
158d	<p>Had CDOT been even a little honest during the GAPP I and II projects – and begun the conversations and work on a master plan to address the transportation issues when GAPP I was started – well then we would have a plan, have a plan for a bypass and almost certainly would have a plan for payment of the new bypass bridge. This new Grand Avenue bridge could also be named GAPP III – CDOT knew it was looming, but one step at a time toward massive traffic and pushing this community further and further from being a community. CDOT’s goal is to make Glenwood Springs a haul route to bigger and bigger vehicles and numbers of travelers – all going fast and faster. The EA does not mention this.</p>	<p>Comment #158d Response: The Grand Avenue Paving Project (GAPP) I and II were surface treatment projects, which have very different scopes than a bridge or bypass project. CDOT, Garfield County, the City of Glenwood Springs, and many other entities have been actively involved in local and regional transportation planning. These plans have resulted in several transportation planning documents and updates. One of the more recent planning efforts was the SH 82 Corridor Optimization Plan, which evaluated various transportation strategies in Glenwood Springs. These transportation planning studies have occurred before, during, and after the GAPP projects mentioned in your comment. As noted in the EA, the transportation planning process resulted in the Grand Avenue Bridge being a high priority project. Other mobility needs in and around Glenwood Springs are also evaluated in these studies and are being considered as part of the planning process. Neither the planning studies nor the Grand Avenue Bridge project included a goal to make Glenwood Springs a haul route to bigger and bigger vehicles and numbers of travelers, hence it would be incorrect for the EA to mention this.</p>
158e	<p>This bridge project does NOT solve and indeed creates more traffic problems here and solves none. We do not need more traffic on Grand Avenue. All the city transportation studies indicate that we do need a bypass, we do not need oil and gas machinery traffic through the middle of town, we do not need more smog, dirt, noise, traffic, accidents, speed issues – we do not need the danger of</p>	<p>Comment #158e Response: The project will not induce new traffic; please refer to Comment #21e Response. Please refer to Comment #5dn Response regarding speeds under the Build Alternative. Also refer to Comment #9b Response regarding the bypass. This project is about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA.</p>

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158f	<p>traffic on Grand increases. Period. Ah, but why pay attention to all those studies when denial of the issues is an option. The EA does not mention this.</p> <p>Keeping the old bridge and repairing it was never an alternative per CDOT and another public relations mess created by CDOT. They offered repair as an alternative simply because they knew almost nothing about the town and what the town would prefer. If they ever thought that we would choose that – AND MANY DO WANT THAT – they would never have offered it. Whoops – they got stuck in their own stupidity. And then they had to backpedal – oh, we should not have offered that as an alternative – the bridge is not safe, the bridge is a real problem. CDOT PR department is sorely lacking – look at the mess they created with the access plan. The EA does not mention this.</p>	<p>Air quality is assessed in the EA and will slightly improve with the Build Alternative compared to the No Action Alternative because of decreased congestion, decreased vehicle miles traveled (VMT), and reduced intersection idling under the Build Alternative. Please refer to Comment #15a Response regarding air and noise impacts. We are unsure what specific plans are referenced in the comment, but the project is consistent with adopted transportation and land use plans (see Sections 3.2.2 and 3.3.3 of the EA, respectively).</p> <p>Comment #158f Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response.</p>
158g	<p>As to the public meetings, there was no public comment where the choice of the alternatives NOT chosen and taken off the list of options was done with citizens present in any capacity. It was Craig Gaskill and the CDOT guys who “chose” the bridge options – generally after a public meeting pretending that public input was a factor. There was no plan at any of the public meetings to screen for unique voices. One person could come to every meeting and be counted as another citizen coming to the meetings – but one person could be counted literally 15+ different times – jacking up the number of people from the community involved in the process while in actuality there was only one person. The attempts to count actual and unique numbers of individuals was nonexistent. CDOT simply chose to use the jacked up number – not the correct number of people actually involved which was much smaller. They wanted the process to appear to include lots of folks, but not the true numbers. The EA does not mention this.</p>	<p>Comment #158g Response: CDOT and FHWA are the responsible agencies for addressing the problems identified in the purpose and need. As such, those agencies are responsible for making decisions on the project. To support this decision making process, CDOT and FHWA obtained input from stakeholders, including the public, to better understand the issues and how well the various alternatives met the criteria established, with stakeholder input. Decisions on alternatives were made after stakeholder input was received, and were reviewed with stakeholders after decisions were made in case there was new input that could affect the evaluation. The decisions were not based on votes or how many stakeholders showed up at a meeting, or who those stakeholders were. The decisions were based on information that helped address the criteria in alternatives evaluation. This information could come from public input at public meetings, or input from individual stakeholders, or through technical studies by the study team. Refer to Comment #9c Response about how consideration of public comment is not a vote-counting process.</p>

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158h	<p>This was part of the process to convince the community and those looking at CDOT numbers that the emperor had clothes – but in reality, he is butt naked. There was no serious discussion of a relocated SH-82 – just excuses. There is not enough time, not enough money, no place to put it, the funds can only be used as a replacement bridge. However, this bridge is NOT a replacement bridge – it is a new location for the bridge and therefore does not work with or acknowledge that all of the transportation studies done for many, many years note that the SOLUTION is a bypass. The NEW bridge could be the bypass bridge and then the old bridge could be repaired as most know, the structural capability of that bridge is not in question. It may be obsolete, it may be a bit ugly, but millions do not need to be spent to replace it without a bypass. Nor might I point out, does the pedestrian bridge need to be replaces. It is effective and useful. Maybe not the newest, not the shiniest, not the fanciest – but we do not need to replace it at all. We do not need to waste that number of taxpayer dollars. The EA does not mention this.</p>	<p>Comment #158h Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed. As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response. For reasons why the pedestrian bridge is being replaced, please refer to Comment #125c Response and Section 2.2.4 of the EA.</p>
158i	<p>As to the fund being used only to replace the bridge, I cannot conceive that this regulation or policy was struck onto rock tablets by God. It was made by common men, and when we see that there is a better and more cost effective solution, then we do not go forward full barrel. Instead use common sense and choose a better and wiser and longer term solution. ‘Someone’ told us to do something that does not fit our community and so we just follow along like lemmings to the jumping cliff. Surely as humans we are better than that – rules that do not apply rationally and reasonably get changed into something more useful that is really a solution, not a problem wrapped up in sheep’s clothing. The statement that relocation of SH-82 would cost 5-10 times the proposed bridge is simply a fear producing statement that is pure conjecture with absolutely no supporting data. The EA does not mention this.</p>	<p>Comment #158i Response: Refer to Comment #118e Response regarding estimated costs for a bypass/relocation of SH 82 and Comment #125n Response explaining that Colorado Bridge Enterprise funds can only be used for bridge projects.</p>
158j	<p>There have been suggestions that the Grand Avenue Bridge be closed for a week, or even for one day – to study where the detours would have to be, where the problems would be. But, oh, NO let’s just give it a good guess and hope that we can divert at least 20 percent of the traffic away from the Roaring Fork Valley. Really???? This is a stupid and poorly thought concept. Of course, no – CDOT does not want the community to really SEE the impact of NO traffic across the bridge for even 30 minutes. They know the nightmare it will cause and they know that the nightmare will bring this new bridge to a complete halt. CDOT has little or no interest in a well informed community using true and real facts to make their determinations. The EA does not mention this.</p>	<p>Comment #158j Response: Options for detour routes are limited. Detour routes described in the EA represent the most reasonable solutions to accommodate traffic during construction. The SH 82 detour was evaluated through use of traffic modeling. Working with the City on potential detour routes resulted in the addition of the temporary 8th Street connection as a way to mitigate traffic impacts on Midland south of 8th Street. Measures to minimize impacts during construction were listed in Table 3-28 of the EA, and are also listed in Table 3-2 of the FONSI.</p>

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158k	<p>There has been no conversation about the impacts of this bridge in the long or short term – during construction and afterward on the businesses, schools, bus routes, government functions, those traveling up-valley during this construction time, what rush hour will look like – just an attitude of ‘we’ll get over it.’ I can just hear “Gee, we did not think about THAT. Of course, at that point CDOT will have the whole valley by the literal balls and we will have no choices left. The concrete trucks will pour and the community will heave a collective “Oh, Shit – we were not told THAT!” Too late for us. The EA does not mention this.</p>	<p>Comment #158k Response: The EA fully assessed impacts of the Build Alternative on the human and natural environment, as described in Chapter 3 of the EA.</p>
158l	<p>There is no conversations about all the businesses we lost during GAPP I and II. There will be road rage – what will be the implication of someone pulling out a gun and shooting someone they think is blocking them after months of needing patience? After months of sitting in traffic. After months of not being able to get kids to school or home in a reasonable time. After months of not getting police in the right place when needed. After months of not being able to get to the hospital in time and dying instead waiting for care. When west Glenwood would go to Rifle and Grand River instead of Valley View because they cannot get to Valley View and the extra time to travel there costs lives. What about when families lose a roof over their heads or food on the table because they cannot get to their workplace on time and finally are fired. What about the implications to the non-profits who care for these families who are trying to be successful, but instead just cannot travel in a time effective manner through the valley. The EA does not mention this.</p>	<p>Comment #158l Response: The assessment of business impacts from the project included interviews with local businesses and questions about effects of the GAPP projects on their businesses. These effects were considered in the economic impact assessment, discussed in Section 3.6 of the EA. Refer to Comment #158j Response regarding detours during construction.</p>
158m	<p>And what about when the so called new bridge is done. CDOT evaporates when Midland has to be rebuilt. They are deaf to the expense of replacing the Sunlight Bridge because of the traffic, they claim no responsibility for all the internal city damage and play the “Who, ME??” card they are so proficient at playing. CDOT is a terrible neighbor who claims to be a great neighbor until you look at their behavior. The speed they encourage on Grand that is a terrible danger to pedestrians and bikers – not to mention the cars and people inside them. The timing of the lights on Grand that is completely designed to encourage speed on Grand and not allow the side street traffic to participate easily in moving about town. Every time they have been asked to note and deal with the traffic lights to facilitate all traffic, they promise to do so and agree it is a problem. Their action plan however is to do NOTHING and basically give the community the finger. Thanks, neighbor! We appreciate you CDOT too! Thanks for screwing us! The EA does not mention this.</p>	<p>Comment #158m Response: Refer to Comment #5dn Response regarding speeds under the Build Alternative. Note that Midland Avenue between I-70 Exit 114 and 8th Street will be repaved to accommodate the increased detour volumes. Also, refer to Comment #158b Response regarding the Sunlight Bridge.</p>

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158n	<p>What about the environmental impacts to fish, animals, rafting, kayaking, boarding, fishing, and all the economic issues related to these. What about the changes to the riverbed? What about the changes to the banks of the river? What about the Hot Springs – how will “Whoops, did not see that coming” sound when the water to the pool is ‘accidentally’ affected. Of course, as the concrete is poured there will be no ability to go back and fix what gets broken. What about the lovely trees that will all have to be cut down between 7th and 8th. This is not mentioned and clearly uncared for by CDOT. All the ‘drawings’ show that the trees remain – of course, yet another lie. They will be landfill material. What a great loss and sadness that the trees will all be gone. The EA does not mention this.</p>	<p>Comment #158n Response: Impacts of the Build Alternative on the human and natural environment were fully assessed, including tree and vegetation removal, as described in Chapter 3 of the EA. Certain renderings provided in the EA were updated to reflect the more current design of the Build Alternative, as shown in Section 4.1 of the FONSI. Impacts from permanent street tree removal along Grand Avenue, and measures to mitigate that impact, are discussed in Section 4.2 of the FONSI.</p>
158o	<p>Additionally, there is no conversation about the buildings downtown – old and fragile. How many will we lose? We will not have to protect our charming downtown in 5 years, as those buildings will be gone due to the vibrations of the unending traffic and the building process itself. They will shatter and crumble and be gone. Yeah for CDOT! Come back and sell us a 6 land bridge!!! We will have no downtown to protect any more. The EA does not mention this.</p>	<p>Comment #158o Response: Historic resources are protected under the National Historic Preservation Act (NHPA). FHWA assessed impacts to historic resources within the APE, including those located along Grand Avenue, in compliance with Section 106 of the NHPA. Section 3.15 of the EA documented the Section 106 consultation that had occurred at the time the EA was signed, and the FONSI documents completion of the Section 106 consultation, including preparation of a Memorandum of Agreement between CDOT and the SHPO that stipulates measures that will be undertaken to mitigate adverse effects to historic resources as a result of the Build Alternative.</p>
158p	<p>The architectural drawings are clearly of some other city – they are not truthful or describe Glenwood Springs. And the bridge will not look the way they portray it to look. Another “Whoops” but it will be too late. In another political move, the poles showing where the bridge would actually and truly land were up for barely an hour and a half. Had they been left up for more to see – for <u>months</u>, as they should have been – it would have radically changed the perception of this bridge in the eyes of the community. Those businesses who have improved the area between 7th and 8th will find that their improvement will be very close to right UNDER the bridge. The EA does not mention this.</p>	<p>Comment #158p Response: Development of the aesthetic treatments and urban design elements that will be included in the Build Alternative is an ongoing process as the project moves into final design. Updated graphics portraying these elements were displayed at the public hearing, and more updated graphics are provided in the FONSI. CDOT is committed to including aesthetic treatments and urban design elements vetted with stakeholders. The story poling events were well attended, and input received was used in the decision making process.</p>

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158q	<p>By the time we haggle over this whole thing, the extreme project costs going higher and higher, we could have a good running start on the bypass that has been called for during many years. Plus, there is NO reason for the “new bridge” in any location to only be good for another 50 or 60 years. There are bridges and buildings build all over the world that last for centuries and they did not have the materials, building skills, or technology that we have. Really?? Is the road through the canyon on its last legs too?</p> <p>There are so many reasons that this EA report is insufficient to create the problems and chaos that it will create should the bridge go forward. The EA does not mention this.</p>	<p>Comment #158q Response: Refer to Comment #9b Response regarding a bypass, and Comment #42g Response regarding design life of the bridge.</p>
158r	<p>Instead we must create a real regional transportation plan that puts all the necessary pieces in and sets up the community – indeed the Roaring Fork Valley for success, not for failure. A replacement bridge downstream would cost far less and greatly reduce the impacts to the town and valley by replacing the existing Grand Avenue Bridge in the short and long term. A downstream bridge would tie directly to interchange 116 and set the stage for an eventual SH-82 alternate route. Given the state’s economic situation this is far more achievable and a better long-range solution. The EA does not mention this.</p>	<p>Comment #158r Response: CBE funds, which are used solely for bridge projects, are available right now to address the functional and structural deficiencies of the aging bridge structure. Please refer to Comment #9b Response regarding a bypass.</p>
158s	<p>I for one do not want to see this albatross built without the clear, creative, and inclusive planning on the part of those who live here – and have volunteered to be part of the solution. We do not need to grasp at this as a solution just because there are some dollars available for us.</p>	<p>Comment #158s Response: The SH 82/Grand Avenue Bridge EA process involved an extensive public and agency involvement program. Since project initiation in November 2011, it included one-on-one contact with approximately 3,000 stakeholders through an array of outreach activities (refer to Comment #9k Response and Chapter 5 of the EA for more information). Indeed, several elements of the Build Alternative reflect public input received, as presented at the public hearing. Please refer to Comment #5n Response regarding available funding for the project.</p>
158t	<p>And as someone who lives on Grand Avenue and has lived there for 25 years – CDOT – shame on you for this insult to those who live and work and love to be here. You made the problem years ago – you have no right to worsen it at this juncture. There is a win-win solution – you are not presenting it, supporting it, or frankly caring anything about this community. You just want traffic to move and move damn fast. Sickening. This report is solely in the interest of CDOT and its mission to move traffic fast and huge – it is not at all presented to retain the community features and feeling, because that is not the mission of CDOT.</p>	<p>Comment #158t Response: Refer to Comment #5dn Response regarding speeds under the Build Alternative. The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards. To minimize impacts to the downtown area, the lanes will be narrowed as they approach 8th Street. Further, aesthetic treatments that have been developed for project elements reflect input and requests from local agencies and the public that the project be consistent with the historic mountain town character of Glenwood Springs.</p>

Comment No.	Comment	Response
158u	<p>This Environmental Assessment is a CDOT report – writing in support of their position and ignoring the impact of this ‘project’ to the City of Glenwood Springs and the Roaring Fork Valley. It is a slap in the face to Glenwood Springs, Carbondale, Basalt, Aspen, New Castle, Silt, Rifle, Parachute, Gypsum, Eagle, Edwards, Vail. It is woefully inadequate and most likely even illegal if for no other reason that it is not an EIS.</p> <p>CDOT – stop lying to us, stop manipulating us, stop caring more about machines than people, stop telling us that you have our best interests at heart when you simply do not.</p>	<p>Comment #158u Response: Please refer to Comment #9f and #13b Responses that explain how an EA is the appropriate NEPA action for this project.</p>
159	<p>Comment # 159: Sheila Markowitz From: <sheilamarkowitz@q.com> Date: Wed, Dec 31, 2014 at 8:55 AM Subject: comments on bridge To: Joseph.elsen@state.co.us</p> <p>While you believe you may have designed the most efficient, etc., bridge for Glenwood Springs, I must remind you again (as I have at many of the design meetings I attended) that Glenwood is a small town and must be treated as such. The “bottom” of the bridge at 8th and 9th Streets is the center of our downtown. Numerous pedestrians walking around the downtown cross those intersections repeatedly. These include people of all ages and abilities, pushing buggies with toddlers attached to the ends of their hands, elderly or disabled people crossing slowly or pushing walkers, bicyclers and any number of residents and tourists trying to cross and stay within the very ridiculous timing of the WALK signals, while trying to enjoy all the amenities Glenwood has to offer or get through their work day. It is NOT ENOUGH for me to be told by a CDOT rep. that there are speed limit signs on or near the bridge which should slow down the traffic coming down the bridge and it’s “an enforcement issue.” Anyone who has ever spent any time at all downtown knows very well that those signs are blatantly ignored all the time at the peril of the crossing pedestrians. I can just imagine how awful it will be when the lanes are widened on the bridge. The narrow bridge is the only thing that slows the traffic down a bit! Just last week I witnessed a woman being grazed by a car who decided to turn right on a red while the woman was crossing while having a “walk” signal. It was a miracle that the driver saw her at the last second and slammed on her brakes. This, in spite of the signs displayed that say no right turn on red when pedestrians are in the area. Yes, I believe you cannot “fix” the results of all the unsafe drivers, but you can make those intersections much safer by using some method of slowing down the traffic as it approaches the lights and making the walk signals more pedestrian friendly and much safer. You have designed this giant bridge, now design a way for all the people crossing 8th and 9th to have a</p>	<p>Comment #159 Response: Please refer to Comment #5dn Response regarding speeds under the Build Alternative. The replacement bridge does not change any of the traffic control characteristics of the Grand Avenue intersections downtown, including 8th and 9th Streets. An improved pedestrian crossing of Grand Avenue will be available under the new bridge, about 230 feet north of 8th Street. The signal equipment at 8th Street, some of which dates to the early 1980s, will be replaced with all new modern equipment, including pedestrian push buttons more conveniently located to the crosswalks they serve. Signal timing adjustments can be considered by CDOT and the City during or after the bridge construction project. Enforcement of the 25 mph is and will continue to be the most effective method for maintaining lower traffic speeds downtown.</p>

Comment No.	Comment	Response
	<p>SAFE and more enjoyable experience while they are getting around downtown. I believe that it is definitely part of your responsibility to do your work not only efficiently, but safely and conveniently for the community. If you do not do this now, I wonder how you will feel later on, when you hear about the accidents, injuries and maybe deaths, that I know will occur if safety considerations are not now put in place at 8th and 9th Streets. Thank you for seriously considering my comments.</p> <p>Sheila Markowitz 824 Blake Ave Glenwood Springs 970-945-6884</p>	
<p>160</p> <p>160a</p> <p>160b</p>	<p>Comment # 160: Dave Winsor</p> <p>From: dbwinsor <dbwinsor@comcast.com> Date: Wed, Dec 31, 2014 at 8:15 AM Subject: Comments on Bridge EA To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us> Cc: "dbwinsor@comcast.net" <dbwinsor@comcast.net></p> <p>Joe thanks for the opportunity to respond to the bridge EA. Hope you can find some time to relax this holiday season. I would request that you include my summary NEPA resume as part of the formal project record.</p> <p>Dave</p> <p>December 29, 2014</p> <p>To: Joseph Elsen, CDOT</p> <p>From: David Winsor</p> <p>Subject: SH 82 Grand Avenue Bridge EA Comments</p> <p>I find it somewhat confusing that CDOT has once again not taken this NEPA opportunity to finally deal with the significant transportation challenges of the I-70/SH 82 Transportation Corridor. In 1972 the Glenwood Springs (GWS) city council voted to support CDOT in the conduct of a preliminary study for a bypass around GWS. At that time there were more bypass options available for consideration than what we have today. It is somewhat ironic that I can find no documentation that this study was ever performed and what were the findings. Today, because of the reluctance of CDOT to historically address this critical corridor assessment study we face limited options for a bypass.</p>	<p>Comment #160a Response: The resume you submitted as part of your comment is provided here as part of the project record.</p> <p>Comment #160b Response: As described in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The Grand Avenue Bridge project is also about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA. A SH 82 bypass in Glenwood Springs, or rerouting SH 82 traffic from Grand Avenue, has been talked about for years. A bypass would divert so-called “through” traffic away from the Grand Avenue Bridge—and downtown Grand Avenue. A bypass is a separate project from the SH</p>

Comment No.	Comment	Response
160c	<p>Now CDOT wants the public to ignore the corridor assessment part of the NEPA document and deal only with the replacement of a bridge and use only an Environmental Assessment (EA) as the NEPA tool. It is my professional opinion that what is needed/required by the National Environmental Policy Act (NEPA) is an Integrated Transportation Plan (ITP) with an attached Environmental Impact Statement (EIS). This ITP/EIS would stage, design and construct by segments over a 10-15 year period based on transportation priorities and available funding. This approach is consistent with NEPA principals including logical termini, independent utility and project terminus.</p> <p>When I reviewed the proposed EA many questions and comments came to mind that confirmed that an EA is not robust enough to properly address and mitigate the short and long term impacts, project objectives, impact analysis and documentation that an ITP/EIS would provide.</p>	<p>82/Grand Avenue Bridge project, which is funded with Colorado Bridge Enterprise money. CDOT and the City have worked together on the SH 82 COS and the COP, which focused on SH 82 mobility and looked into alternatives such as a bypass or relocation of SH 82. The future steps on that project will require separate environmental and public processes. The Build Alternative will not preclude a future bypass. Please refer to Comment #9b Response.</p> <p>Comment #160c Response: Please refer to Comment #9f Response regarding the need for an EIS and Comment #13b Response for logical termini and independent utility. We are unclear on what purpose an Integrated Transportation Plan (ITP) would serve, but note that several entities routinely conduct transportation planning for the area, including the City, Garfield County, RFTA, and CDOT. Future planning efforts are evaluated and prioritized as part of a long-range transportation planning process in accordance with state and federal planning processes through the InterMountain Transportation Planning Region. Pages 3-38 and 3-39 of the EA mention several relevant plans. Comment #19a Response describes the types of impacts evaluated in the EA.</p>
160d	<p>Specific comments on the EA include:</p> <ol style="list-style-type: none"> <li data-bbox="241 979 1094 1133">1. The EA does not demonstrate any short or long term solutions to the traffic challenges to SH 82 as it passes through Glenwood Springs. It basically relegates GWS to a future as a traffic sacrifice zone further reducing the attractiveness of core GWS for both short and long term economic development and quality of life. 	<p>Comment #160d Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.</p>
160e	<ol style="list-style-type: none"> <li data-bbox="241 1190 1094 1490">2. The existing bridge is proposed to be demolished and replaced by a new bridge and on a slightly different alignment costing \$100-120M. The current bridge condition is the result of deferred maintenance by CDOT. This bridge could be refurbished for less than the cost of the new bridge and last an additional 15-20 years. During this 15-20 year period traffic would continue to use the bridge while the ITP/EIS is finalized and planning and initial phases of the project begun and completed. In addition the use of the newly refurbished bridge would eliminate the immediate design and construction impacts of the currently proposed bridge presented in the EA. 	<p>Comment #160e Response: Please refer to Comment #7b Response that explains why the rehabilitation alternative was dismissed from consideration.</p>

Comment No.	Comment	Response
160f	<p>3. The proposed bridge in the EA, costing \$100-120 million, will significantly disturb business for up to 1-2 years depending on where their business are located. By refurbishing the old bridge for a 10-15 year life a new bridge identified in the ITP/EIS might end up in a different location and it's construction impact would be less than what is currently proposed in the proposed EA. Traffic could continue on the old bridge pending completion of the new bridge at which time the old bridge could be demolished. This assumes the new bridge is located in a different location based on the ITP/EIS analysis and findings.</p>	<p>Comment #160f Response: Please refer to Comment #7b Response. Different alignments and locations of bridge were evaluated as part of the alternatives process; please refer to Chapter 2 and Appendix A of the EA for more information.</p>
160g	<p>4. It is ironic that the new bridge costing \$100-120 million has the same/similar traffic volume restrictions as the old bridge. What have we gained by the expenditure of \$100-120M for this bridge project? Traffic volume in the valley is projected to increase during the life of this new bridge. With the similar low volume capacity as the old bridge and projected increase in traffic GWS will have traffic backing even further south on SH 82 (evenings) and further west on I-70 (mornings). I think we need to find a better solution which will result from implementing the ITP/EIS analysis process. Just another reason why an EIS is required and not a EA. In addition we can expect an increase in air borne pollutants levels from increased engine idling. Also auto/pedestrian accidents will increase with the increased volume of traffic unless mitigation measure are instituted which also bring a additional cost to the project. Citizens of GWS--- traffic volume will become unbearable in outlying years and it may scare away some or many tourist from vacationing in our valley. Why because what attracts/ attracted people to move to GWS and vacation is the great quality of life we enjoy and share with our visitors. Be careful what your not asking for in in this document. But most importantly we may anticipate some residents leave GWS because of the slow degradation in the quality of life and some not to locate to GWS for the same reason.</p>	<p>Comment #160g Response: Increasing traffic capacity is not part of the purpose of this project. The project is designed to meet traffic demand for year 2035. Also, we respectfully disagree with the assertion that an EIS would arrive at a different solution than the EA. The issue is not class of NEPA action (EIS vs. EA) but rather the project's purpose and need. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA. Please refer to Comment #15a Response regarding air quality and noise effects.</p>
160h	<p>5. What concerns me most is that by CDOT using an EA as the project NEPA assessment tool it restricts consideration of alternatives to identify and address mid and long term impacts/mitigation for the citizens of GWS from this project. In addition CDOT using an an EA restricts the public to only discuss the proposed new bridge which is only a very small segment of impacts associated with providing a real solutions to the SH 82/I-70 corridor transportation impact challenges. This approach borderlines on NEPA segmentation which occurs when a transportation corridor (e.g. I-70/SH 82) needs extend throughout the entire corridor but a project sponsor such as CDOT, only address the environmental and planning issues and transportation needs of only one small segment of the corridor</p>	<p>Comment #160h Response: Please refer to Comment #13b and #21e Response regarding the alternative evaluation process conducted for the EA. See Chapter 2 and Appendix A of the EA for more information. CDOT generally agrees with the commenter that impacts from the new bridge “are only a very small segment of impacts associated with providing solutions to the SH 82/I-70 corridor transportation impact challenges.” The EA doesn't “restrict” discussion of the broader impacts to address these challenges; those are simply beyond the scope and purpose of the Grand Avenue Bridge project. Please refer to Comment #19b Response regarding segmentation and Comment #7b Response regarding the rehabilitation alternative. Also, as discussed in Comment #9b Response, the project will not preclude future SH 82 relocation options.</p>

Comment No.	Comment	Response
160i	<p>in this case only the bridge. If the current GWS bridge was classified as in intimate danger of collapse I might buy the logic of doing an emergency EA or doing no EA documentation as well as forgetting about other other transportation challenges in the I-70/SH 82 corridor. But because the GWS bridge is still functioning within CDOT/FHWA’s safety standards and can be rehabilitated this approach appears unwarranted. Just because an agency flashes design and construction money in front of CDOT/GWS make sure that both short and long term impacts support the beneficial short and long term expectations of what you want your city to represent and portray to current and future generations. The citizens of GWS must demand developmental options from CDOT visa vie multiple alternatives of which this proposed bridge is only one of many. Let’s evaluate them through a EIS comparing the merits and negatives against each other and clearly understand the long term benefits and developmental restrictions they place on our community. What CDOT is offering our community is a one horse EIS which they refer to as an EA which will in many ways will determine the short and long perception of our town as well as environmental and developmental options we are stuck with for the next 20-40 years. Let’s be sure we make the right choices by demanding alternatives/options for assessment which can only be provided to us through an EIS not though this EA.</p> <p>6. The NEPA issue here is not just the bridge, it extends well beyond the bridge. How far the area of impact to be covered by the NEPA EIS can be determined in consultation between all interested parties but it has to be larger in scope than what is in the current draft EA. Without CDOT providing GWS with multiple and viable options/alternatives for the public’s review and comments how do we control/influence our town’s future. The underlying story from CDOT to GWS is take this money under our NEPA terms and conditions or there is probably no more significant money in the near future from CDOT. We all have to understand this fact and ask why.</p> <p>I would like to take this important opportunity to thank CDOT and their consultants for all their hard work and commitment in putting together this document. Equally important a debt of gratitude is extend to the many citizen who tirelessly gave their time and great ideas to support and question this EA effort. Disagreements should not be construed as personal but striving to maintain the incredible quality of life that exist in this town and it’s people. Last but not least, a big thanks to Joe Elsen for his leadership for CDOT in this effort. Our community is very fortunate to have him as part of our community.</p>	<p>Comment #160i Response: Please refer to Comment #22b Response regarding the scope of this EA relative to a larger, regional study. As discussed above, the purpose of the EA was not to address all of the transportation issues in the City. Also, note that CDOT provided the City and public with multiple opportunities to review alternatives and offer new alternatives for study.</p>

Comment No.	Comment	Response
	<p>Thank you, CDOT, for providing the public the opportunity to comment on this critical EA.</p> <p style="text-align: center;">SUMMARY NEPA RESUME</p> <p>David B. Winsor B.S. Zoology, 1971 M.S. Wildlife Ecology/Zoology, 1973 Environmental Consultant/NEPA Experience 1973-2011 Employment History Limnetics Camp Dresser and McKee Harza Engineering Parsons Brinckerhoff Quade & Douglas PBS&J/ Atkins Selected Roles and Responsibilities Field Scientist Permitting Projects in Transportation and Energy EIS/EA Project/Program Management/ EIS Document Manager - Contract Values from \$10,000 - \$45,000,000 *Rocky Flats Site Wide EIS (Restart of Plutonium Operations) *Trans Texas TTC-69 Project EIS (1 Trillion Dollar construction value) *High Level Nuclear Waste Repository EIS Texas *US Naval Repository Teapot Dome EIS for expansion *Los Alamos Site Wide EIS (Executive Committee) *Volpe National Transportation System Center Environment Systems Contract (\$40M open-ended environmental support contracts including NEPA) *Senior Vice President overseeing NEPA renewable energy projects *Project Manager for Tract Ca Oil Shale Environmental Baseline Studies</p>	
161	<p>Comment # 161: Pat Graddis</p> <p>From: Pat Graddis <pgraddis@comcast.net> Date: Wed, Dec 31, 2014 at 11:11 PM Subject: SH82 Grand Avenue bridge To: "Joseph.elsen@state.co.us" <Joseph.elsen@state.co.us></p> <p>Before continuing with this project as designed please consider my observations.</p> <p>My concerns are as follows:</p>	

Comment No.	Comment	Response
161a	An EIS rather than the EA which was done needs to be initiated. With the proposal for realignment, an EIS is recommended. Isn't it required to give guidance for actual regional needs for such a project to be built? This is a regional problem and these needs should be assessed before commencing such a project. CDOT didn't give us an alternative in any of their hearings which could be used for connection to a new bridge for a possible future by-pass option to handle current and future traffic needs.	Comment #161a Response: Please refer to Comment #9f and #22b Responses.
161b	This continued funneling of traffic onto Grand Avenue for the foreseeable future is certainly not in the best interests of Glenwood Springs and the surrounding area. It doesn't do a thing to ease the bottleneck of traffic through the city and this is as serious an immediate problem as the problem of the current bridge not meeting current highway standards. The bridge could be repaired and meet our needs until a much needed bypass could be constructed in the near future.	Comment #161b Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. Please refer to Comment #9b Response regarding a bypass and Comment #7b Response regarding rehabilitation of the existing highway bridge. Please refer to Comment #13b Response regarding meeting future traffic demand and Comment #21c Response that explains that the project will not induce additional traffic.
161c	The total impacts to Glenwood Springs, her citizens and businesses and the commuter traffic have not been totally assessed and only an EIS could accomplish that. And the time line which has been proposed hasn't had possible delays which do occur during construction included and properly addressed. A bypass could be done with less disturbance to current traffic needs.	Comment #161c Response: Please refer to Comment #19a Response regarding the impact assessment conducted in the EA. An EA assesses the same resource topics as an EIS. A SH 82 bypass, depending on its location, might have fewer traffic impacts but would not address the purpose and need of the Grand Avenue Bridge project.

Comment No.	Comment	Response
161d	<p>With the costs of construction projected having almost doubled since commencement of the proposal to rebuild the bridge and the costs of construction escalating even more at the present time, when will the actual costs be realized? Funding today is insufficient so where is funding for further increases in cost? Our area cannot bear more taxation for the funding. With the current cost projections, wouldn't it be wiser to use \$115,000 or more as estimated currently to repair the current bridge and put the balance into a bypass? It would go a long way toward doing that.</p>	<p>Comment #161d Response: Construction costs estimates have not doubled and are estimated at approximately \$60 million, as presented in Section 2.5 of the EA. Please refer to Comment #5n Response for details. All costs identified to date are estimates only. As design progresses, more information on the details will allow for better cost estimates. Following final design, a construction cost will be negotiated with the contractor.</p> <p>The current funding plan is anticipated to cover estimated project costs. CBE funds, which are used solely for bridge projects, are available right now to address the functional and structural deficiencies of the aging bridge structure. The study team is working to reduce costs to minimize the risk of cost overruns. There are no plans to request additional taxes to cover bridge costs.</p> <p>As discussed in Comment #7b Response, rehabilitation or repair of the existing bridge could cost as much as replacing the bridge, but with a much shorter design life. CDOT is unaware of any estimates to repair the bridge for \$115,000. Further, Colorado Bridge Enterprise funds can only be used to rehabilitate or repair "poor" rated bridges, and, therefore, cannot be used for a bypass.</p>
161e	<p>A better alternative would be to make the necessary repairs to the present bridge to handle traffic for the present and give the bypass a "fast track" for consideration by CDOT to handle traffic issues now and into the future. The costs of the repairs would fit into the Bridge Enterprise proposal and cost allowances much better than the current proposal. The current proposal does nothing to address future needs and problems, it only exacerbates them, and we're going to be permanently saddled with things as they now stand with the current proposal.</p>	<p>Comment #161e Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response. Also refer to Comment #161b Response regarding the purpose of this project. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge by itself will not increase traffic capacity. The reconfigured SH 82 tie into I-70 will increase traffic capacity and reduce delay and congestion in this limited area. 8th Street and all intersections to the south will not have additional capacity. The roadway will be designed to current standards, and posted at 25 mph, which is consistent with the urban area. As discussed in Comment #5dn Response, speeds are not expected to increase under the Build Alternative.</p>
161f	<p>ONLY AN EIS WOULD PROPERLY ASSESS CURRENT AND FUTURE NEEDS FOR GLENWOOD SPRINGS AND THE SURROUNDING AREA.</p> <p>SINCERELY, Patricia Graddis 1317 Walz Avenue Glenwood Springs, Co 81602</p>	<p>Comment #161f Response: Please refer to Comment #9f Response.</p>

Comment No.	Comment	Response
162	<p>Comment # 162: Eileen Caryl</p> <p>From: E Caryl <elliecaryl@gmail.com> Date: Wed, Dec 31, 2014 at 3:13 PM Subject: Hwy 82 Grand Avenue Bridge EA Comments To: joseph.elsen@state.co.us</p> <p>Hi Joe,</p> <p>Just contributing my two cents as a citizen, trying to be involved!</p> <p>Thanks for all you are doing!</p> <p>Ellie January 30, 2014 Mr. Joe Elsen, P.E. Colorado Department of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p>RE: Citizen Comments regarding SH 82 Grand Avenue Bridge Environmental Assessment</p> <p>Dear Joe, Thank you for all of your hard work in managing this important project. Thank you for considering my brief comments as CDOT continues to plan and develop the Grand Avenue Bridge project.</p>	
162a	<p><u>Bridge Structure Mass and Appearance:</u> There are many concerns locally about the impact of the proposed bridge structure on the historic and appealing character of the city of Glenwood Springs. I share the concern about the mass of the proposed “flyover” structure. The current bridge spans the interstate highway, river and railroad and the proposed bridge must do same but also builds in a bypass of the congested 6th Street intersection. I understand that the structural requirements of this design proposal will result in some massive bridge components and that the bridge funding program generally focuses on functionality.</p> <p>From reading some of the materials, it appears there have been many discussions about the bridge aesthetics but it is difficult to discern if the suggestions have been incorporated and the look of the final proposed product. Will aesthetic revisions include the entire structure from where it meets I-70 or</p>	<p>Comment #162a Response: The new bridge will be longer and wider than the existing bridge. It will also have a much longer span because there will be no pier in the middle of the Colorado River. These characteristic necessarily result in larger bridge components. Several bridge types were considered, and much effort was placed on providing an aesthetically pleasing bridge to the extent feasible for such a structure. The resulting bridge meets the aesthetic guidelines developed in the I-70 Mountain Corridor Context Sensitive Solutions Design Guidance, and has received support from the project’s Issue Task Force. The Colorado Bridge Enterprise funding focused on addressing problems identified by the EA. These problems were primarily functional, but the criteria established for the EA included aesthetic elements (see Comment #134c Response).</p> <p>Aesthetic treatments and urban design are being considered for all elements of the Build Alternative, including the highway and pedestrian bridge, north and south</p>

Comment No.	Comment	Response
162b	<p>that portion just over the Colorado River and railroad corridor?</p> <p>The Mill Avenue bridge (below) in Tempe Arizona is an iconic bridge, though I understand the Grand Avenue design context is not identical. However, some of the treatments that make this bridge iconic and a source of pride for the community and region, include how it's design mass is broken up, including rail treatments, arches, extended columns, angled columns rather than single pour style.</p> <p>PLTS are helpful for input and you have several long-term consultants on board, but I suspect that there are many local, regional or Denver-based landscape, engineer or architects that would be more than happy to be a part of this project, gratis, and evaluate the Grand Avenue bridge as part of a pre-final "Focus Group", providing peer group input and possibly recommending minor to moderate design revisions to lessen the massive appearance and strengthen the aesthetics of the project, and corresponding community support.</p> 	<p>bridge access points, the pedestrian underpass, retaining walls, lighting, handrails, etc. Development of the aesthetic treatments and urban design elements that will be included in the Build Alternative is an ongoing process as the project moves into final design. Updated graphics portraying these elements were displayed at the public hearing, and more updated information is provided in Section 4.1 of the FONSI. CDOT is committed to including aesthetic treatments and urban design elements vetted with stakeholders.</p> <p>Comment #162b Response: CDOT has involved landscape architects, urban planners, and architects in the development of aesthetic treatments and urban design elements that have been vetted with local stakeholders, including the Design Issues Task Force. The Downtown Development Authority contracted with an architecture firm to develop concepts for some of the areas (6th and 7th Streets) that could be redeveloped. Because this firm's work was well-received by the public, CDOT added this firm to the team to provide fresh input on aesthetics.</p>

Comment No.	Comment	Response
162c	<p><u>Removal of Mature Trees and Exit 116 Treatments</u> It appears that several mature trees in the project area would be removed. CDOT staff might agree that one of the pleasing features in Glenwood Springs is the mature vegetation throughout town and along the river corridor. Our downtown trees create ambiance and character and compliment the built environment providing a backdrop for roadways and buildings, as well as air cooling and habitat. I understand the CDOT position that all vegetation in the right of way is CDOT's and there is a State ownership right to remove it. I suggest in the interest of stewardship to the river, the community and generally to be a "good neighbor", that the budget include a landscaping component to replace these trees with appropriate species of at least 20 feet high. CDOT was hugely successful with re-vegetating Glenwood Canyon. With a fraction of that cost and effort, replanting trees within the project boundaries seems like a wise and high yield investment for several reasons.</p> <p>Perhaps the funding that has been requested from the City of Glenwood Springs can be specifically allocated to landscaping as an issue of importance to the community. Any surplus could be used for other aesthetic treatments to leverage CDOT's efforts to address community and regional concerns.</p>	<p>Comment #162c Response: Refer to Comment #5ap Response regarding landscaping and tree removal.</p>
162d	<p>I am concerned about the "Likely Water Quality Area" proposed at Exit 116. Detention/retention ponds can be very unattractive features unless deliberately designed to be appealing and regularly maintained. There is minimal information about what this area will look like, it's planned function, who will own the area and maintain it as well as the other sizeable areas that would be created by the project. Seeding seems like an inadequate treatment of this community entrance area. It seems that the EA should include more detail on this entire area of Exit 116 which is proposed to be dramatically altered from its current configuration.</p>	<p>Comment #162d Response: CDOT is planning to eliminate the water quality pond and move forward with an in-line diversion system for water quality. This was clarified in Section 4.1 of the FONSI.</p>
162e	<p>Regarding precedence and policy, it seems that this project is not the same as other recent community partnerships by CDOT in which the partner community took on the funding for the aesthetic improvements and landscaping installation in part or fully. This bridge is undeniably a major link in the regional transportation network. Thanks to both CDOT and FHWA for considering an expanded viewpoint on the aesthetic and landscaping issues, costs and an exceptional final product.</p> <p>Thank you! Eileen Caryl 48 Wildwood Lane Glenwood Springs, Colorado 81601</p>	<p>Comment #162e Response: CDOT is providing aesthetic treatments as part of this project. The landscaping portion of the project will be designed and constructed by the City using funds from the City's contribution to the project.</p>

Comment No.	Comment	Response
163	<p>Comment # 163: Bobbi Hodge</p> <p>From: Bobbi Hodge <bobbi@masonmorse.com> Date: Wed, Dec 31, 2014 at 2:42 PM Subject: Grand Avenue Bridge EA comment To: "Joseph.elsen@state.co.us" <Joseph.elsen@state.co.us> Cc: "Gretchen E Ricehill (gretchen.ricehill@cogs.us)" <gretchen.ricehill@cogs.us>, "Ron Carsten (rcarsten@birchtreevet.com)" <rcarsten@birchtreevet.com>, "mad1@rof.net" <mad1@rof.net>, "allancunningham@comcast.net" <allancunningham@comcast.net>, "David Hauter (dhauter@rof.net)" <dhauter@rof.net>, "Kathy Thissen (kthissen@garfieldhecht.com)" <kthissen@garfieldhecht.com>, "Edward Chusid (ejc@umich.edu)" <ejc@umich.edu>, "Frances Fiedler (pax4@centurylink.net)" <pax4@centurylink.net>, "Stephen Bershenyi (stephen.bershenyi@cogs.us)" <stephen.bershenyi@cogs.us></p> <p>Joe, First I'd like to apologize for my lateness in sending this to you as discussed at the November 19, 2014 public hearing.</p> <p>As a member of the Glenwood Springs Historic Preservation Commission, I feel that it is my duty to protect the historic character of Glenwood. My main focus is the trees, as they are a defining historic characteristic. (The other commission members are copied).</p> <p>I've attached the notes of what I intended to say at the public hearing along with supporting documentation from the City Code and the Preservation Plan. Also, below is small collection of some of the many websites I read before being spurred on to my first public speaking in Glenwood Springs.</p> <p>Happy Holidays.</p> <p>Bobbi Hodge Glenwood Springs Historic Advisory Commission 802-760-7863</p> <p>http://www.frinkpark.org/trees.htm "The Benefits of Street Trees" http://switchboard.nrdc.org/blogs/kbenfield/how_green_infrastructure_inves.html "How green infrastructure investments can create commercial property value" https://bouldercolorado.gov/parks-rec/the-benefits-of-trees City of Boulder</p>	<p>Comment #163 Response: Please refer to the Comment #25 Response, which addresses these comments that you also provided at the public hearing. CDOT recognizes the many benefits provided by street trees as outlined in your comment. Impacts to vegetation as a result of the Build Alternative, and measures to mitigate impacts, are addressed in Section 3.12 of the EA and Table 3-2 of the FONSI. CDOT evaluated modifying underground utilities to allow for replanting of trees removed in the 700 block of Grand Avenue to construct the project, but determined it is not feasible due to space constraints. CDOT is working with the City to determine the number, size and value of trees being impacted. An Intergovernmental Agreement between CDOT and the City will formalize this. Refer to Comment #5ap Response.</p> <p>Additionally, CDOT has and continues to consult with the Glenwood Springs Historic Preservation Commission (HPC) under Section 106 of the NHPA to mitigate adverse effects to historic resources as a result of the Build Alternative. The HPC has indicated that the street trees contribute to the historic setting of the downtown area. Mitigation measures agreed upon with the HPC and other historic consulting parties to resolve the adverse effects are outlined in the Memorandum of Agreement between CDOT, SHPO, and Glenwood Springs, which is appended to the FONSI. Please refer to Section 4.1 of the FONSI for more information.</p> <p>Regarding your comment "...that the first brick building in Glenwood is not recognized as one of the historic properties." It is unclear from your comment the building to which you are specifically referring. Under Section 106, CDOT consulted with the SHPO, HPC, and other historic consulting parties in the identification of historic resources within the Area of Potential that are listed on or eligible for listing on the National Register of Historic Places (NRHP). Please refer to Section 3.15 Historic Preservation and Appendix D of the EA for more information about the Section 106 process conducted for this study, and Section 4.1 of the FONSI, which provides an update to the Section 106 process.</p>

Comment No.	Comment	Response
	<p>“Benefits of Trees”</p> <p>http://isites.harvard.edu/fs/docs/icb.topic238238.files/C:_Documents%20and%20Settings_Don%20Bockler_Desktop_CITYgreen%20articles/Urban_Tree_Facts.pdf Harvard Study on the “Benefits of Urban Trees”</p> <p>Notes from public speaking at the public hearing: I’d like to focus my comments on the removal of street trees.</p> <p>This last week I researched the benefits of trees. This education compels me to speak regarding the removal the trees within the 700 block of Grand Avenue. The City-Wide Comprehensive Plan addresses street trees as having historic value. Code requires replacement of street trees more than 14 inches. These trees are more than 14 inches in diameter.</p> <p>I am sympathetic to the issue to the issue of buried utilities (which in my opinion would be less of an environmental impact placed under the shoulder of the road).</p> <p>My concerns are further increased after learning how much water tree roots store, which is imperative with the run-off to prevent erosion along the hi-way. Trees allow for better drainage of water and filter the water before it reaches the river.</p> <p>They also store water, which will be important in the spring time to prevent flooding. Towns that have removed trees often find themselves installing more drains and sewers to accommodate the extra run-off created by their removal.</p> <p>I’ve learned this week that trees filter the air catching pollutants coming from the cars contributing to the degradation of our historic buildings. A 65 ft. tree can absorb 50 pounds of carbon dioxide which equals one car driving 25,787 miles.</p> <p>A large tree can transpire 100 gallons of water into the air per day. Trees are cooling. During the summer many tourists and locals alike can be found sitting under the trees lining the bridge. A large tree has the cooling effect of 10 room sized air conditions operating 20 hours a day.</p> <p>Trees also serve as sound barriers- an important feature concerning this new bridge.</p> <p>Trees also have been found to attract more shoppers- found to be soothing.</p>	

Comment No.	Comment	Response
	<p>Studies have shown that shoppers view stores with trees as having superior products and are willing to pay more for these products.</p> <p>Trees near buildings raise property prices 37% in the U.S.</p> <p>They can save 20-50 percent on heating costs.</p> <p>Also, I would like to recommend rod-iron fencing as the choice for the railing on the bridge.</p> <p>My final add-in point is to point out that the first brick building in Glenwood in not recognized as one of the historic properties.</p> <p>Thank you.</p> <p>City of Glenwood Springs Municipal Code 090.045.030 Construction details. (2) Any work on trees, including roots, must be reviewed by the City.</p> <p>3) Excavation shall be performed in a careful and orderly manner with due consideration given to protection of adjoining property, the public and workmen. Any damage to streets, parking lots, utilities, irrigation systems, plants, trees, buildings, structures or private property, or the bench marks and construction staking due to the negligence of the contractor, shall be repaired and restored to its original conditions by the contractor at his/her expense. Those areas that are to be saved will be clearly fenced off by the contractor per the owner's instructions, and it will be the contractor's responsibility to ensure that these areas are not damaged during the construction process. Following completion of construction, should any of these trees, shrubs or irrigation facilities, etc., require replacement, it shall be done at the contractor's expense.</p> <p>090.050.010 Purposes. The purposes of this Article are to provide generally for the protection of trees, to ensure proper planting and maintenance of trees in the public right-of-way and in City parks, to provide for the abatement of nuisance trees on public and private property, and to provide for the proper licensing of all tree cutters doing business in the City.</p> <p>City of Glenwood Springs, CO Preservation Plan</p> <p>Page 16</p>	

Comment No.	Comment	Response
	<p>Life in Glenwood Springs continued in moderate prosperity. Automobiles were prevalent and major road improvements were ongoing in the canyon. Congressman Taylor was instrumental in bringing the first Federal Building to town in 1918. It housed the post office and land office, which administered one third of all land in Colorado. The town continued to pursue institutions and infrastructures that would carry it to modernity. During the Depression employment dipped but remained adequate with the construction of the Garfield County Courthouse and installation of street lights and street trees.</p> <p>Page 22 Outside of the tighter urban street lines of the commercial core, the buildings are associated with open space on each lot, in the form of front, rear and often side yards. This space and the related building scale are distinctive characteristics of these largely residential areas, and in such residential districts converting to office use. The trees within individual lots and lining the streets are also distinctive features.</p> <p>Page 37 Street trees are important historic elements of Glenwood Springs.</p> <p>Page 38 <i>Landscaping Requirements</i> The current code requires the replacement of street trees if their removal is proposed in a development project. It states that street trees within the planting strip must be planted at a rate of 1 per 50 feet or one tree on a lot that is 75 feet wide or less. Maintenance and removal of trees are matters covered in the code but provisions are drafted assuming that trees are nuisances. The parking code requires city approval when a live 14+ inch tree is to be removed, however, the review is only conducted when the tree is removed for parking or travel lanes. Code provisions currently afford no protection for trees during a development within the site. Because trees are a significant part of the residential and commercial character of Glenwood Springs further protection should be provided.</p> <p>The mature tree cover is widely acknowledged as a central element of city character and amenity, bringing the sense of the natural setting into the city itself. There are no safeguards for existing urban tree cover within private lots in the current code, with the only protection afforded to street trees in the right of way. Provisions otherwise are confined to dealing with the nuisance value of trees. Code provisions should address tree safeguards and include incentives for retention within private lots.</p>	

Comment No.	Comment	Response
	<p>Page 92 <i>Question 1 - Key Defining Features: Please identify the key defining features and characteristics of Glenwood Springs.</i> Residential Features "Downtown Victorians with the mature trees."</p> <p>Page 93 <i>Question 2 - Long Term Vision: What is your vision for the future of Glenwood Springs?</i> "State Highway 82 bypass with Grand Ave. reverting to a 2-lane parkway with trees."</p>	
<p>164</p> <p>164a</p> <p>164b</p>	<p>Comment # 164: James Breasted</p> <p>From: James Breasted <jamesbreasted@q.com> Date: Wed, Dec 31, 2014 at 2:17 PM Subject: Environmental Assessment comment To: Joseph Elsen - CDOT <joseph.elsen@state.co.us></p> <p>Dear Joe,</p> <p>Here is a letter to the editor which appeared today on page A14 in the Glenwood Post which I would like added as a comment in the extended Environmental Assessment Hearing on the Proposed State Highway 82 Grand Avenue Bridge. When I tried to send the letter as an email directly from the Post Independent website, it wouldn't let me. So, here is the letter:</p> <p>Let residents vote on bridge plan</p> <p>"Of the people, by the people and for the people." This is the correct way a democracy works. The Quality of life of the citizens of Glenwood Springs is at stake. Therefore, the citizens of Glenwood Springs need to make a decision about destroying the Grand Avenue bridge and allowing an LA-type exit off the freeway with a direct connection to Grand Avenue.</p> <p>The Citizens to Save Grand Avenue Group sponsored a vote. A ballot was printed in the Post Independent. A surprisingly large number voted. The ballot included the name, phone number and address so as to verify the vote, if need be. The vote to leave the existing bridge standing and find a bypass was favored five to one by the voters.</p> <p>The City Council, for whatever reason, will not allow the citizens of Glenwood Springs to vote on the matter. The City Council needs to let the citizens of Glenwood vote. "Of the people, by the people, for the people."</p>	<p>Comment #164a Response: Refer to Comment #9c Response.</p> <p>Comment #164b Response: Refer to Comment #9c Response about how consideration of public comment is not a vote-counting process. Please refer to Comment #9b Response regarding a bypass.</p>

Comment No.	Comment	Response
164c	<p>The City Council wants to vote with CDOT to build the freeway that will allow the fastest, most convenient path for traffic through Glenwood.</p>	<p>Comment #164c Response: CDOT is unable to respond to comments regarding the actions of local governments. The proposed project will not result in construction of a freeway to allow the fastest path for traffic through Glenwood Springs; all project changes take place in the 0.4 mile of SH 82 north of 8th Street. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge by itself will not increase traffic capacity. The reconfigured SH 82 tie into I-70 will increase traffic capacity and reduce delay and congestion in this limited area. 8th Street and all intersections to the south will not have additional capacity. Refer to Comment #5dn Response regarding speeds. The roadway will be designed to current standards and will be posted at 25 mph, which is consistent with the urban area and the roadway at either end of the bridge. Also refer to Comment #9c Response regarding a vote.</p>
164d	<p>This does not represent the wishes of the citizens of Glenwood Springs. That is why we need a vote.</p>	<p>Comment #164d Response: CDOT has received numerous comments during the comment period for the EA voicing both opposition and support for the project. CDOT has considered all public and other stakeholder input received throughout the EA process, and, indeed, many design elements of the project reflect that input. Refer to Comment #9c Response about how consideration of public comment is not a vote-counting process. Also refer to Comment #9k Response.</p>
164e	<p>I am curious as to why the City Council voted with CDOT and not the citizens of Glenwood Springs.</p> <p>The citizens of Glenwood Springs are not being represented by the City Council. The City Council is representing CDOT, and they do not seem to care about the quality of life for the citizens of Glenwood.</p> <p>Terry W. Stark Glenwood Springs</p> <p>The above letter was submitted by:</p> <p>James Breasted 678 Sopris Avenue Carbondale, CO 81623 970.963.4190 jamesbreasted@Q.com</p>	<p>Comment #164e Response: Comment noted.</p>

Comment No.	Comment	Response
165	<p>Comment # 165: Lise or Hamilton MacGregor</p> <p>From: Lise M MacGregor <liseham@juno.com> Date: Wed, Dec 31, 2014 at 11:31 AM Subject: SH82 Grand Avenue Bridge To: joseph.elsen@state.co.us</p> <p>Mr Elsen:</p> <p>The build alternative is the way to go. It is elegant, functional and replaces that awful intersection north of the river. To those opponents who say the money would be better spent on a "bypass", I say:</p> <ol style="list-style-type: none"> 1. Where is the documentation of what the money would buy? 2. What do you do with the existing bridge since there would be no money for anything? <p>The existing bridge has served us well, beyond design service life and traffic loads. The people who designed and built it should be commended for a job well done, but it is time to move on, and hope that the current generation of engineers and construction workers is up to the task.</p> <p>Respectfully, Hamilton MacGregor, 837 26 Road, Grand Junction CO</p>	<p>Comment #165 Response: Comment noted.</p>
166	<p>Comment # 166: Ray Schmahl</p> <p>From: <Ray.Schmahl@kiewit.com> Date: Wed, Dec 31, 2014 at 11:19 AM Subject: RESUME2 To: joseph.elsen@state.co.us</p> <p>Joe, please attach my attached resume to my previously submitted comments regarding the Grand Ave. Bridge replacement project. I hope that attaching my resume will minimize the potential for my comments to be discounted.</p> <p>Thanks, RAS</p> <p>Ray Schmahl 403 Sunny Acres Glenwood Springs, Colorado 81601</p> <p><i>Education and Employment Synopsis</i></p> <p>EDUCATION</p>	<p>Comment #166 Response: CDOT has reviewed and considered all comments submitted on the EA. Please refer to Comment #151 Response for responses to the comments you submitted.</p>

Comment No.	Comment	Response
	<p>1993 ASSOCIATED GENERAL CONTRACTORS Advanced Management Program</p> <p>1990 UNIVERSITY OF COLORADO, Denver, Co. Executive Master of Business Administration Program, Completed 1.5 Semesters</p> <p>1973 – 1975 UNIVERSITY OF NORTHERN COLORADO, Greeley, Co. Graduated 1975 BA Major: English, Minor: History/Political Science, Teaching Certificate</p> <p>1976 SUPERVISORY SKILLS SEMINAR Sponsored by Mountain States Employers Council</p> <p>1977 CONSTRUCTION MANAGEMENT Sponsored by University of Oregon</p> <p>1977 TILT-UP CONSTRUCTION Sponsored by World of Concrete Seminars</p> <p>1984 SEGMENTAL BRIDGE CONSTRUCTION Sponsored by Figg & Muller Engineers</p> <p>1984 COMPUTERIZED CRITICAL PATH SCHEDULING Sponsored by Demand Construction Services</p> <p>1988 CONSTRUCTION CLAIMS, DISPUTES, CHANGES AND BEYOND Sponsored by National Society of Professional Engineers</p> <p><u>EMPLOYMENT HISTORY</u></p> <p>March 2010 – Present Segmental Planning Manager Kiewit Bridge and Marine</p> <p>2009- March 2010 Owner Ray Schmahl Consulting LLC</p> <p>Sept. 2004- 2009 BTE Concrete Formwork LLC, Member, General Manager</p> <p>Mar.2002-Sept.2004 Senior on site representative for Flatiron Structures Co., one of the JV partners to the KFM Joint Venture building the new Oakland Bay Bridge Skyway. Worked on various superstructure assignments from establishing the casting facility to cast-in-place pier tables.</p> <p>July 1995 – Feb.2002 BTE Concrete Formwork, LLC, Member/General Manager</p> <p>Jan 1993 – May 1995 Superstructure Manager for Flatiron/Eby project in Austin, Texas.</p> <p>U.S. 183 Project at \$72,000,000 included 1,300,000 square feet of pre-cast segmental bridge deck. Directly responsible for the superstructure construction worth</p>	

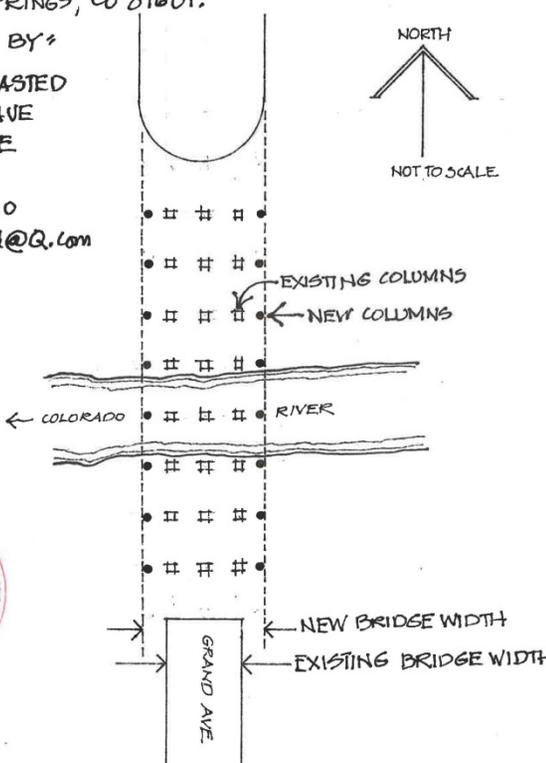
Comment No.	Comment	Response
	<p>roughly half of the contract total and indirectly responsible for Flatiron interest in half of the contract profit/loss.</p> <p>Aug 1982 – Dec 1993 Area Manager, Flatiron Structures Company. Directly reported to President/CEO for all 10 Glenwood Canyon Projects built by Flatiron Structures Co. The responsibilities ranged from an \$870,000 Traffic Control Project to the \$32,000,000 Hanging Lake Viaduct. Over the 10-year span of Glenwood Canyon construction, responsibilities included estimating, managing and completing 9 pre-cast segmental bridges, 6 cast-in-place box girder bridges, 3 structural steel bridges, pre-cast and cast-in-place retaining walls, post-tensioned roadway slabs and associated highway construction items.</p> <p>Mar 1980 – Aug 1982 Chief Estimator/Project Manager, C. Mays Concrete Construction Co. Grand Junction, Co. Estimated and managed concrete construction subcontracts in and around Grand Junction, including the Walker Field Terminal Building, the Hilton Hotel foundations and floors, plus numerous tilt-up buildings around Grand Junction.</p> <p>1976 – Mar 1980 Flatiron Companies, F&F Concrete Construction Co. Progressive positions and responsibilities as laborer, carpenter, carpenter foreman, estimator and area manager for a concrete construction division of Flatiron, which performed foundations for residential and light commercial buildings.</p>	
<p>167</p> <p>167a</p>	<p>Comment # 167: Charlie Jacobson and Aarne Sande</p> <p>From: Aarne Sande <knutsande@aol.com> Date: Wed, Dec 31, 2014 at 5:43 AM Subject: Grand Avenue Bridge To: joseph.elsen@state.co.us</p> <p>Dear Mr. Elsen:</p> <p>The Grand Avenue Bridge replacement for the sh82 project requires a full Environmental Impact Statement.</p>	<p>Comment #167a Response: Please refer to Comment #9f Response.</p>

Comment No.	Comment	Response
167b	<p>I know the impact of this proposed bigger, wider and taller bridge to the air quality of our beautiful town and on my business. I am the owner of Sacred Grounds Coffee House. This proposed new bridge is going to cause more vehicles (which is your purpose of building this bridge) travel thru the bridge. The more vehicles, the more air pollution from the exhaust which contains hundreds of harmful chemicals (like benzene-cancer causing, carbon monoxide, carbon dioxide etc, etc) and also the solid PM10 (fine dust, very bad for the respiratory system). Additionally, the noise pollution from the traffic, the danger of increased vehicles to the pedestrian (tourists and locals like ourselves) are all bad impact on our town not to mention how it will affect the beauty of our downtown.</p>	<p>Comment #167b Response: As described in Chapter 1 of the EA, the purpose of this project is not to provide more capacity to carry traffic. It is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The Grand Avenue Bridge project is also about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge by itself will not notably increase traffic. The reconfigured SH 82 tie into I-70 will reduce delay and congestion in this limited area. 8th Street and all intersections to the south will not have additional traffic capacity. Air quality is assessed in the EA and will slightly improve with the Build Alternative compared to the No Action Alternative because of the improved traffic flow under the Build Alternative. Vehicles idling for long periods of time due to congestion generate more exhaust emissions in a localized area compared to free flowing vehicles that produce less exhaust emissions. Noise levels under the Build Alternative will be similar to those that will exist under the No Action Alternative. Also refer to Comment #15a Response.</p>
167c	<p>I respectfully urge you to do the full EIS on this project. Thank you.</p> <p>Sincerely, C. C.(Charlie) Jacobson</p>	<p>Comment #167c Response: Refer to Comment #9f Response.</p>
168	<p>Comment # 168: Suzanne Stewart</p> <p>Joe Elsen, PE CDOT, Program Engineer joseph.elsen@state.co.us</p> <p>Dear Joe;</p> <p>My involvement and commitment in the last three years has been to the Grand Avenue Bridge process. I’ve watched it ebb and flow like all large complex projects. There were times I felt some doubt about the process itself but as I continued to meet my commitment I saw results. Results that the Stakeholders Working Group (SWG), Project Leadership Team (PLT) and the Project Working Group (PWG) were arriving at through a honest vetting process. We debated, questioned and cross-checked each other and ourselves. We challenged CDOT; there were situations they had room to give and other times they were beholden to NEPA regulations or budget constraints. Collectively our deliberations produced the Grand Avenue Bridge plans and Environmental Assessment (EA) you have seen. It does not meet everyone’s expectations - there will never be a plan, an EA/EIS or project that ever does; we all know that.</p>	<p>Comment #168 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

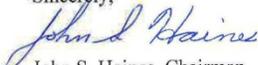
Comment No.	Comment	Response
	<p>I support the Grand Avenue Bridge project because it will...</p> <ol style="list-style-type: none"> 1. be safer 2. give us a more welcoming city entryway 3. provide more pedestrian and bike opportunities 4. produce more real estate for development in multiple locations i.e., under the bridge, 6th Street and 7th Street 5. create yet another 'village center' of commerce in north Glenwood along 6th Street complimentary to downtown Grand Avenue on the south side of the bridge <p>As I look to 2015 and beyond, I see our city taking advantage of the current Grand Avenue Bridge project and working diligently to ensure we build for growth in the most appropriate ways.</p> <p>I believe it would be a huge disservice to the community of Glenwood Springs to not proceed with the final design and construction of SH 82 Grand Avenue Bridge project.</p> <p>Thank you for your consideration.</p> <p>Regards,</p> <p>Suzanne M. Stewart</p>	
169	<p>Comment # 169: Carol & David Hauter</p> <p style="text-align: right;">Carol & David Hauter 101 Maple St. Glenwood Springs, CO 81601 Ph. 970.928.7918</p> <p>December 29, 2014</p> <p>Re: Grand Avenue Environmental Assessment Joe Elsen, P.E. Colorado Department of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p>Dear Joe, We recognize the new bridge projects offer a new vision for our town to flourish. Glenwood Springs just reclaimed the beautiful coming together of our</p>	<p>Comment #169 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
	<p>two rivers from its use as a sewer plant. This and the new vehicle bridge alignment present opportunities for a more pedestrian community and to solve the real world impacts on the downtown. Bypassing 6th Street from the Village Inn to the Hotel Colorado, the new vehicle bridge provides a more efficient access and egress to I-70. Removing through traffic for two blocks on 6th Street creates a pedestrian friendly opportunity for new development. The new pedestrian bridge will be handicapped accessible, making the pedestrian experience available to even more people. The new bridges draw attention to the need for an 8th Street connection to downtown and another bridge from Midland to Highway 82 south of the airport. It is a remarkable opportunity for constructive change.</p> <p>After the past 3 yrs. of a citizen input process we have designated replacement of the existing Grand Avenue Bridge and a new alignment for Highway 82. You, CDOT, the City, the Downtown Development Authority and many consultants provided leadership and guidance and listened to the diverse voices of our community. The existing bridge is dangerous and structurally deficient. A new bridge is our best next step. We are lucky to have the funds available. Few communities have the money. Nationally, it is a multibillion-dollar problem. The reluctance to accept the new bridge by a few is an unwillingness to adapt to the reality of our time. We need a new bridge as envisioned in the Environmental Assessment.</p> <p>It is important that the EA process is completed so can we move on to prepare the final design. We look forward to assist any way we can in final design phase and as we go forward working towards the positive changes on the horizon. We commend you and CDOT for providing a fair, extensive and thorough process. Let's build a beautiful and functional vehicle bridge and embrace all the other possibilities. The location and visibility of this project demands an extraordinary project representative of City of Glenwood Springs and the State of Colorado.</p> <p>Onward,</p>  <p>Carol & David Hauter Glenwood Springs</p>	

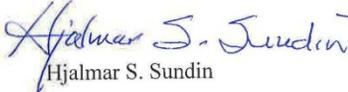
Comment No.	Comment	Response
<p>170</p> <p>170a</p> <p>170b</p> <p>170c</p>	<p>Comment # 170: Darwin Raymond</p> <div style="text-align: right; margin-right: 50px;">12-30-14</div> <div style="text-align: center;">  </div> <p>CDOT ATTN: Joe Elsen 202 Centennial St. Glenwood, Springs, CO 81601</p> <p>I do not believe the new bridge will help the traffic problem, I really think it will make it worse, and destroy the downtown as we know it. I know that the present bridge could be brought up to standards if you wanted it to be, and at a lot less money spent. In my opinion I think the bridge should be made wider and strengthened if that is what needs to be done to bring it up to your standards. I also think that the extra money should be used to figure out a bypass, that is what we need more then a new bridge.</p> <p>Sincerely, Darwin Raymond (native) 927 Grand Ave. Glenwood Spring, CO 81601</p>  <div style="text-align: center; margin-top: 20px;"> <p>SALES & SERVICE FOR OVER 50 YEARS LOCALLY OWNED AND OPERATED</p> <p>DARWIN RAYMOND</p>  <p>OFFICE MACHINES & SUPPLIES, INC. 927 GRAND AVENUE GLENWOOD SPRINGS, COLORADO 81601 (970) 945-5872 FAX (970) 945-5811 RAYMONDS@SOPRIS.NET</p> </div>	<p>Comment #170a Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge by itself will not notably increase traffic capacity. The reconfigured SH 82 tie into I-70 will increase traffic capacity and reduce delay and congestion in this limited area. 8th Street and all intersections to the south will not have additional capacity.</p> <p>Comment #170b Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response.</p> <p>Comment #170c Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

Comment No.	Comment	Response
171	<p>Comment # 171: James Breasted</p> <p>DATE = DECEMBER 30, 2014</p> <p>SUGGESTED REDESIGN AND REINFORCEMENT OF THE EXISTING HIGHWAY 82 GRAND AVENUE BRIDGE IN GLENWOOD SPRINGS, COLORADO, SUBMITTED TO JOE EISEN, P.E., COLORADO DEPARTMENT OF TRANSPORTATION, 202 CENTENNIAL DRIVE, GLENWOOD SPRINGS, CO 81601.</p> <p>SUBMITTED BY:</p> <p>JAMES BREASTED 678 SOPRAS AVE CARBONDALE CO 81623 970.963.4190 jamesbreasted@Q.com</p>  <p>← COLORADO RIVER</p> <p>← NEW BRIDGE WIDTH ← EXISTING BRIDGE WIDTH</p> <p>← EXISTING COLUMNS ← NEW COLUMNS</p> <p>← GRAND AVE</p> <p>← NORTH NOT TO SCALE</p> <p>DEC 2014 RECEIVED Glenwood Springs CO81601</p> <p>SUBMITTED AS A COMMENT TO THE ENVIRONMENTAL ASSESSMENT HEARING HELD IN NOVEMBER, 2014 IN THE GLENWOOD SPRINGS ELEMENTARY SCHOOL.</p>	<p>Comment #171 Response: Thank you for your suggested redesign. The rehabilitation alternative was evaluated and dismissed for reasons explained in Comment #7b Response. Also refer to Chapter 2 and Appendix A of the EA.</p>

Comment No.	Comment	Response
172	<p>Comment # 172: Tony Rosa <small>Dec-28-2014 15:43 From:THE PRINTWORKS #9708457248 T-101 P.002/003 F-898</small></p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>I have lived next to the Grand Avenue Bridge for the last 60 years. During this time I have seen the traffic increase. For the last two years I have been following the bridge project. These are my concerns and observations:</p> <ol style="list-style-type: none"> 1. Building a taller and wider bridge will not decrease the traffic on Grand Avenue. 2. It is better to spend 60 million to repair existing bridge than to spend up to 120 million to replace it. The extra money spent is not worth the benefits received. 3. CDOT did an IS study for the bridge replacement. Now the project has grown in to much more than just a bridge replacement. So I think a new in-depth study should be conducted for HWY 82 all the way through Glenwood. 4. CDOT along with the city of Glenwood Springs, did a poor job in explaining the scope of this project. I feel they were not totally forthcoming on construction cost, time for construction of the project and presentation to the public. Repair to the bridge would be sufficient until they can complete these other studies for the <u>Optional Information</u> town of Glenwood Springs. <p>Name: Tony Rosa <i>-Tony Rosa</i> Address: P.O. Box 922 Glenwood Springs Co. 81602 Phone: 970-618-7531 E-mail: nino711@a.com</p> <p><small>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</small></p> <p>All comments must be received by December 1, 2014</p> <p><small>Dec-28-2014 15:43 From:THE PRINTWORKS #9708457248 T-101 P.003/003 F-898</small></p> <ol style="list-style-type: none"> 5. The money they save from this project can be used to help another project in the state <p style="text-align: right;">Sincerely, Tony ROSA</p>	<p>Comment #172a Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, including reducing traffic on Grand Avenue, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.</p> <p>Comment #172b Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response.</p> <p>Comment #172c Response: Please refer to Comment #22b Response regarding the scope and purpose of the EA.</p> <p>Comment #172d Response: The purpose, scope, and estimated cost of the project are outlined in Chapter 1 and 2 of the EA. Section 2.3 of the FONSI clarifies costs included in the estimated project cost. The Grand Avenue Bridge EA process involved an extensive public and agency involvement program. Since project initiation in November 2011, it included one-on-one contact with approximately 3,000 stakeholders through an array of outreach activities (refer to Comment #9k Response and Chapter 5 of the EA for more information). CDOT attempted to provide timely information to the public throughout the study.</p> <p>Comment #172e Response: Refer to Comment #172b Response.</p> <p>Comment #172f Response: Comment noted.</p>
172a		
172b		
172c		
172d		
172e		
172f		

Comment No.	Comment	Response
173	<p>Comment # 173: John Haines</p> <p>Citizens to Save Grand Avenue PO Box 1151 Glenwood Springs, CO 81602</p> <p>Joe Elsen Colorado Dept. of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p>Subject: State Hwy 82/Grand Avenue Bridge</p> <p>Dear Mr. Elsen;</p> <p>On behalf of Citizens to Save Grand Avenue, I wish to enter into the record the results of our group's efforts to ascertain the wishes of the residents of Glenwood Springs with regard to the present plan for replacement of this bridge.</p> <p>In June, 2013 we made a request of City Council for an advisory vote to determine the wishes of the City's citizens with regard to the plan which was being promoted by CDOT. City Council rejected that request, because it would cost an estimated \$15,000, and was not needed because they thought they knew what the public wanted.</p> <p>In September, 2013, Citizens to Save Grand Avenue, at our own cost, mailed a Public Opinion Ballot and information sheet (copies enclosed) to all residents of the City of Glenwood Springs. The results from the over 600 ballots returned showed that 75% of the people were in favor of stopping the plan to replace the current bridge, and that 84% favored initiating long range planning to take Hwy 82 traffic off Grand Avenue. These results clearly demonstrate that a significant majority is not in favor of the current bridge replacement plan that is being shoved down our throats.</p> <p>Sincerely,  John S. Haines, Chairman</p> <p>Encl.</p> 	<p>Comment #173 Response: Please refer to Comment #9c Response. As reported on Garfield County's website, the population in Glenwood Springs was 9,614 (according to the 2010 Census). 600 is a low percentage of the city's population. CDOT has received numerous comments during the comment period for the EA voicing both opposition and support for the project. Refer to Comment #9c Response about how consideration of public comment is not a vote-counting process. Also refer to Comment #9b Response regarding a bypass.</p>

Comment No.	Comment	Response
<p>173 (cont'd)</p>	<p style="text-align: center;">GRAND AVENUE BRIDGE REPLACEMENT: PROS AND CONS</p> <p>Arguments for:</p> <ol style="list-style-type: none"> 1. The Grand Avenue bridge is 60 years old, and will need to be replaced at some time in the future. 2. The bridge has been declared by CDOT as “functionally obsolete”* for the following reasons: <ol style="list-style-type: none"> a. The lanes are 9’- 4” wide compared to the current highway standard of 12’. b. The clearance over the railroad is one foot less than the current standard of 23’ - 6” for new construction. c. The clearance over 7th Street is 4” less than the current standard of 14’. d. Scouring action is occurring around the base of the bridge pier in the Colorado River. e. The location of the north and south bridge piers compromises the function of one I-70 off-ramp and one on-ramp. <p>* The current bridge has not been classified as “structurally unsafe”, and CDOT has not posted any load limits on trucks using the bridge.</p> <p>Arguments against:</p> <ol style="list-style-type: none"> 1. A new bridge will continue to deliver Hwy. 82 traffic onto Grand Avenue, and will do nothing to resolve the increasing Grand Avenue traffic congestion; it only perpetuates it. 2. The new entrance to downtown Glenwood Springs, as currently proposed, is too grandiose, and is not in keeping with the character of our community. Also, its 12’ wide lanes will encourage Grand Avenue traffic to move at excessive speeds. 3. During the closure of the present bridge for an estimated two months during construction, Midland Avenue will have to carry all of the traffic through town, including semi-trailer trucks. This will create gridlock of all vehicular traffic, disrupting school operations, emergency vehicle response, and the functioning of local businesses and Glenwood Springs and RFTA buses.* 4. Traffic will be severely impeded during construction of the reconfiguration of the 6th and Laurel (Village Inn) intersection, which could require closure of I-70 Exit 116.* <p>* Before any of this construction is started, another route through town adequate to accommodate traffic with a minimum of inconvenience needs to be made available.</p>	

Comment No.	Comment	Response
174	<p>Comment # 174: Hjalmar S. Sundin</p> <p style="text-align: right;">810 North Traver Trail Glenwood Springs, CO 81601 December 31, 2014</p> <p>Joe Elsen Colorado Dept. of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p>Subject: State Hwy 82/Grand Avenue Bridge</p> <p>Dear Mr. Elsen:</p> <p>As you are aware I have been an outspoken critic of the present plan for replacement of this bridge, and have filed my comments against proceeding with the project as currently proposed. I have been active in Citizens to Save Grand Avenue, serving on the Steering Committee, and as such prepared the Challenge to the Environmental Assessment filed on behalf of that group of concerned citizens. I have also submitted my own comments.</p> <p>For the record, I wish to present my credentials for these commentaries. I have a Masters Degree in Structural Engineering and a PhD in Civil Engineering, and during my working career was a Registered Structural Engineer in the State of Illinois, and a Registered Professional Engineer in both Illinois and Colorado. I was an engineering instructor at the University of Illinois from 1949-1952, following which I worked for Baxter & Woodman, a consulting engineering firm in Illinois until 1989, serving as president of the company from 1975 until my retirement. After moving to Glenwood Springs in 1989, I served three terms on the City's Transportation Commission from 1992 until 2001.</p> <p style="text-align: center;">Sincerely,</p> <p style="text-align: center;"> Hjalmar S. Sundin</p>	<p>Comment #174 Response: The credentials you submitted are included here and are a part of the project record.</p>

Comment No.	Comment	Response
175	<p>Comment # 175: Chris McGovern</p> <p>12/31/2014</p> <p>To whom it may concern:</p> <p>This letter is being sent as a comment on the EA for the Grand Ave Bridge Project.</p>	
175a	<p>First of all, thank-you for extending the time period for comments to be made.</p>	<p>Comment #175a Response: Comment noted.</p>
175b	<p>Secondly, thank-you for allowing enough time for citizens to speak at the last 2014 EA meeting. (That was especially important, because other "public meetings" had plenty of time devoted to PRESENTATIONS, but very little time or 'no-time' for community input).</p> <p>I am writing as a citizen who</p> <ul style="list-style-type: none"> • lives in the Downtown core, • as the current owner of a 6-unit property on 800 block of Grand Avenue (since 1985), • as a former Retail Business owner (25 years ownership of a successful shop on Grand Ave, GS in the core downtown), • as a an MBA (degree from the DU executive program 2001), and • as GS City Council representative (from 2003-2007). 	<p>Comment #175b Response: It was fortunate that the Glenwood Springs Elementary School, where the public hearing was held, was flexible with their closing hours, which allowed CDOT to accommodate everyone who wished to speak at the public hearing. Several previous public meetings allowed opportunity for public input, such as the January 19, 2013 public meeting where “conversation circles” were provided for key topics where information was presented followed by group discussions in which public participants voiced concerns and suggestions. Refer to Chapter 5 of the EA for more information.</p>
175c	<p>Since my experience is in the small business area, I was particularly interested in the written statements within the EA referring to impacts on the business community (section 3-pages 62 through 68). The situations that are described in the EA are done in a "shallow" manner at best, and nonsensical at worst. Case studies were supposedly referred to, but in such a general manner as to be meaningless.</p> <p>The "conclusion" stated in the report is that the GS downtown economy should fully recover after construction is complete.</p> <p>We have a case study that is much more meaningful than Arvada, Colorado or St Croix MN. We have the experience of the repaving project throughout Downtown Glenwood. CDOT refers to that project as an "aside" in this report..... but never mentions, nor has it ever recognized or "studied" the 17 small GS Downtown businesses that ceased operations within 24 months of the Grand Ave. repaving project. This EA report is rather 'flip' to indicate that businesses that "already might be struggling, will likely have a challenging</p>	<p>Comment #175c Response: Arvada and St. Croix are dissimilar to Glenwood Springs in many respects. These two case studies were used because they involved significant bridge reconstructions next to downtowns. We researched other projects across the country and were unable to find other case studies more applicable to the situation and their lessons learned.</p> <p>The assessment of business impacts from the project included interviews with local businesses and questions about effects of the GAPP projects on their businesses. These effects were considered in the economic impact assessment, discussed in Section 3.6 of the EA. The <i>Economic Conditions Technical Report</i> provides greater details</p> <p>The full statement referenced by the commenter is “Businesses that are suffering already will likely have a particularly challenging time during construction.” CDOT understands the importance of keeping businesses viable during construction. Table 3-2 of the FONSI lists mitigation measures to minimize impacts to businesses during construction.</p>

Comment No.	Comment	Response
175d	<p>time"; the EA does not take it to the logical conclusion, which is that most will fail.</p> <p>Just as an aside.... most of the businesses in the core downtown are struggling. Although, sometimes, CDOT only takes into consideration ONE BUSINESS, that of the Hot Springs Pool- which IS healthy.</p> <p>While I was on City Council, the local CDOT representative came before Council several times to describe the intersections on Grand Ave. in the core Downtown. Between 2003-2007, several intersections were already failing at certain times of the day. Grand Ave was often carrying as much traffic as the Eisenhower tunnel. As a contrast to the tunnel however, Grand Ave has school children crossing, a library on one side of the street, the post office on the other side of the street, and a business district on both sides of the street that is trying mightily to stay alive, as ever worsening traffic strangles the town.</p>	<p>Comment #175d Response: Grand Avenue has not, at any time, carried the amount of traffic that has gone through the Eisenhower and Johnson Memorial tunnels. The EA evaluated impacts of the wide range of businesses within the study area, as shown in Section 3.6 of the EA and the <i>Economic Conditions Technical Report</i>.</p>
175e	<p>At that time (2003-2007), the City was requesting that CDOT look to design & develop an alternate route. Quite a bit of work was started on that study. For some reason, that study was "put-on-hold".... or dropped altogether, and the next project on the CDOT plate in GS became the replacement of the Grand Ave Bridge.</p> <p>There was hue & cry, but the Grand Ave Bridge project has received all of the resources in the past few years.</p>	<p>Comment #175e Response: Please refer to Comment #9b Response regarding a bypass. CBE funds, which are used solely for bridge projects, are available right now to address the functional and structural deficiencies of the aging bridge structure.</p>
175f	<p>In the meantime: Downtown GS is suffering. Tourists, visitors, and local residents are very blunt when asked why they don't shop downtown any longer: it is the TRAFFIC. Here's what I hear from visitors, tourists & locals who used to patronize shopping downtown.</p> <p>"The TRAFFIC is dangerous, the traffic is too fast, the traffic is too loud and dirty."</p> <p>"There are too many trucks going through GS on Grand Ave."</p> <p>" People have a hard time crossing Grand Ave. on foot."</p> <p>" Nowadays, folks have a hard time getting across Grand Ave. even in their vehicles!"</p> <p>"Downtown has ceased to be pleasant as a shopping destination because of the traffic."</p> <p>"I can't hear myself think with all of the truck noise".</p>	<p>Comment #175f Response: Please refer to Comment #5dn Response regarding speeds. Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge by itself will not increase traffic capacity. The reconfigured SH 82 tie into I-70 will increase traffic capacity and reduce delay and congestion in this limited area. 8th Street and all intersections to the south will not have additional capacity.</p>

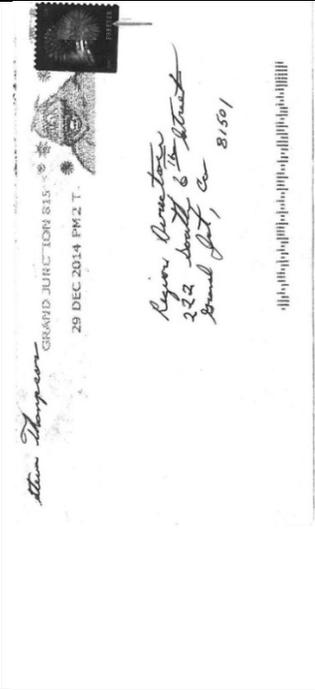
Comment No.	Comment	Response
175g	<p>The proposed bridge (wider/smooth) is going to allow for MORE traffic on Grand Ave (there are plans for new developments in Basalt, a new development at Cattle Creek). All of those people need to be serviced with goods & materials. Every roll of toilet paper that goes to Aspen, that goes up-valley, is carried on Grand Ave. through the GS core downtown.</p> <p>Descriptions of conditions on Grand Ave:</p> <ul style="list-style-type: none"> • Rarely (ever?) is there a state-patrol monitoring speeds. • Lanes on Grand have been widened (which NATURALLY speeds up traffic). CDOT & studies show that vehicle speeds are more a function of the WIDTH of the roadway than of the posted speed limit. • Traffic on 82 "backs up" and blocks the side streets (especially in the evening commutes)... so that frequently vehicles on 9th and on 10th still can't get across the street, even when they do get the signal. • Morning deliveries to Aspen mean 5AM-6:30AM heavy traffic/delivery trucks over Grand Ave., and 6:30 to 8:30 AM are the heavy morning commuter hours. <p>So----how does all this talk about "traffic" relate to the bridge? The wider bridge might be POSTED at 25mph, but it will be designed & built for 35 mph speeds (as per engineering specs) . Drivers will respond to the "feeling" of the thoroughfare, not the posted speed limit. That brings vehicles into downtown at a much higher speed than is safe for the community. Downtown GS is a MIXED-USE area. There are many residences on the 700 & 800 blocks of Grand, downtown is a dense residential area directly to the east and the west of Grand.</p>	<p>Comment #175g Response: The project will not induce new traffic, please refer to Comment #21c Response. Please refer to Comment #5dn Response regarding speeds under the Build Alternative.</p>
175h	<p>It would be MUCH wiser to</p> <ul style="list-style-type: none"> • fix the current bridge, • make it 3 lanes (one N, one S, one turn lane).... • keep the historical character of the existing bridge into historical downtown GS. 	<p>Comment #175h Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response. The Build Alternative will include aesthetic treatments and urban design elements that reflect the city's historic mountain town character and stakeholder input. Refer to Section 4.1 of the FONSI for more detail regarding the more recent aesthetic treatment and design details of the Build Alternative that have been determined as of the writing of the FONSI.</p>
175i	<p>If CDOT will not add any lanes to their current system, then GS should "trade" Hwy 6 & 24 between 7th St and Mel Rey.... in order to build an alternate route, and take Highway #82 off of Grand Ave between 7th and say, perhaps, 27th.</p>	<p>Comment #175i Response: This comment will be considered as input to the local and regional transportation planning process, because the Grand Avenue Bridge project does not include a purpose and need that calls for providing an alternate route. Please refer to Comment Response #9b regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

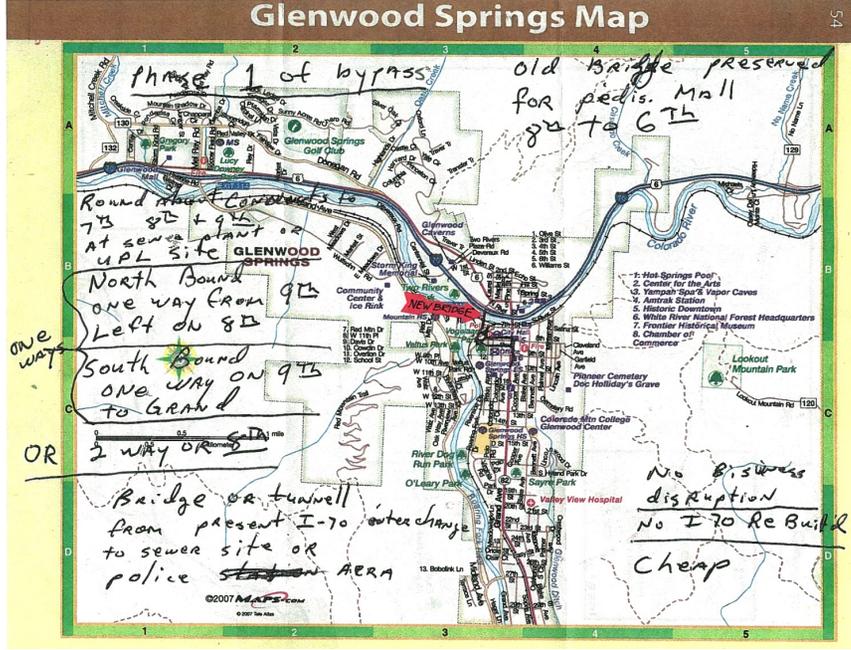
Comment No.	Comment	Response
175j	<p>The bridge as it is designed is</p> <ul style="list-style-type: none"> • too large for the historic character of Glenwood (the bridge design as proposed more logically belongs in LA) • too wide for 25 mph speeds to be reasonably observed • too intrusive into the Downtown core...taking up an OVERWHELMING amount of width on the 700 block of Grand Ave/there will never be any sun reaching the sidewalks.... as well as designing too much bridge length at the bottom of the bridge/8th street. 	<p>Comment #175j Response: Please refer to Comment #5dn Response regarding speeds. The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards. The size of the new bridge is a function of safe design standards and the alignment. The extended length of the bridge downtown was in response to stakeholder input to provide for a more pedestrian and human environment under and around the bridge downtown. Given options of a shorter bridge and the longer bridge as selected, there was strong desire for the longer bridge. Either of those bridge options would have a similar height and width in the downtown area. To minimize impacts to the downtown area, the lanes will be narrowed as they approach 8th Street. Further, aesthetic treatments that have been developed for project elements reflect input and requests from local agencies and the public that the project be consistent with the historic mountain town character of Glenwood Springs.</p>
175k	<p>Downtown Glenwood needs to be healthy.... that means a mix of Retail, Restaurants & Residents. The Caverns attract people, the Hot Springs Pool attracts people..... but once the visitors have taken in those attractions, they want an interesting & viable Downtown. The traffic is killing the Retail businesses (retail businesses are open when vehicle traffic is heaviest & most constant).</p>	<p>Comment #175k Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. Refer to Comment #175h Response for more information.</p>
175l	<p>CDOT should act in good faith, and act as a good partner when operating in Glenwood. The NEED is not for an astronomically huge bridge. The need is to fix the current bridge, and put in an alternate route. (Some CDOT employees have disingenuously asked"well, WHERE would that route be?".... knowing full well, that the proposed route must go through the process of narrowing down all the alternatives, and that a pre-selected route would not be allowed).</p>	<p>Comment #175l Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards. Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>
175m	<p>Please note the condition of the current downtown community in the pictures that I am enclosing. I only snapped pictures on the 700 block to the north corner of the 1000 block of Grand. The VACANCIES are the highest in my 40 year memory of being "on" Grand. Tourists, visitors and residents are all blunt: it is the traffic. The bridge will most certainly mean more & higher densities of traffic. Please be respectful of the character and the health of Historical Glenwood Springs.</p> <p>Thank-you for your attention to this matter.</p> <p>Chris McGovern (970-7599) 930 Bennett Ave Glenwood Springs, CO 81601</p>	<p>Comment #175m Response: The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge by itself will not increase traffic capacity. The reconfigured SH 82 tie into I-70 will increase traffic capacity and reduce delay and congestion in this limited area. 8th Street and all intersections to the south will not have additional capacity.</p>

Comment No.	Comment	Response
	 <p>938 Grand- formerly retail space- VACANT</p> <p>828 Grand AVE- Office Spaces- VACANT</p> <p>828 Grand Ave- Retail Space- VACANT</p> <p>828 Grand Ave- Formerly Retail space over a garage- VACANT</p> <p>Tamarack building- 5 VACANCIES- Bldg for sale</p> <p>938 Grand- Formerly restaurant- over one year- VACANT</p> <p>721 Grand- formerly restaurant- VACANT for years</p> <p>938 Grand- VACANT</p> <p>King Hill- 700 sq. ft. restaurant- over one year- VACANT</p> <p>King Hill- 1100 sq. ft. 65,000 sq. ft. floor space- VACANT</p> <p>Corner of 9th & Grand- VACANT</p> <p>One of the most historical buildings in town- VACANT for years</p> <p>838 Grand- East Side- Lower level VACANT</p> <p>838 Grand Ave- VACANT</p> <p>Corner of 9th & Grand- VACANT</p>	

Comment #	Comment	Response
176	<p>Comment # 176: Roaring Fork Transportation Authority, David Johnson, Director of Planning</p> <p>From: David Johnson <djohnson@rfta.com> Date: January 6, 2015 at 11:19:18 AM MST To: Joseph Elsen - CDOT <joseph.elsen@state.co.us> Cc: Dan Blankenship <dblankenship@rfta.com>, Angela Kincade <akincade@rfta.com>, Mike Hermes <mhermes@rfta.com> Subject: Grand Avenue Bridge EA comments -draft</p> <p>Joe:</p> <p>My sincere apologies to send you these comments after the closing date of the NEPA process. RFTA has the following comments and concerns, for internal discussion at this point.</p>	
176a	<p>1. In Section 3.2.3 (Transportation Mitigation), the EA states” “CDOT will coordinate with RFTA during design and construction to provide adequate detour routes for impacted bus routes and bus stops.” Notwithstanding CDOT’s efforts to date to coordinate with RFTA and other agencies on Transit mitigation, RFTA requests that every effort be made to allow RFTA to maintain its bus operations during the construction process, including but not limited to transit priority measures. Operational impacts within Glenwood Springs will have impacts on RFTA service throughout RFTA’s 70-mile service area from Rifle to Aspen.</p>	<p>Comment #176a Response: CDOT will continue to coordinate with RFTA to explore ways to best meet RFTA’s transit needs during the construction phase of the project.</p>
176b	<p>2. RFTA would like clarification regarding the need for permanent easements within and across the Denver and Rio Grande Rail Right of Way, primarily because the Wye Area is already encumbered by an exclusive easement belonging to the Union Pacific Railroad. RFTA can’t grant an easement without the UPRR’s authorization.</p>	<p>Comment #176b Response: Permanent easements for the Grand Avenue Bridge project are no longer required for the wye area. Only temporary easements for the detour are needed.</p>
176c	<p>3. During the design process, RFTA’s Operations and Facilities staff wish to review turn radii, lane widths, horizontal and vertical curves and other design features to ensure that they will work for standard 40-ft buses and for 57-passenger coaches. I understand that there is an abundance of sophisticated modeling tools that account for larges buses, trucks and other vehicles, but they have the potential, from RFTA’s experience, to reflect operational realities.</p>	<p>Comment #176c Response: CDOT will involve RFTA during the design process to address issues noted in your comment.</p>

Comment #	Comment	Response
176d	<p>4. RFTA appreciates the magnitude of this project's scope, cost, complexity and long-term benefits to safety and mobility. Congratulations on your efforts to attain scarce bridge enterprise funding for this critical project.</p> <p>David Johnson, AICP Director of Planning Roaring Fork Transportation Authority 1340 Main Street; Carbondale, CO 81623 970.384.4979 (phone), 970.376.4492 (mobile)</p>	<p>Comment #176d Response: Comment noted.</p>
<p>177</p> <p>177a</p> <p>177b</p> <p>177c</p>	<p>Comment # 177: Steve Thompson Comment was postmarked December 29, 2014 and, therefore, is included here. For clarity, text from comment has been typed below:</p> <p>Region Director, I am disappointed with CDOT, the Grand Ave Bridge work is something that was not disclosed clearly and misrepresented.</p> <p>120 million and we end up with no improvement only faster traffic flow on Hwy 82.</p> <p>P.S. Fix the old bridge</p> <p><u>No new bridge</u></p>	<p>Comment #177a Response: CDOT conducted an extensive public and agency involvement program throughout the EA process. CDOT distributed information about the project, including alternatives considered and dismissed, through a variety of means, including public meetings and project website. Refer to Chapter 5 of the EA for more information. Chapter 2 of the EA provided a description of the Build Alternative. Chapter 3 described anticipated impacts from the Build Alternative, and listed mitigation measures to address impacts. Section 4.1 of the FONSI provides updated information on aesthetic treatments and urban design elements that will be included in the Build Alternative.</p> <p>Comment #177b Response: Please refer to Comment #5n Response and Section 2.3 of the FONSI regarding estimated project costs. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge by itself will not increase traffic capacity. The reconfigured SH 82 tie into I-70 will increase traffic capacity and reduce delay and congestion in this limited area. 8th Street and all intersections to the south will not have additional capacity. Speeds in the study area may increase slightly, but the effect of increased speeds is expected to be small. The roadway will be designed to current standards and posted at 25 mph, which is consistent with the urban area and the roadway at either end of the bridge.</p> <p>Comment #177c Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response. Also refer to Chapter 2 and Appendix A of the EA.</p>

Comment #	Comment	Response
	 <p> <i>Steve Thompson</i> 73 Nature Lane Greenwood Springs, Ca 97001 970 945 5651 Region Director I am disappointed with CRBT. The Grand Ave bridge work is something that was not disclosed clearly and misrepresented. 120 million was used up with no improvement and faster traffic flow on Hwy 82. P.S. Fix the cable bridge. <i>Steve Thompson</i> <u>No New Bridge</u> </p>	

Comment #	Comment	Response
178	<p>Comment # 178: James Breasted The bypass diagram below was submitted by James Breasted. He stated that this solution was sent to him by a citizen who wishes to remain anonymous.</p> 	<p>Comment #178 Response: Please refer to Comment #9b Response regarding a bypass. Also refer to Comment #9h and #31b Responses regarding alternatives evaluated to address this project’s purpose and need, including alternatives involving one-way couplets and bridge alignments at Exit 116 and Laurel. Rerouting traffic away from the existing bridge would not address the existing deficiencies of the bridge and would not meet the purpose and need of this project.</p>