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Public Involvement

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Press Release

1. Public Hearing Announcements

Availability of the SH 82/Grand Avenue Bridge Environmental Assessment and Public Hearing



The SH 82/Grand Avenue Bridge Environmental Assessment (EA) is available for public review and comment for a 30-day comment period starting Friday, October 31, 2014 and ending Monday, December 1, 2014. The EA describes the project need, process used to evaluate alternatives, and Preferred Alternative. It evaluates impacts of replacing the existing Grand Avenue Bridge and pedestrian bridge, and describes measures to help mitigate impacts. During the 30-day comment period, the EA is available for review online at www.coloradodot.info/projects/sh82grandavenuebridge and at the following locations:

- **Colorado Department of Transportation Library**
4201 E. Arkansas Ave.
Shumate Building
Denver, CO 80222
303.757.9972
- **Glenwood Springs Branch Library**
815 Cooper Avenue
Glenwood Springs, CO 81601
970.945.5958
- **FHWA Colorado Division Office**
12300 West Dakota Avenue,
Suite 180
Lakewood, CO 80228
720.963.3000
- **Colorado Department of Transportation, Region 3**
222 South 6th Street, Room 317
Grand Junction, CO 81501
970.683.6250
- **Colorado Department of Transportation, Region 3**
Glenwood Residency
202 Centennial Drive
Glenwood Springs, CO 81601
970.945.8187

Public Hearing

A public hearing is scheduled to present the findings of the EA and obtain public comments:

Wednesday, November 19, 2014 • 5:00pm to 8:00pm
Glenwood Springs Elementary School
915 School Street

Glenwood Springs, Colorado 81601

The public hearing will be held in an open house format, with a presentation at 6:30pm. Verbal comments will be accepted and recorded only at the public hearing. Written comments can be provided at the hearing or any time during the 30-day comment period starting Friday, October 31, 2014 and ending Monday, December 1, 2014 through the project website (www.coloradodot.info/projects/sh82grandavenuebridge), or by mail, fax, or email to Joe Elsen at Colorado Department of Transportation, 202 Centennial Street, Glenwood Springs, CO 81601, Fax: 970.947.5133, email Joseph.elsen@state.co.us. The meeting location is ADA accessible.

SPORTS

WORLD SERIES MVPS

2014—Madison Bumgarner (NL)
 2013—David Ortiz, Boston (AL)
 2012—Pablo Sandoval, San Fran (NL)
 2011—David Freese, St. Louis (NL)
 2010—Edgar Renteria, San Fran (NL)
 2009—Hideki Matsui, New York (AL)
 2008—Cole Hamels, Philadelphia (NL)
 2007—Mike Lowell, Boston (AL)
 2006—David Eckstein, St. Louis (NL)
 2005—Jermaine Dye, Chicago (AL)
 2004—Manny Ramirez, Boston (AL)
 2003—Josh Beckett, Florida (NL)
 2002—Troy Glaus, Anaheim (AL)
 2001—Curt Schilling and Randy Johnson, Arizona (NL)
 2000—Derek Jeter, New York (AL)
 1999—Mariano Rivera, New York (AL)
 1998—Scott Brosius, New York (AL)
 1997—Livan Hernandez, Florida (NL)
 1996—John Wetteland, New York (AL)
 1995—Tom Glavine, Atlanta (NL)
 1994—No Series.

1993—Paul Molitor, Toronto (AL)
 1992—Pat Borders, Toronto (AL)
 1991—Jack Morris, Minnesota (AL)
 1990—Jose Rijo, Cincinnati (NL)
 1989—Dave Stewart, Oakland (AL)
 1988—Orel Hershiser, Los Angeles (NL)
 1987—Frank Viola, Minnesota (AL)
 1986—Ray Knight, New York (NL)
 1985—Bret Saberhagen, Kansas City (AL)
 1984—Alan Trammell, Detroit (AL)
 1983—Rick Dempsey, Baltimore (AL)
 1982—Darrell Porter, St. Louis (NL)
 1981—Ron Cey, Pedro Guerrero and Steve Yeager, Los Angeles (NL)
 1980—Mike Schmidt, Phila (NL)
 1979—Willie Stargell, Pittsburgh (NL)
 1978—Bucky Dent, New York (AL)
 1977—Reggie Jackson, New York (AL)
 1976—Johnny Bench, Cincinnati (NL)
 1975—Pete Rose, Cincinnati (NL)

1974—Rollie Fingers, Oakland (AL)
 1973—Reggie Jackson, Oakland (AL)
 1972—Gene Tenace, Oakland (AL)
 1971—Roberto Clemente, Pitt (NL)
 1970—Brooks Robinson, Baltimore (AL)
 1969—Donn Clendenon, New York (NL)
 1968—Mickey Lolich, Detroit (AL)
 1967—Bob Gibson, St. Louis (NL)
 1966—Frank Robinson, Baltimore (AL)
 1965—Sandy Koufax, Los Angeles (NL)
 1964—Bob Gibson, St. Louis (NL)
 1963—Sandy Koufax, Los Angeles (NL)
 1962—Ralph Terry, New York (AL)
 1961—Whitey Ford, New York (AL)
 1960—Bobby Richardson, NY (AL)
 1959—Larry Sherry, Los Angeles (NL)
 1958—Bob Turley, New York (AL)
 1957—Lew Burdette, Milwaukee (NL)
 1956—Don Larsen, New York (AL)
 1955—Johnny Podres, Brooklyn (NL)

COLLEGE FOOTBALL

Top 25 Schedule
 All times Aspen

Thursday, Oct. 30
 No. 2 Florida State at Louisville, (n)

Saturday, Nov. 1
 No. 1 Mississippi State vs. Arkansas, 5:15 p.m.
 No. 4 Auburn at No. 7 Mississippi, 5 p.m.
 No. 5 Oregon vs. Stanford, 5:30 p.m.
 No. 6 Notre Dame vs. Navy at Landover, Md., 6 p.m.
 No. 9 Georgia vs. Florida at Jacksonville, Fla., 1:30 p.m.
 No. 10 TCU at No. 20 West Virginia, 1:30 p.m.
 No. 11 Kansas State vs. Oklahoma State, 6 p.m.
 No. 12 Baylor vs. Kansas, 2 p.m.
 No. 13 Ohio State vs. Illinois, 6 p.m.
 No. 14 Arizona at No. 25 UCLA, 8:30 p.m.
 No. 15 Arizona State vs. No. 18 Utah, 9 p.m.
 No. 17 Nebraska vs. Purdue, 1:30 p.m.
 No. 19 Oklahoma at Iowa State, 10 a.m.
 No. 21 East Carolina at Temple, 10 a.m.
 No. 24 Duke at Pittsburgh, 10 a.m.

Chauncey Billups enjoying his new, retired life

Mr. Big Shot back home in native Colorado

Pat Graham
 The Associated Press

DENVER — These days, Mr. Big Shot has become Mr. Soccer Dad. Retirement is definitely agreeing with Chauncey Billups. Struggling to stay healthy after 17 NBA seasons, the 38-year-old Billups decided to step away from basketball this summer. Now, he has more time for his family — he was a fixture at his oldest daughter's high school soccer games this fall — and more time to talk hoops, including his new job as an analyst for ESPN. And more time to heal up.

The player with the slick nickname — Mr. Big Shot — is actually feeling no pain in his knees, Achilles or anywhere else for the first time in a long while. Even with the season starting this week, Billups insisted he doesn't miss hoops. Maybe come January, but not now. No regrets, either. The Denver native and former Colorado prep standout was the 2004 NBA Finals MVP after helping Detroit win a championship. He scored 15,802 points and was a five-time All-Star. "It's funny, when I made the decision to shut it down, a lot of people said to me, 'It must've been the hardest thing in the world to retire,'" Billups said. "It wasn't the hardest thing in the world for me, because I did and

accomplished every single thing I set out to accomplish and more. "I've done more than I ever imagined in the sport. When it was time for me to hang it up, I felt at peace. I felt at ease." Now, it's on to his next endeavor, which still remains up in the air. For now, he wants to hang out with his family. Down the road, he hopes to either become an entrepreneur or maybe work in an NBA front office. There are a couple of prominent examples for Billups when it comes to making a successful transition from playing career to team executive in the Mile High City — John Elway with the Denver Broncos, and Joe Sakic with the Colorado Avalanche.

"I've always kind of said that was one of my desires, to maybe be in a position to run a franchise at some point," said Billups, who spent Monday afternoon reading to kids at a local school as part of an open enrollment event by MetLife to encourage dental health. "We'll see if that happens one day." When Denver opened the season against Detroit on Wednesday night — two teams he spent a majority of his career with — he will definitely be in the crowd. As for the Nuggets asking him to come on board, possibly as a team ambassador or some other role, Billups said he's talked to Nuggets President Josh Kroenke, but "now really wasn't the time." No surprise, Billups is picking the Nuggets as the team to keep

an eye on this season. He still likes San Antonio, Oklahoma City or another one of his former teams, the Los Angeles Clippers, to come out of the West. In the East, he's casting his vote not with LeBron James and Cleveland, but Derrick Rose and Chicago. "Chicago's defense is better than anybody in the East," Billups said. And he's always appreciated good defense. He has the aches and pains to show for it, too. "My body was the key to letting me know, 'OK, it's over,' because my mind is always willing," said Billups, the third pick in the 1997 draft by Boston after two stand-out seasons at the University of Colorado. He also was a four-time prep player of the year at George Washington High School in Denver.

Client Name: **Jacobs Engineering - 3002189**
 Advertiser: **Sports/A017/**
 Section/Page/Zone: **New Project 10/31**
 Description:
 Ad Number: **10655249R**
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HALLOWEEN

IS THE MOST CHILLING NIGHT TO COME FROM HOTEL JEROME!

WE'RE TURNING THE LIVING ROOM INTO A NIGHT OF FUN HORROR

LIVE MUSIC 7-9PM | \$3 HALLOWEEN SHOTS | RAFFLE 8PM | COSTUME CONTEST 9PM

DON'T MISS IT! — NO MATTER WHAT HAPPENS...

HOTEL JEROME

An Auberge Resort

330 E. Main | Aspen, CO | 855.331.7213

Availability of the SH 82/Grand Avenue Bridge Environmental Assessment and Public Hearing

SH 82 GRAND AVENUE BRIDGE

The SH 82/Grand Avenue Bridge Environmental Assessment (EA) has been completed and is now available for public review and comment for the 30-day comment period beginning Friday, October 31, 2014 and ending Monday, December 1, 2014. The EA describes the need for the project, the process used to evaluate alternatives, and the Preferred Alternative. It also evaluates the impacts of replacing the existing Grand Avenue Bridge and pedestrian bridge, and describes measures that will be used to help mitigate impacts. The EA is available for review during the 30-day comment period at the following locations:

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12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720.963.3000

Public Hearing

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 Glenwood Springs Elementary School
 915 School Street • Glenwood Springs, Colorado 81601

The meeting location is ADA accessible.

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Members of the public may submit comments on the EA for the official project record at the hearing either in writing or verbally to a court reporter available during the hearing. Written comments can also be provided at any time during the official public comment period from Friday, October 31, 2014 to Monday, December 1, 2014 through the project website (www.coloradodot.info/projects/sh82grandavenuebridge), or by mail, fax, or email to Joe Elsen at the address below:

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 Colorado Department of Transportation
 202 Centennial Street • Glenwood Springs, CO 81601
 Fax: 970.947.5133 • Joseph.elsen@state.co.us

The EA and technical reports are also available to view or download from the project website: www.coloradodot.info/projects/sh82grandavenuebridge.

CMNM
 Colorado Mountain News Media

Publication Date: 10/31/2014

BUZZED DRIVING

Maybe it's time we stop acting like it's no big deal.



COMMUNITY HEALTH INITIATIVES
www.chi-colorado.org

WORLD & NATION

Space agency: Comet lander came to rest in cliff shadow

Frank Jordans
The Associated Press

BERLIN — A shadow was cast — literally — across Europe's historic mission to land on and explore a comet. Scientists said Thursday the landing craft not only bounced twice but also came to rest next to a cliff that's blocking sunlight from its solar panels.

The good news is that the lander Philae is stable and in good health: Its scientific instruments have already begun gathering reams of data to send back to Earth, including the first pictures taken from the surface of a comet.

The bad news is that its useful lifetime may now be much shorter.

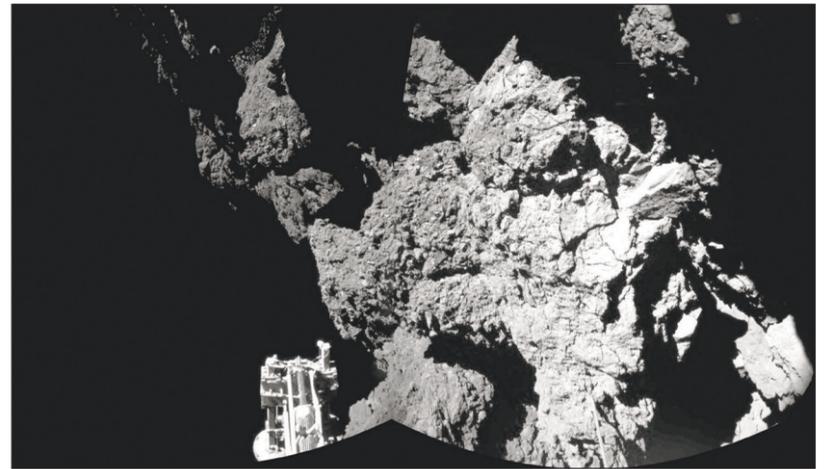
With just a day or two left before the lander's primary battery is exhausted, scientists were considering what acrobatic maneuvers to risk in order to get the solar panels out of the shadows so they can keep Philae going for a few more months.

The first photos sent back to Earth revealed the comet's rocky terrain, including an image that showed one of the lander's three feet in the corner of the frame. They indicate that Philae's instruments are working properly, said Jean-Pierre Bibring, the lander's lead scientist at the European Space Agency.

Before deciding whether to try to adjust the lander, scientists will spend the next day or two collecting as much data as possible while its primary battery still has energy. The lander's solar panels were designed to provide an extra hour of battery life each day after that, but this may not be possible now.

"We see that we get less solar power than we planned for," said Koen Geurts, of the lander team.

"This, of course, has an impact on our



A combination photo of different images taken with the CIVA camera system, released by the European Space Agency on Thursday, shows Rosetta's lander Philae on the surface of Comet 67P/Churyumov-Gerasimenko.

... capabilities to conduct science for an extended period of time," he said. "Unfortunately this is not a situation that we were hoping for."

The lander scored a cosmic first Wednesday, touching down on comet 67P/Churyumov-Gerasimenko after a decade-long, 4 billion-mile journey through space aboard its mother ship, Rosetta. The comet is streaking through space at 41,000 mph some 311 million miles from Earth.

The landing was beset by a series of problems that began when thrusters meant to push Philae onto the comet failed. Then two harpoons, which should have anchored the lander to the surface, weren't deployed.

This caused the lander to bounce off the comet and drift through the void for two hours before touching down again. After a second smaller bounce, scientists believe it came to rest in a shallow

crater on the comet's 2½-mile-wide body, or nucleus.

"We are just in the shadow of a cliff," Bibring said, adding that photos indicate the cliff could be just a few yards away. "We are in a shadow permanently, and that is part of the problem."

Bibring and his colleagues stressed that the data they'll be able to collect with the primary batteries alone will have made the landing worthwhile.

"A lot of science is getting covered now," he said, noting that soon scientists will get their hands on a tomography of the comet and data showing whether the matter it is made of is magnetized.

But because the lander is just resting on the comet with nothing but low gravity holding it down, Philae will have to hold off on one of the most important experiments — drilling into the comet to extract some of the material buried beneath the surface.

Board of Trustees opening for Pitkin County Seat. Applications available at the library.

DEADLINE is December 1

Questions, please call Barb Milnor at 970-927-4311 x1008 or email at bmilnor@basaltlibrary.org

Basalt Regional Library Board of Trustees Special Meeting Public Budget Hearing for 2015 Budget

MONDAY November 17, 2014

4:00 PM in the Community Room Basalt Regional Library

Availability of the SH 82/Grand Avenue Bridge Environmental Assessment and Public Hearing



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720.963.3000

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Glenwood Springs Elementary School
915 School Street • Glenwood Springs, Colorado 81601

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Client Name: Jacobs Engineering - 3002189
Advertiser: World & Nation/A020/
Section/Page/Zone: New Project 11/14
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CMNM
Colorado Mountain News Media
Publication Date: 11/14/2014

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COMMUNITY

MEMORIES & MILESTONES



CONTRIBUTED PHOTO

Frederica Young

Frederica Young chosen for Congress of Future Medical Leaders in Washington, D.C.

Frederica Young, a senior at Coal Ridge High School in New Castle, has been nominated to attend the Congress of Future Medical Leaders in Washington, D.C., on Nov. 14-16.

The Congress is an honors-only program for high school students who want to become physicians or go into medical research fields. The purpose of this event is to honor, inspire, motivate and direct the top students in the country who aspire to be physicians or medical scientists, to stay true to their dream and, after the event, to provide a path, plan and

resources to help them reach their goal.

Young was nominated by Dr. Connie Mariano, the Medical Director of the National Academy of Future Physicians and Medical Scientists, to represent Colorado based on her academic achievement, leadership potential and determination to serve humanity in the field of medicine.

During the three-day Congress, Young will: join students from across the country and hear Nobel Laureates and National Medal of Science winners talk about leading medical research; be given advice from Ivy League and top medical school deans on what is to expect in medical school; witness stories told by patients who are living medical miracles; be inspired by fellow teen medical science prodigies; and learn about cutting-edge advances and the future in medicine and medical technology.

"This is a crucial time in America when we need more doctors and medical scientists who are even better prepared for a future that is changing exponentially," said Richard Rossi, Executive Director, National Academy of Future Physicians and Medical Scientists. "Focused, bright and determined students like Frederica are our future, and she deserves all the

mentoring and guidance we can give her."

The academy offers free services and programs to students who want to be physicians or go into medical science. Some of the services and programs the academy plans to launch in 2014 and 2015 are online social networks through which future doctors and medical scientists can communicate; opportunities for students to be guided and mentored by physicians and medical students; and communications for parents and students on college acceptance and finances, skills acquisition, internships, career guidance and much more.

The National Academy of Future Physicians and Medical Scientists was founded on the belief that we must identify prospective medical talent at the earliest possible age and help these students acquire the necessary experience and skills to take them to the doorstep of this vital career. Based in Washington, D.C., the Academy was chartered as a nonpartisan, taxpaying institution to help address this crisis by working to identify, encourage and mentor students who wish to devote their lives to the service of humanity as physicians, medical scientists, technologists, engineers and mathematicians.

HALLOWEEN HAPPENINGS

Halloween parade

Join the Rifle Branch Library at 10:30 a.m. Friday, Oct. 31, for the annual preschool Halloween parade. We will be trick-or-treating at participating local businesses. Come dressed in costumes and bring a bag to stash your candy. Kids must be accompanied by an adult at all times. Please meet at the library between 10 and 10:15.

Barbells for BOObS

Defiance Strength and Conditioning, 3760 Highway 82 in Glenwood Springs, will be hosting a valleywide Amazing "Grace" workout at 5:30 p.m. Friday, Oct. 31, to raise money for Mammograms in Action, a nationwide nonprofit that provides mammograms for people who cannot afford them on their own. In addition to a great workout, lululemon Aspen will be hosting a trunk show with its latest styles. Throw on a costume, bring your kids, friends and family, and come out for a great cause.

Healthy Halloween

Trade in your Halloween candy for \$1 per pound or in exchange for apples at this year's Healthy Halloween from 3-7 p.m. on Friday, Oct. 31, at the Cardiff School House in Glenwood Springs. Bring old prescription glasses, canned food, clothes, hats, scarves,

energy bars, beef jerky and care packages to donate to Operation Gratitude, a non-profit that sends around 100,000 care packages to military personnel annually. Enjoy fresh apples, hot cider, a caramel apple station, story telling, prizes and more.

Halloween party

Stepping Stones of the Roaring Fork Valley is hosting a Halloween party, costume contest and photo contest for seventh- to 10th-graders from 7-11 p.m. Friday, Oct. 31, at 226 Garfield Ave. in Carbondale. Call 970-340-4118 for information.

Rivers Annual Halloween Extravaganza

Rivers Restaurant, 2525 S. Grand Ave. in Glenwood Springs, is hosting its Annual Halloween Extravaganza from 9 p.m. to midnight on Friday, Oct. 31. The night features a costume contest, prizes and live classic rock and blues from Rush Street. No cover charge.

Halloween Hoedown

The Halloween Hoedown at the Eagles Club in Glenwood Springs at 9 p.m. Friday, Oct. 31, features a \$100 Best Costume Contest and music from Samwise Solomon, Jackdaw Shine and The Phil's. Hosted by DJ Phathead. Tickets are \$5 single and \$7 couple.

Client Name: Jacobs Engineering - 3002189
 Advertiser: Community/A008/
 Section/Page/Zone: New Project 10.31 PI
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 Fax: 970.947.5133 • Joseph.elsen@state.co.us

BRIEFS

From page 10

Heather's Savory Pies and Tapas Bar: Vid Weatherwax and Roberta Lewis

BASALT — Vid Weatherwax and Roberta Lewis play jazz, R&B, and funk at Heather's on Friday night.
7:30 p.m. Friday, Nov. 14
Admission: Free
166 Midland Ave.
Info: www.heathers savorypies.com

Farm Fresh Cafe and Steakhouse: Billy Milo

RIFLE — Classic country-western solo artist Billy Milo plays a free show at center stage in the steakhouse. Come for dinner, drinks and dancing, and enjoy drink and dinner specials.
8:30 p.m. Friday, Nov. 14
Admission: Free
1733 Railroad Ave.
Info: 625-2384 and www.facebook.com/FarmFreshCafeFromEagleSprings

The Black Nugget: The Roosters

CARBONDALE — Be ready to dance along to old favorites with blues and classic rock by Carbondale band The Roosters.
9 p.m. Friday, Nov. 14
Admission: Free
403 Main St.
Info: e-mail blacknuggetsaloon@gmail.com and www.facebook.com/TheBlackNugget

St. Vincent Church: Annual Christmas Bake Sale and Homemade Goods

BASALT — St. Vincent's hosts its annual Christmas Bake Sale and Homemade Goods holiday event. Shop for home-baked pies, cookies, and fudge. The La Cocina Cafe will sell tamales, posole, etc. available for take-out.
9 a.m. to 2 p.m. Saturday, Nov. 15
Admission: Free
250 Midland Ave.
Info: Ann at 927-3063

Rifle Animal Shelter Holiday Arts & Crafts Fair and Benefit Bake Sale

RIFLE — The Ute Events Center and stage will be packed full of some of the valley's finest artists and crafters. Breakfast, lunch and refreshments will be served in the lobby, along with the big bake sale. Buy a handmade ornament off the Christmas tree for a chance to win more than 75 great gifts, many handmade by the artists participating in the show.
Admission: Free
132 E. Fourth Street
Info: www.facebook.com/rifleanimalshelter

Budget Blinds
OF THE HIGH COUNTRY

Customer Appreciation Sale 2014!
Receive a **FREE** set of drapery panels when you purchase a minimum of \$500 in window covering products from Budget Blinds!*

Call for a **FREE** in-home consultation
970-928-7700

Nationally known, locally owned.
*Terms and conditions apply.

Shop Donate Volunteer

Make a huge impact on area families in need simply by donating, shopping or volunteering at our ReStore. (If you're donating, we make it easy with our free pick-up service.)
It's a win-win for everyone involved.

Habitat for Humanity ReStore

HabitatRoaringFork.org

Client Name: **Jacobs Engineering - 3002189**
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Availability of the SH 82/Grand Avenue Bridge Environmental Assessment and Public Hearing

The SH 82/Grand Avenue Bridge Environmental Assessment (EA) has been completed and is now available for public review and comment for the 30-day comment period beginning Friday, October 31, 2014 and ending Monday, December 1, 2014. The EA describes the need for the project, the process used to evaluate alternatives, and the Preferred Alternative. It also evaluates the impacts of replacing the existing Grand Avenue Bridge and pedestrian bridge, and describes measures that will be used to help mitigate impacts.

The EA is available for review during the 30-day comment period at the following locations:

- **Colorado Department of Transportation Library**
4201 E. Arkansas Ave.
Shumate Building
Denver, CO 80222
303.757.9972
- **Colorado Department of Transportation, Region 3**
Glenwood Residency
202 Centennial Drive
Glenwood Springs, CO 81601
970.945.8187
- **Colorado Department of Transportation, Region 3**
222 South 6th Street, Room 317
Grand Junction, CO 81501
970.683.6250
- **Glenwood Springs Branch Library**
413 9th Street
Glenwood Springs, CO 81601
970.945.5958
- **FHWA Colorado Division Office**
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720.963.3000

The EA and technical reports are also available to view or download from the project website: www.coloradodot.info/projects/sh82grandavenuebridge.

Public Hearing

A public hearing is scheduled to present the environmental impacts and mitigation measures described in the EA and obtain public comments.

Wednesday, November 19, 2014 • 5:00pm to 8:00pm
Glenwood Springs Elementary School
915 School Street • Glenwood Springs, Colorado 81601

The meeting location is ADA accessible.

Members of the public are invited to attend the hearing anytime during the hours shown above. Study team members will be available at the hearing to discuss the project and answer questions. The hearing will be held in an open house format, with a brief presentation beginning at 6:30 p.m.

Members of the public may submit comments on the EA for the official project record at the hearing either in writing or verbally to a court reporter available during the hearing. Written comments can also be provided at any time during the official public comment period from Friday, October 31, 2014 to Monday, December 1, 2014 through the project website (www.coloradodot.info/projects/sh82grandavenuebridge), or by mail, fax, or email to Joe Elsen at the address below:

Joe Elsen, P.E.
Colorado Department of Transportation
202 Centennial Street • Glenwood Springs, CO 81601
Fax: 970.947.5133 • Joseph.elsen@state.co.us

From: tracy.trulove@state.co.us on behalf of [DOT - CDOT, News](#)
Cc: [Amy Ford - CDOT](#); [Bob Wilson](#); [Dennis Vanpatter](#); [Elizabeth Larter](#); [Emily Wilfong](#); [Gina Talmadge](#); [Jared Fiel - CDOT](#); [Jeri Johnson](#); [Megan Castle - GovOffice](#); [Shanks, Nancy](#); [Tara Galvez](#); [Tina Littleton](#); [Tracy Trulove - CDOT](#); [Aaron Greco](#); [Angie Drumm](#); [Herman Stockinger](#); [Kurtis Morrison](#); [Lynn Holly - CDOT](#); [MaryFrances Nevans - CDOT](#); [Mickey Ferrell](#); [Rebecca White](#); [Thomas Lorz](#); [David Eller - CDOT](#); [Vanderhoof, Mike](#); [Elsen, Joe](#); [Susan Jacobs](#); [Gaskill, Craig R.](#); [Swan, Misty](#); [Wagner, Roland](#); [Newland, Tom](#); [Noyes, Pat](#)
Subject: News from the Colorado Department of Transportation...Grand Avenue Bridge Environmental Assessment Public Hearing scheduled for next week
Date: Thursday, November 13, 2014 9:22:20 AM

NEWS FROM:



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November 13, 2014

CONTACT: Tracy Trulove, CDOT Communications Manager, Region 3
(970) 384-3371 o / (970) 366-2502 c / tracy.trulove@state.co.us

Grand Avenue Bridge Environmental Assessment Public Hearing scheduled for next week

GARFIELD COUNTY— A public hearing is scheduled for Wednesday, November 19 from 5:00-8:00 p.m. at the Glenwood Springs Elementary School gymnasium for review and comment on the Grand Avenue Bridge Environmental Assessment (EA) which was released on November 1. The public hearing will be held in an open house format, with a presentation by the project team scheduled for 6:30 p.m.

After the 30-day comment period for the EA ends on December 1, 2014, the study team will compile and evaluate all comments received. A decision document will then be prepared that will complete the EA process. At the same time, the study team continues to work with the affected agencies and the public to identify and explore design considerations for the bridge, aesthetics, and multimodal connections. It is anticipated that the final design will be completed in early 2015 and project construction will begin in late 2015.

Project History

Project Purpose and Need

The purpose of the 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 importance of the bridge to the local and regional transportation network underscores the following two project needs:

- Improve multimodal connectivity between downtown Glenwood Springs and the Roaring Fork Valley with the historic Glenwood Hot Springs pool area and I-70.

Address the functional and structural deficiencies of the bridge.

Planning Process

Planning for this project began in 2011 to look at the best way to maintain a safe and effective multimodal connection between downtown Glenwood Springs, I-70 and the historic Glenwood Hot Springs area north of I-70. The planning process was designed to meet the National Environmental Policy Act (NEPA) requirements and be consistent with the Colorado Department of Transportation's (CDOT) I-70 Mountain Corridor Context Sensitive Solutions (CSS) process. Three project groups helped guide and provide input into this study: the Project Working Group (PWG), Project Leadership Team (PLT) and the Stakeholder Working Group (SWG). The PWG was a technical team of agency representatives from CDOT, Federal Highway Administration (FHWA), City of Glenwood Springs (City), and the consultant team. The PLT was comprised of various stakeholders and formed by CDOT to make sure the study team followed a CSS process to complete the study. The SWG, a larger stakeholder group with broad community representation, provided feedback to the study team throughout the process.

The planning process considered a variety of alternatives and evaluated them against the Project Purpose and Need, the Context Statement, and the Critical Success Factors developed with the stakeholders and community through the three project groups and public input. At each step in developing and evaluating alternatives, the study team worked with the project groups and the public to evaluate, eliminate, and refine alternatives. Stakeholders provided input to the study team that helped shape the alternatives and the results of the evaluations.

The planning process resulted in a more direct alignment from the I-70 interchange across the river and railroad into downtown Glenwood Springs. It also determined that replacing the existing pedestrian bridge with an improved multimodal bridge would enhance the north-south connection for pedestrians and bicyclists while enhancing the entrance to Glenwood Springs from the east. Numerous alternatives, options, and enhancements were identified throughout the planning process and evaluated against the project Purpose and Need and Critical Success Factors. This process was conducted with extensive involvement of the community, stakeholders, and the three project groups to ensure consistency and transparency in the planning process.

Public Engagement

The SH 82/Grand Avenue Bridge Environmental Assessment (EA) process involved an extensive public and agency involvement program. In addition to the three project groups formed to help guide the project (Project Leadership Team, Project Working Group, and Stakeholders Working Group), an Issue Task Force was formed to address specific design and aesthetic considerations. Since November 2011, members of the study team have had one-on-one contact with approximately 3,000 stakeholders through an array of outreach activities, including public open houses, stakeholder workshops, open forums, meetings with more than 30 business owners, meetings with public officials and community groups, and displays at events such as Strawberry Days. The study team has worked closely with the City of Glenwood Springs and other local governments and organizations to create a project that reflects a broad range of local, regional, and state interests.

Where We Are

The EA has been finalized and is available for review on the project website <http://www.coloradodot.info/projects/sh82grandavenuebridge>. The EA outlines the Proposed Action for this project. In addition, the study team has been working on the final design for the Proposed Action in cooperation with a construction

consultant to refine options to minimize construction impacts and develop a cost-effective design that meets the project objectives. The study team continues to work with stakeholders to finalize design details and the aesthetic elements developed with community involvement throughout the planning process.

Bridge and Potential Future Bypass

One of the issues that came up early in the planning process and continues to be of interest to a number of stakeholders is the potential for a future SH 82 bypass. Much has been written and discussed regarding a future bypass or relocation of SH 82 in Glenwood Springs. The planning process and discussions with interested stakeholders confirmed that the bridge and the bypass can be pursued independent of one another, and that the proposed Grand Avenue Bridge does not preclude potential future bypass options.

The Grand Avenue Bridge provides a crucial connection for commuters, tourists and Roaring Fork Valley communities and will continue to do so—even if a bypass were to be constructed. It was built in 1953, it is functionally obsolete, and has structural issues that need to be addressed—it has exceeded its design life and is rated in poor condition. There is dedicated funding to replace it now.

A SH 82 bypass or relocation has been a point of local discussion since the 1970s and increasing traffic and development have resurrected the discussion anew. Some have suggested a bypass/relocation could potentially follow the rail corridor; some have other ideas for an alignment. Any of these ideas would ultimately need screening to determine whether or not they are feasible, based on environmental, historical, technical, socio-economic, or other factors.

Bypass/relocation planning should continue—but it will not take the place of doing what is still necessary to fix the Grand Avenue Bridge. In fact, the Glenwood Springs Comprehensive Plan clearly states the need for both: “Continue planning for a relocated route for SH 82,” and “Work with CDOT on the replacement of Grand Avenue Bridge.”

Funding

Overall project costs and available funding are a challenge for the project. Available Colorado Bridge Enterprise funding is less than the current estimated cost to construct the project. The study team has been working to refine the cost estimates based on a 60% level of design, looking for ways to value engineer and save costs, and pursuing other funding options. Potential funding partners include local agencies such as Garfield, Eagle, and Pitkin Counties; the Cities of Glenwood Springs Aspen; local, state, and federal grants; as well as other transportation funding sources through CDOT and FHWA. Recent funding commitments have come from the City of Glenwood Springs, Garfield County, and the Intermountain Transportation Planning Region (IMTPR). Funding requests have also been made to Eagle County, Pitkin County, and the City of Aspen. CDOT is committed to deliver a project that reflects the design developed with the stakeholders. This includes maintaining all of the key aesthetic elements in the project that make the bridges context sensitive (pedestrian bridge roofs, stone and brick, historic appearance of the pedestrian bridge elevator/clock tower, etc.).

2. Public Hearing



SH 82 GRAND AVENUE BRIDGE

November 19, 2014, Public Hearing Summary

Project: SH 82 Grand Avenue Bridge Environmental Assessment

Meeting: Public Hearing –November 19, 2014

Study Team Attendees:

Colorado Department of
Transportation:

Josh Cullen, Joe Elsen, Roland Wagner, Mike Vanderhoof, Richard Alexander, Dorlynn Erickson, Tim Woodmansee

Colorado Bridge Enterprise: Matthew Cirulli

Consultant Team:

Craig Gaskill, Jim Clarke, Misty Swan, Jennifer Merer, Jennifer Forbes, George Tsiouvaras, Randal Lapsley, David Woolfall, Pat Noyes, Tom Newland

Date, Time, and Location of the Public Hearing

The public hearing was held on November 19, 2014, from 5:00 p.m. to 8:00 p.m. at the Glenwood Springs Elementary School, 915 School Street, Glenwood Springs, Colorado.

Purpose of Public Hearing

The purpose of the public hearing was to present the environmental impacts and mitigation measures described in the SH 82/Grand Avenue Bridge Environmental Assessment and obtain public comments.

Public Hearing Announcements

The Colorado Department of Transportation (CDOT) announced the public hearing, as well as availability of the Environmental Assessment for a 30-day public comment period, in the following ways:

- Announcements were printed in the Aspen Times and the Glenwood Springs Post Independent on October 31, 2014 and November 14, 2014.
- CDOT distributed a press release on November 13, 2014.
- Emails were distributed to the project contact lists on October 31, 2014.
- Postcards were bulk mailed to the 81601 and 81602 zip codes (approximately 8,610 addresses) on October 30, 2014 for receipt on October 31, 2014.
- An announcement was placed on the project website (www.coloradodot.info/projects/sh82grandavenuebridge) beginning on October 31, 2014.

In addition, the Glenwood Springs Post Independent printed articles about the project and public hearing on November 10 and 12, 2014.

Public Hearing Format

The public hearing was held in an open house format from 5:00 p.m. to 6:30 p.m. A 30-minute formal presentation was made at 6:30 p.m. Following the presentation, attendees were provided the opportunity to provide verbal comments and questions about the project.

Public Hearing Summary

During the open house portion of the public hearing, members of the public viewed information from the Environmental Assessment that was displayed around the room, and Study team members were available to discuss the project and answer questions. A physical model of the project was also displayed. In addition, current aesthetic designs for the project were displayed, as well as information about how the project works with a future bypass. A 30-minute presentation was made at 6:30 p.m. that summarized the project purpose and need, the Environmental Assessment process, alternatives screening conducted for the project, the Build Alternative design, construction detours, project impacts, historic effects, project funding, and next steps for the project.

At 7:00 p.m., members of the public were provided the opportunity to speak and provide verbal comments. Verbal comments were provided until approximately 8:15 when all attendees who requested to speak had spoken. A court reporter was present throughout the public hearing to record verbal comments during the open house portion of the hearing, and to record the presentation and verbal comments provided afterward. Comment sheets were made available for attendees to complete and submit at the public hearing or submit later during the official Environmental Assessment comment period.

CDOT Right-of-Way staff was available throughout the hearing to provide information about the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Handouts were provided to all attendees as they arrived at the hearing, and included:

- Executive Summary from the Environmental Assessment
- Methods for providing comments on the Environmental Assessment
- Comment sheet

Project information displayed around the room included:

- Welcome
- Project Purpose/Project Needs
- Project Goals/Project Information
- Where We Are in the Environmental Assessment Process/What's Next?
- Alternative Screening Process
- Public Involvement Throughout Environmental Assessment Process
- How has Public Input Influenced Build Alternative Design?
- Build Alternative
- Build Alternative Illustrations (three displays)
- Transportation Impacts During Construction
- Nighttime I-70 Construction Detour
- SH 82 (8th St. Extension) Construction Detour
- Permanent Transportation Impacts/Improvements

SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Hearing Held November 19, 2014

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- Right-of-Way Impacts
- Economic Impacts
- Noise Impacts
- Other Project Impacts
- Section 106: Historic Resources Within the Area of Potential Effect
- Section 106: Historic Effects
- Funding
- How to Provide Comments
- Thank You For Attending

Flip charts were also provided that presented the following information:

- Summary of Impacts and Mitigation from the Environmental Assessment
- Graphics illustrating the major traffic movements at the proposed 6th and Laurel roundabout

A traffic simulation model was shown via computer screen. The simulation showed traffic movements for the following areas:

- Through the 6th and Laurel roundabout.
- Connecting SH 82 and Grand Avenue to the I-70 Exit 116 ramps

In addition to information from the Environmental Assessment, current aesthetic design information was displayed, including:

- Pedestrian/Bicycle Underpass
- Retaining Walls
- Wayfinding
- Plaza Under Grand Avenue Bridge

Further, a display board illustrated how the new Grand Avenue Bridge works with a future bypass located along Roaring Fork River corridor.

Information provided during the 30-minute presentation included:

- Welcome
- Purpose of Public Hearing
- Project Purpose and Need
- Bridge Deficiencies
- Project Goals
- Project Information (Colorado Bridge Enterprise)
- Where we are in Environmental Assessment Process
- Alternative Screening Process
- Public Involvement
- Build Alternative
- Design Reflects Public Input (project elements)
- Public Input Shown in Design (aesthetics)
- SH 82 Detour
- I-70 Detour
- Project Impacts

- Section 106: Historic Effects
- Funding
- What’s Next?
- How to Provide Comments
- Thank You for Attending the Public Hearing – Comments?

Public Hearing Attendees

There were 124 people who signed in at the public hearing. Attendees included business owners, property and home owners, residents, consultants, public officials, and members of the local press.

Comments Received

Attendees submitted 18 comment sheets at the public hearing, and two attendees provided verbal comments directly to the court reporter. There were 30 people who provided verbal comments following the formal presentation, which were recorded by the court reporter.

Written comments received at the hearing voiced both opposition and support of the project. Some individuals who spoke at the hearing supported the project. However, most individuals who elected to speak at the hearing were opposed to the project for reasons such as the project would not relieve traffic volumes through Glenwood Springs, a bypass is needed instead of a new bridge to address traffic issues on Grand Avenue, the Environmental Assessment should be rejected and an EIS be prepared to address larger regional transportation issues, and the public review period for the Environmental Assessment should be extended.

The table below provides a summary of comments received at the hearing. Comment sheets received at the hearing and the public hearing transcript, which includes the formal presentation and verbal comments, are attached to these meeting minutes. Responses to all comments submitted at the hearing and during the comment period for the Environmental Assessment will be addressed in the Decision Document that will be prepared for the project.

Subject of Comment	Comment
Environmental Assessment	<ul style="list-style-type: none"> • The project is no longer just a bridge replacement project; it is building a bridge on a new alignment and reconfiguring the 6th/Laurel intersection. The Environmental Assessment should be rejected and an Environmental Impact Statement prepared to address regional transportation issues. • The Environmental Assessment did not examine all alternatives. • The project does not address the goals stated in the Environmental Assessment.
Alternatives	<ul style="list-style-type: none"> • The bridge serves the entire state of Colorado; the real need is for a bypass that is a statewide project. • A bypass will preserve the small community character of Glenwood Springs. • A bypass is needed for emergency evacuation. • Build a tunnel to divert traffic out of downtown Glenwood Springs.



SH 82 Grand Avenue Bridge Environmental Assessment

Summary of Public Hearing Held November 19, 2014

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Subject of Comment	Comment
	<ul style="list-style-type: none"> • The bridge does not need to be replaced; it can be repaired and/or widened. • Proceed with replacing the bridge. • Do not build a super highway in Glenwood Springs - it does not fit with the town. • The project will be a benefit to Glenwood Springs. • The project will improve the safety of the 6th and Laurel intersection. • This project is a solution for today, but not for the future. • The project will ruin Grand Avenue. • CDOT needs to develop a better plan to handle increasing traffic exiting I-70. • This project will create a more bikeable, walkable, vibrant downtown area. • Use of wrought iron fencing for the bridge rail is recommended. • The new bridge should have a favorable and interesting design that fits with the City of Glenwood Springs. • The new bridge alignment does not visually and historically fit with the town. • Build a bridge with a longer design life.
Pedestrian Facilities	<ul style="list-style-type: none"> • The project will provide additional pedestrian connections. • People can't safely walk across Grand Avenue because of traffic congestion. • Do not want an elevator; consider an escalator instead.
Economic	<ul style="list-style-type: none"> • The project will create economic opportunities on 6th Street.
Traffic	<ul style="list-style-type: none"> • A new bridge will not relieve traffic on Grand Avenue. • The new bridge will increase traffic. • The new bridge will increase speeds. • A bypass is needed instead of a new bridge to relieve traffic volumes on Grand Avenue. • Graphics presented at hearing do not show the high volume of traffic that currently exists. • Is there a disaster traffic plan in place? • High traffic speeds on the bridge should be addressed - concerned about safety of pedestrians crossing Grand Avenue.
Environmental Impacts	<ul style="list-style-type: none"> • The new bridge will increase traffic, resulting in increased air pollution and noise. • The impact from tree removal is not addressed in the Environmental Assessment. • Removal of street trees is a concern. They have historic value. Relocate utilities so that street trees can be replaced. • Impacts from building and removing causeways in the river were not evaluated in the Environmental Assessment. • The design of the bridge should be context sensitive.

SH 82 Grand Avenue Bridge Environmental Assessment

Summary of Public Hearing Held November 19, 2014

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Subject of Comment	Comment
Construction Impacts / Detours	<ul style="list-style-type: none"> • The planned detours are unsafe and unacceptable. • Detours will impact residents and businesses along detour routes, including access and noise. • Building a temporary detour route on 8th Street is a waste of money. Coordinate with the City to build a permanent 8th Street connection. • Detours will impact emergency response during detours. • Provide physical barriers to discourage short cuts during detour. • The square-about used during construction detours is a concern. • The safety of school children crossing streets during construction is a concern. • Construction detours will create a hardship on the community. • The 90-day bridge closure will be hard on downtown businesses - please reduce bridge closure time as much as possible.
Funding	<ul style="list-style-type: none"> • Use the funds for a new bridge to build a bypass instead. • The Environmental Assessment states that the bridge replacement will not preclude future consideration of a bypass, but after funding the bridge, would CDOT ever consider funding a bypass? • The cost of a bypass is incorrectly stated in the Environmental Assessment. • Repairing the existing bridge will cost less than replacing it. • It is unacceptable for the city of Glenwood Springs and Garfield County to contribute \$6 million for a regional transportation project. • CDOT should pay for the entire project. • If the project goes over budget, who will pay for the overrun?
General	<ul style="list-style-type: none"> • Consider building a parking garage west of the Grand Avenue bridge. It would mitigate parking removed and solve issues with overflow parking in the area. • Please extend the 30-day comment period on the Environmental Assessment. The Environmental Assessment is a large document that takes time to review. • Did local police and emergency services provide input on this project? • Schedule a regional vote regarding a bypass. • CDOT has not listened to citizen input. • The quality of life for Glenwood Springs citizens should be considered. • Who will mitigate area near 6th Street where existing bridge north touchdown will be removed?

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SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

Name (please print) STAN SPECK	Organization (if applicable)
Email Address STANDTAPL@ROF.NET	
Mailing Address 728 WINTER AVE	
City, State, Zip GLENWOOD SPRS, CO. 81601	Phone

Name (please print) Leo McKinney	Organization (if applicable) C.O.S.
Email Address leo.mckinney@cos.us	
Mailing Address 1040 PARK WEST DR	
City, State, Zip GWS, CO 81601	Phone 970 945 9812

Name (please print) Anthony Rosa	Organization (if applicable)
Email Address NIND 911@G.COM	
Mailing Address PO Box 922	
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Name (please print) SUZANNE STEWART	Organization (if applicable)
Email Address STEWART, SUZANNE@COMCAST.NET	
Mailing Address 343 SUNNY ACRES RD	
City, State, Zip GWS CO 81601	Phone 970 456.2193

Name (please print) Andrew McGregor	Organization (if applicable)
Email Address	
Mailing Address 48 Wildwood Ln -	
City, State, Zip GWS CO 81601	Phone 945-7325

Name (please print) Cheryl Davis	Organization (if applicable)
Email Address Cheryl@segris.net	
Mailing Address 1801 Grand	
City, State, Zip GWS	Phone 945-6369

SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

Name (please print) Gerry VanderBeek	Organization (if applicable)
Email Address gerardvanderbeek@yahoo.com	
Mailing Address 830 Blake Ave	
City, State, Zip Glenwood Springs	Phone 366-8001

Name (please print) LUCIANA OLSON	Organization (if applicable)
Email Address 4bulku6@g.com	
Mailing Address 1126 Westlook Dr	
City, State, Zip GWS, CO 81601	Phone 975-945-1330

Name (please print) GEORGE C OLSON	Organization (if applicable)
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Mailing Address 1126 Westlook Dr	
City, State, Zip GWS, CO	Phone 81601 970-945-1330

Name (please print) Margie Crow	Organization (if applicable)
Email Address Margie@downtowndrug.com	
Mailing Address 46103 Hwy 6	Phone 970 945 0276
City, State, Zip Glenwood Spgs CO	Phone 81601

Name (please print) Rose Marie Romeo	Organization (if applicable)
Email Address rosemarieromeo@hotmail.com	
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City, State, Zip CO	

Name (please print) Dean Lamson	Organization (if applicable)
Email Address B	
Mailing Address 3951 Sky Ranch Dr	Phone
City, State, Zip Glenwood Spgs	

SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

Name (please print) MEHRDAD SAHANI	Organization (if applicable)
Email Address ADVANT_SAHANI@MSN.COM	
Mailing Address 194 FAIRWAY LN.	
City, State, Zip GWS. CO. 81601 (214) 212-6877	Phone

Name (please print) CHRIS HUTTO	Organization (if applicable) GROUNDENGINEERING
Email Address chris.hutto@groundeng.com	
Mailing Address PO BOX 464	
City, State, Zip GYPSUM, CO 81637	Phone

Name (please print) Katherine Dadds	Organization (if applicable)
Email Address DKDadds	
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City, State, Zip GWS 81601	Phone

Name (please print) PAUL & ANITA ADOLAN	Organization (if applicable)
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City, State, Zip GWS, CO 81601	Phone 970-989-4215

Name (please print) Sandy Boyd	Organization (if applicable)
Email Address Sandy@glenwoodsew.com	
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Name (please print) KEN JONES	Organization (if applicable)
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City, State, Zip GLENWOOD SPRINGS CO 81601	Phone



COLORADO
Department of Transportation





SH 82
GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment
Public Hearing – Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

Name (please print)	Organization (if applicable)
Carl Henderson	Ground Engineering
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Name (please print)	Organization (if applicable)
Steven Campbell	
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Glenwood	81601

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SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

Name (please print)	Organization (if applicable)
Email Address	Linda Hayes
Mailing Address	lindahayes@skybeam.com
City, State, Zip	GWS 379 4576
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Name (please print)	Organization (if applicable)
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Phone	

Name (please print)	Organization (if applicable)
Email Address	CAROL + DAVID TURTLE
Mailing Address	840 COUNTY RD. 137
City, State, Zip	G. W. S. CO
Phone	

Name (please print)	Organization (if applicable)
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Phone	Glenwood Spgs, Co 81601

Name (please print)	Organization (if applicable)
Email Address	Parvin Eriandson
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Phone	970-945-7857

Name (please print)	Organization (if applicable)
Email Address	BETTY W. STARK
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City, State, Zip	P.O. box 3155 Glenwood, Co. 81601
Phone	

SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

Name (please print) MARRIS LAURSON	Organization (if applicable)
Email Address lmorris1001@msn.com	
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Name (please print) KENDALL HENRY	Organization (if applicable)
Email Address	
Mailing Address 2022 Midland	
City, State, Zip GWS CO	Phone 81601

Name (please print) Dale Reed	Organization (if applicable)
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COLORADO
Department of Transportation



SH 82
 GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment
 Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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City, State, Zip	Phone

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Name (please print) John Stroud	Organization (if applicable) Post Independent
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SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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SH 82 GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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City, State, Zip	Phone

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Mailing Address	
City, State, Zip	Phone

SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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SH 82
 GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment
 Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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SH 82
 GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment
 Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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Name (please print) MICHAEL GAMBA	Organization (if applicable) GLENWOOD CITY COUNCIL
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SH 82
 GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment
 Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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SH 82

GRAND AVENUE BRIDGE

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SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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COLORADO
Department of Transportation



SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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SH 82
GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment
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SH 82

GRAND AVENUE BRIDGE



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SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

3 People

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SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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SH 82

GRAND AVENUE BRIDGE

**SH 82 Grand Avenue Bridge Environmental Assessment
Public Hearing – Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.**

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SH 82

GRAND AVENUE BRIDGE

SH 82 Grand Avenue Bridge Environmental Assessment Public Hearing - Wednesday, November 19, 2014, 5:00 p.m. to 8:00 p.m.

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Comment Sheet

Public Hearing, November 19, 2014

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.

- A.) Far too many parking spaces lost at the pool's west lot!!
- 1) The pool, town, and surrounding businesses would benefit from a parking garage west of the Grand Ave. bridge on the pool's lots
 - 2) The bridge project would benefit from the parking garage!!
 - 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.

The parking garage is needed now & repaired less of the bridge

- B.) The existing bridge can be fixed/upgraded/replaced without much disruption:
- 1) Build concrete arches similar to Hoover Dam's "Tillman bridge"; arches can be built outside the existing footprint.
 - 2) The arch superstructure is appealing to the eye, can touch-down at the river's edges, accommodate the I-70 EB on-ramp lengthening, etc.
 - 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.
 - 4) Use design/build, not architects/engineers trying to get an award!
 - 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?

9'-4" x 4 = 37'-4"

Optional Information

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E-mail: Jerry@TownofGypsum.com

see attachments

SAVING millions in T.C. & delays.

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

- C) A smart plan would find the \$ for a bypass, then rebuild the existing bridge.
- D) Encourage housing south of Glenwood to work in Aspen!! Right!

Brooklyn Bridge (1883) is 131 years old.

Golden Gate Bridge 1937 is 77 years old.

London Bridge (1832 to 1968) was 136 years old.

London Bridge (1176 to 1832) was 656 years old.

pg # 2/2
Jerry Laro

11/19/14

GRAND AVENUE BRIDGE REPLACEMENT: PROS AND CONS

Arguments for:

1952

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:

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.

* The current bridge has not been classified as "structurally unsafe", and CDOT has not posted any load limits on trucks using the bridge.

So get a variance to widen each lane a whopping 2' each to 11'-4" and be plenty wide! RR Ave in Rifle is only 10'-6" wide and we don't have any significant accidents at either location!

Maybe the British can build us another 656 year old bridge?

So use lower beams and more of them!

so lower 7th street!!

So do a clear-span arch from bank-to-bank to reinforce/renovate the existing bridge.

Big safety concern-- Fix it, or merge all EB traffic to left lane.

Save money and upgrade it.



remove pier at end
CONCRETE ARCH
(Looking East)

Arguments against:

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???

* 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.

5. Absolutely no respect for private property, pool parking, nor visual impact.

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.

Comment Sheet

Public Hearing, November 19, 2014

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.

- This project replaces a bridge that could be repaired.
- This project does not address the main problem — volume of traffic. Even CDOT has said Grand Ave / Hwy 82 cannot handle the volume.
- The volume of traffic needs to be diluted by having other routes through town. (Additionally, not by pass)
- 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.
- The planned traffic detour during construction is unsafe and ~~and unacceptable~~ unacceptable.

Optional Information

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Phone: 970 945 5900

E-mail: Sandy @ glenwoodsew.com

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All comments must be received by December 1, 2014



SH 82
GRAND AVENUE BRIDGE

Comment Sheet

Public Hearing, November 19, 2014

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.

I HAVE LIVED HERE 14 YEARS + THE BRIDGE
HAS BEEN TALKED ABOUT THE ENTIRE TIME -
THE LONGER WE TALK THE MORE EXPENSIVE IT
GETS + IT HAS TO BE REPLACED - IT IS CRUMBLING!
STOP THE TALK + GET IT DONE!

Optional Information

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All comments must be received by December 1, 2014

SH 82

GRAND AVENUE BRIDGE

Comment Sheet

Public Hearing, November 19, 2014

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.

THANK YOU TO JOE ELSEN, CRAIG GASKILL AND EVERYONE ELSE WITH CDOT FOR ALLOWING PUBLIC INPUT ON MULTIPLE OCCASIONS.

I LIKE THE PLAN FOR THE NEW BRIDGE ON GRAND AVENUE AND HOPE WE CAN PROCEED AS SOON AS POSSIBLE WITH THIS PROJECT

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Phone:

E-mail: K.S.JONES189@GMAIL.COM

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

Comment Sheet

Public Hearing, November 19, 2014

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.

Any day - look at the traffic -
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.

Side note - I got rear ended
yesterday on S. Glen. Stop and go
traffic - a kid, not totally paying attention.

Optional Information

Name:

Margie Crow

Address:

Downtown Drug - 825 Grand Ave GWS

Phone:

970 945 0276

E-mail:

margie@downtowndrug.com

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

Comment Sheet

Public Hearing, November 19, 2014

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.

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 (or need) this ^{new} ~~bridge~~ and I want to see this ^{current} 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!!

Optional Information

Name: C. Jacobson

Address: Downtown GWS.

Phone: 970-274-8709

E-mail: knutsande@aol.com

Mail to address on back, or e-mail Joseph.eisen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

Comment Sheet

Public Hearing, November 19, 2014

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.

Terrible, not for Glenwood
only a by-pass!

Don't shove this down our
throat! Does not fit Glenwood.

Show future plans with
100+ cars down downtown
Glenwood, not 2 cars as
you now show in your
pictures.

WRONG! This plan
from CDOT is only
fit for Denver.

Optional Information

Name:

41 yr local

Address:

Phone:

E-mail:

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

Comment Sheet

Public Hearing, November 19, 2014

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.

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.

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.

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, N. River and the pool parking lot. This impact has not been quantified and replacement of this loss has not been addressed in EA.

Optional Information

Name:

Andrew McGregor

Address:

48 Wildwood Lane, GWS CO 81601

Phone:

945-7325

E-mail:

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014



SH 82
GRAND AVENUE BRIDGE

Comment Sheet

Public Hearing, November 19, 2014

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.

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 connections will be made and economic opportunities on 6th street will be created.

Optional Information

Name: Terri Parrch

Address: 38 Beaver Court, Glenwood Springs CO 81601

Phone: 230.9569

E-mail: parrchfamily@comcast.net

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

SH 82

GRAND AVENUE BRIDGE

Comment Sheet

Public Hearing, November 19, 2014

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.

Reject the E.A

Please demand an E.I.S.

Optional Information

Name:

Ed Rosenberg

Address:

176 156th Glenwood Spg.

Phone:

E-mail:

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

Comment Sheet

Public Hearing, November 19, 2014

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.

Joe

I've lived here for 26 yrs and love our town:

1) Bridge Design Doesn't Fit our Town

2) The \$59 million CDOT is "giving" us is going to be just a small part of the cost

3) If our old bridge was in imminent danger of falling it would be down to one lane or closed down.

4) Give us your support for a Bypass that will truly provide a solution to our traffic issues.

5) If CDOT can afford to build new interchanges for Engle and Parachute they can help build our Bypass.

Optional Information

Name:

BRAD JAUSSEN

Address:

514 N. TRAVEL TR GWS, CO

Phone:

970-945-1261

E-mail:

b.jausse@comcast.net

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014



SH 82
GRAND AVENUE BRIDGE

Comment Sheet

Public Hearing, November 19, 2014

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.

PROCEED WITH ALL VIGOR!

THANKS

CHRIS JANUSZ

948

Optional Information

Name: CHRIS JANUSZ

Address: 3644 HWY 82 GWS 81606

Phone: 948-2011

E-mail:

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

Comment Sheet

Public Hearing, November 19, 2014

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.

Please do a valley wide EIS statement
before deciding to go ahead any
further.
The present EA must be rejected!

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.

How can we stop you
& regroup!

Optional Information

Name: _____

Address: _____

Phone: _____

E-mail: _____

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014



SH 82
GRAND AVENUE BRIDGE

Comment Sheet

Public Hearing, November 19, 2014

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.

*We need a bypass in case we
have an emergency + need to evacuate
the Roaring Fork Valley*

Optional Information

Name: *Linda Hayes*

Address:

Phone:

E-mail: *linda.hayes@skybeam.com*

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

Comment Sheet

Public Hearing, November 19, 2014

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.

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.

- Quest. 1) WAS THE DESIGN PREPARED CONSIDERING CLOSURE OF THE INTERSTATE IN BOTH DIRECTIONS?
- 2) WAS THE DESIGN PREPARED WITH A FIRE DISASTER CONSIDERED?
- 3) HAVE THE GWS POLICE, SHERIFF, STATE PATROL, AND FIRE DEPARTMENT GIVEN INPUT? SCHOOL DIST.
- 4) IS THERE A DISASTER TRAFFIC PLAN?

Optional Information

Name: Myles Rovig

Address: 750 GREENWAY GWS 81601

Phone: 970-309-1707

E-mail: micky@rof.net

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

Comment Sheet

Public Hearing, November 19, 2014

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.

- TALKED TO DAVID WITH TSH IN DETAIL,
- BRIDGE SEEMS LIKE A GO, SHORT TERM SOLUTION. ^{NEED} BYPASS
- COMMENTS WITH THE TEMPORARY 8th DETOUR
 - 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 ^{SO} 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 ADULTS} GRADE SCHOOL CHILDREN WALKING

Optional Information

Name:

ROBERT F. GISH

Address:

817 PITKIN AVENUE GLENWOOD SPRINGS, CO 81601

Phone:

970-230-9492

E-mail:

rfgish@aol.com

Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.

All comments must be received by December 1, 2014

Jan & John Haines

From: <Rbzonie@aol.com>
Date: Wednesday, November 19, 2014 8:20 AM
To: <haines@rof.net>
Subject: Comments sent to CDOT

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.

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.

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.

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.

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.

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?

Dick Prosenice, District Engineer, Colorado Department of Highways, 1969-1982
 232 Water St
 Meeker, Co. 81641
 970-878-4915

GRAND AVENUE BRIDGE
PUBLIC HEARING 11.19.2014

LETTERS TO THE EDITOR PERTAINING
TO THE PROPOSED GRAND AVENUE BRIDGE
VS A HIGHWAY 82 BYPASS AROUND
GLENWOOD SPRINGS, 2012 - 2014
SUBMITTED BY JAMES BREASTED,
678 SOPPIS AVE, CARBONDALE, CO 81623
970.963.4190 jamesbreasted@Q.com

From: James Breasted <jamesbreasted@q.com>
Subject: Letter to the Editor
Date: October 30, 2014 1:13:55 PM MDT
To: letters@postindependent.com

Dear Editor:

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.

You may write, email or call me, as follows: Jim Breasted, 678 Sopris Ave., Carbondale, CO 81623, 970-963-4190, <jamesbreasted@Q.com> .

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

Authority (similar to RFTA) to help CDOT plan,
design and fund the bypass.

We are all in this together.

Jim Breasted

From: James Breasted <jamesbreasted@q.com>
Subject: Letter to the Editor
Date: October 7, 2014 4:05:34 PM MDT
To: letters@postindependent.com

Dear Editor:

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.

Jim Breasted
Carbondale
970-963-4190

From: James Breasted <jamesbreasted@q.com>
Subject: Letter to the Editor
Date: September 22, 2014 3:34:32 PM MDT
To: letters@postindependent.com

Dear Editor:

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.

Jim Breasted
678 Sopris Avenue
Carbondale, CO 81623
970-963-4190
jamesbreasted@Q.com

From: James Breasted <jamesbreasted@q.com>
Subject: Highway 82 bypass
Date: September 15, 2014 10:47:42 PM MDT
To: moffatt@rof.net

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.

Begin forwarded message:

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

Begin forwarded message:

From: James Breasted <jamesbreasted@q.com>
Date: August 13, 2014 1:41:33 PM MDT
To: letters@postindependent.com
Subject: Letter to the Editor

Dear Editor:

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.

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.

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.

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.

Jim Breasted
678 Sopris Avenue
Carbondale, CO 81623
970-963-4190
jamesbreasted@q.com

Begin forwarded message:

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**

Begin forwarded message:

From: James Breasted <jamesbreasted@q.com>
Date: August 22, 2014 2:26:04 PM MDT
To: letters@postindependent.com
Subject: **Letter to the Editor**

Dear Editor:

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.

Sincerely,

Jim Breasted
678 Sopris Avenue
Carbondale, CO 81623
970-963-4190
jamesbreasted@q.com

Begin forwarded message:

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**

Begin forwarded message:

From: James Breasted <jamesbreasted@q.com>
Date: July 6, 2013 9:51:33 PM MDT
To: letters@postindependent.com
Subject: **Letter to the Editor**

Dear Editor:

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.

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.

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."

Sincerely,

James Breasted
678 Sopris Avenue
Carbondale, CO 81623
970-963-4190
jamesbreasted@q.com

Begin forwarded message:

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**

Begin forwarded message:

From: James Breasted <jamesbreasted@q.com>
Date: March 19, 2013 10:34:23 PM MDT
To: letters@postindependent.com
Subject: **Letter to the Editor**

Dear Editor:

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.

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.

Sincerely,

James Breasted

678 Sopris Avenue
Carbondale, CO 81623
970-963-4190
jamesbreasted@q.com

Begin forwarded message:

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

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

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.

Begin forwarded message:

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**

Begin forwarded message:

From: James Breasted <jamesbreasted@q.com>
Date: June 25, 2012 5:37:26 PM MDT
To: letters@postindependent.com
Subject: **Letter to the Editor**

Dear Editor:

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.

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.

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.

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.

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.

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!

Sincerely,

Jim Breasted
678 Sopris Avenue



Carbondale, CO 81623

970-963-4190 <jamesbreasted@q.com>

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@aspendailynews.com

Dear Editor:

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.

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.

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.

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.

Sincerely,

James Breasted
678 Sopris Avenue
Carbondale, CO 81623
970-963-4190
jamesbreasted@Q.com

From: James Breasted <jamesbreasted@q.com>
Subject: Letter to the Editor
Date: July 6, 2013 9:51:33 PM MDT
To: letters@postindependent.com

Dear Editor:

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.

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.

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."

Sincerely,

James Breasted
678 Sopris Avenue
Carbondale, CO 81623
970-963-4190
jamesbreasted@Q.com

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

Begin forwarded message:

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)**

Dear Editor:

It seems most of us love downtown Glenwood just as it was laid out and developed a hundred plus years ago.

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.

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.

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!

Sincerely,

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678 Sopris Avenue
Carbondale, CO 81623
970-963-4190 [<jamesbreasted@q.com>](mailto:jamesbreasted@q.com)

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@aspendailynews.com,
letters@soprissun.com

Dear Editor:

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:

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.

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.

Sincerely,

James Breasted

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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

Dear Editor:

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.

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Sincerely,

James Breasted

678 Sopris Avenue
Carbondale, CO 81623
970-963-4190
jamesbreasted@Q.com

From: James Breasted <jamesbreasted@q.com>
Subject: Hwy 82 bypass
Date: October 18, 2012 2:46:10 PM MDT
To: jgwisch@gmail.com

Jeff,

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.

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.

Jim Breasted
678 Sopris Avenue

Carbondale, CO 81623

970-963-4190

jamesbreasted@q.com

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

This morning I sent you letter No. 2 twice. Here is the real letter No. 3:

Begin forwarded message:

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

More FYI.

Begin forwarded message:

From: James Breasted <jamesbreasted@q.com>
Date: August 1, 2012 5:46:29 PM MDT
To: letters@postindependent.com
Subject: Letter to the Editor

Dear Editor:

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.

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.

There is an old Turkish proverb which says, "No matter how far you have gone down a wrong road, turn back!"

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Jim Breasted
678 Sopris Avenue
Carbondale, CO 81623
970-963-4190
jamesbreasted@q.com

From: James Breasted <jamesbreasted@q.com>
Subject: Bypass letter No. 2
Date: October 18, 2012 2:30:01 PM MDT
To: jgwisch@gmail.com

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)

Dear Editor:

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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.

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.

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jamesbreasted@q.com

From: James Breasted <jamesbreasted@q.com>
Subject: Letter to the Editor
Date: June 25, 2012 5:37:26 PM MDT
To: letters@postindependent.com

Dear Editor:

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.

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.

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

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!

Sincerely,

Jim Breasted
678 Sopris Avenue
Carbondale, CO 81623
970-963-4190 <jamesbreasted@q.com>

PUBLIC HEARING
November 19, 2014

IN THE MATTER OF STATE HIGHWAY 82/GRAND AVENUE BRIDGE
ENVIRONMENTAL ASSESSMENT.

Presenters:

Joe Elsen
Craig Gaskill

Facilitator:

Pat Noyes

The above-entitled matter came on for public hearing on Wednesday, November 19, 2014, at 5 PM at 915 School Street, Glenwood Springs, Colorado, before Martha Loomis, Certified Shorthand Reporter and Colorado Notary Public, 5418 South Foresthill Street, Littleton, Colorado 80120. 720.530.0474 samloomis@earthlink.net.

SH 82/GRAND AVENUE BRIDGE EA 11-19-14 Page 2

1 (Individual Comments Portion.)
 2 **MS. ROMEO:** Okay. I would like to see the existing
 3 bridge turned into a two-lane bridge, and the outer lanes
 4 turned into a pedestrian crossing. That way, there's no need
 5 for a new pedestrian bridge. And cars can go straight over to
 6 the pool, the Hotel Colorado, and those areas of town.
 7 If necessary, that bridge can be reinforced and
 8 raised up, either with trusses or new pilings. I know people
 9 that do that kind of work, and they thought my idea was a good
 10 one.
 11 My nephew's an engineer. He lives in Pennsylvania.
 12 I had him go on line and look at it. He said, Absolutely they
 13 can do that. It would maintain the town, you know, as it's
 14 been for so many years.
 15 Did you put the part in about reinforcing the
 16 current bridge if necessary, and even jacking it up if
 17 necessary? Even if they had to bring barges in to do that
 18 they can do that, and they might want to do that before
 19 starting the new bridge.
 20 I like the bridge the way it is. It adds charm to
 21 our town. It's part of our history. And I don't see any
 22 reason to destroy something as charming as that bridge.
 23 **ANONYMOUS:** They should be building instead of
 24 talking. Talk, talk, talk, talk. Get finally finished by
 25 now.

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1 they can do to solve the traffic problems.
 2 The other thing that goes along with this, CDOT has
 3 these future timelines and future projects like 2030, 2035,
 4 2040. And what do you suppose is on the 2040 timeline? A
 5 bypass for Glenwood Springs.
 6 So they're going to spend \$130 million now to put a
 7 bridge in that may have no reasonable effect or add anything
 8 to what they're going to do in 2040. How stupid. These
 9 people are just like the people in Washington. They have no
 10 common sense and no brains.
 11 So we would like to see everybody stop doing what
 12 they are right now, do what they call an EIS, which is an
 13 environmental impact statement, which takes into account all
 14 the aspects of what this bridge will do.
 15 The City wants to put a bridge in south of town they
 16 call South Bridge. They also want to put a connection, a
 17 cross street at Eighth Street at Scotts Valley and another
 18 cross street at 14th Street to add connectivity. And that all
 19 also fits into this bridge, but nobody's looking at that and
 20 they need to look at that because that's part of what NEPA
 21 says: Any place state highway connects to a federal highway,
 22 they are required to do an environment impact study. And
 23 these people are not doing that.
 24 They also say our bridge is dysfunctional because
 25 it's too narrow. When it was built in 1953 it had two lanes

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1 **MR. HAINES:** The Highway Department told us to
 2 replace the bridge or to repair the old one would be about the
 3 same amount of money, which is about \$50-, \$60 million.
 4 As far as I can tell, the replacement cost is still
 5 the same bridge today is at 110-, 120 million, and they still
 6 don't have any access to the highway east or west that's not
 7 paid for. That, we're looking at another 10- or 15 million.
 8 When you look at those kinds of dollars to be spent
 9 in this community it doesn't make any sense, because what they
 10 could do is look for another route for Highway 82 to get the
 11 traffic that doesn't want to be in Glenwood Springs off Grand
 12 Avenue so it could go up Valley or come down Valley.
 13 Citizens of Glenwood Springs asked the city council
 14 to send out a vote or a ballot to see what the citizens
 15 thought. City council said, Oh, no. We don't need to do
 16 that. We already know.
 17 So the committee that I'm a member of, Citizens to
 18 Save Grand Avenue, we spent \$2,400 of our money to send out
 19 about 4,200 ballots to people who have physical addresses in
 20 Glenwood Springs. We didn't send any to box numbers because
 21 most or some box numbers are people who don't live in Glenwood
 22 Springs.
 23 Out of those 4,200 ballots we sent out we got
 24 700 back. And 600 people said, Tell the city and CDOT to stop
 25 construction right now and look at the future and see what

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1 on it. CDOT are the people who made it four lanes. They're
 2 the ones who made it dysfunctional. If this were still two
 3 lanes it wouldn't carry near as much traffic, but it would be
 4 a very functional bridge.
 5 So why not look for an opportunity to put a bridge
 6 someplace else, put this back to a two-lane bridge, put a
 7 20- or 30,000 pound load limit on it, just let local traffic
 8 use it. Keep all the trucks off it.
 9 Then you could sit downtown and have coffee, have a
 10 meal outside. Today when you try to do that in the summer you
 11 can't talk to a person three feet away from you because you
 12 can't hear them there's so much traffic there. This way would
 13 be a way to get them off Grand Avenue.
 14 If they put this bridge in, they're going to have
 15 11-foot lanes in it, and the traffic is going to come off I-70
 16 at 65 miles an hour so they'll need to slow up a little.
 17 And eventually when it starts backing up, CDOT's
 18 going to have a problem with, What do we do with all the
 19 traffic that's backed up on I-70? The only thing they can do
 20 is raise the speed limit.
 21 There's a law in the state of Colorado that if they
 22 do a traffic monitor, and they have a 25-miles-an-hour speed
 23 limit and traffic is traveling at 30, 35, 40 miles an hour,
 24 they can raise the speed limit to 30, 35 miles an hour and
 25 that's just exactly what they'll do. They say no, but you

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1 just watch because they can't have traffic backed up on I-70.
 2 The other comment that I would like to make, they
 3 talk about public involvement. The public involvement is just
 4 like this. They come, they look. CDOT tells them what
 5 they're going to do.
 6 There has been no open dialogue between upper CDOT
 7 management and the citizens of Glenwood Springs. One night we
 8 tried to have that. They had it at the community center. We
 9 still had people waiting to talk. At 9:30, quarter to
 10 10:00 the community center closed, everybody went home. No
 11 dialogue. Absolutely atrocious.
 12 They cut down on the people that came to be able to
 13 express their opinion and talk to the people from CDOT. When
 14 you also look at how CDOT's done this, we have a couple of
 15 people from CDOT that live here, Joe Elsen, Roland Wagner.
 16 The rest of CDOT's, Don Hunt's in Summit County. Dave and
 17 Doug live in Grand Junction so they don't live here. They
 18 don't see what happens. They're just trying to shove this
 19 down our throat.
 20 And it doesn't feel good to the people of Glenwood
 21 Springs. It doesn't work well, it doesn't sit well with the
 22 people from Glenwood Springs. And I looked at this and say in
 23 the future I don't think these people have a clue of what
 24 they're doing.
 25 The reason I say that, if you look at Glenwood

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1 All you have to do is ask them how much a postage
 2 stamp is they have no clue, or how much a gallon of gasoline
 3 costs they have no clue.
 4 I think the people that work for our highway
 5 department are very much the same way. When you look at what
 6 they did in Denver on US 36, put this whole financial
 7 agreement together with an Australian company with no public
 8 input, the public is outraged. And they won't do that program
 9 again I'll guarantee you.
 10 And now they also are trying to look at putting I-70
 11 underground between I-25 and Colorado Boulevard. And the
 12 people that live there say, We're happy the way it is. We
 13 don't need to have that done.
 14 So you say is that getting shoved down their throat
 15 again because we have people that are trying to do something
 16 other people don't want?
 17 Another comment I'll make is that the city of
 18 Glenwood Springs, Garfield County, projects that CDOT was
 19 involved with, over the years have done what they call a
 20 corridor optimization plan.
 21 Well, one that they did I think it was like 1979
 22 called the Centennial plan, the result of that was there needs
 23 to be another route through town. They just did another one a
 24 couple of years ago, a corridor optimization thing, and came
 25 up with the same conclusion: Another route through the city

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1 Canyon, when they built it they used all asphalt. Today
 2 they're tearing it up to put concrete down. And what a huge
 3 expense to both all taxpayers and the State of Colorado.
 4 The other thing you can look at and laugh, when you
 5 look at our ski areas, Vail, Beaver Creek, Copper Mountain,
 6 Keystone, Breckenridge, A Basin, when they put I-70 through
 7 in the 1960s did they think these ski areas weren't going to
 8 grow?
 9 They could've put three-lane tunnels in Idaho
 10 Springs so cheaply then compared to today it'd have been
 11 simple.
 12 Three lanes is not going to fix this program. They
 13 need four-lane tunnels at least. It will be all backed up
 14 here again shortly. Then we're going to spend more money and
 15 more money.
 16 It's like CDOT is solving yesterday's and today's
 17 problems today. They're not looking into the future. When
 18 you look at all those things that they could do to do a better
 19 job, and they're so narrow-sighted with this to spend
 20 \$130 million I think is absolutely absurd.
 21 When I look at the local people, and look at what
 22 they're trying to do, I think they're just absolutely stupid
 23 just like the people in Washington DC. When you look at the
 24 people in Washington DC they have no clue what's going on in
 25 their home states.

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1 of Glenwood Springs to get the traffic off of Grand Avenue, to
 2 get the traffic out of Glenwood easier and not cause as much
 3 congestion.
 4 So this is something that appears that they haven't
 5 looked very closely at because there's nothing been done with
 6 it so far. They talk about into the future maybe we'll look
 7 at doing something. Why not do it today and solve the
 8 future's problem now?
 9 The final comment is, if I didn't care about this, I
 10 wouldn't be here.
 11 There you have it.
 12 (Presentation Portion.)
 13 **MS. NOYES:** All right, if everybody can get
 14 comfortable, we have a bit of a presentation for you to
 15 summarize the project. And then we will hold the actual
 16 formal public hearing for the Environmental Assessment.
 17 So the Grand Avenue Bridge Project EA is the purpose
 18 of tonight's public hearing. And to present for you to start
 19 we have Joe Elsen, who's the CDOT program engineer, and Craig
 20 Gaskill, who is the consultant project manager, project
 21 manager for the consulting team.
 22 I am Pat Noyes, and I will be facilitating the
 23 public hearing portion of this. And so I will give you a
 24 little bit more of a rundown on how we're going to proceed
 25 through the hearing after the presentation.

SH 82/GRAND AVENUE BRIDGE EA 11-19-14 Page 10

1 If you would like to speak and provide some comments
 2 tonight, there is a sign-up sheet. Teri would be happy to
 3 take your name and information where to sign in. And we will
 4 be working from that list for the comments.
 5 At this point we have over 20 people signed up to
 6 speak. We're limiting it to three minutes. So do the math;
 7 that's a little over an hour. So we will be very strict about
 8 how long everybody gets to speak so that you all have a chance
 9 to give us your input.
 10 So with that, I will let Joe and Craig start off by
 11 giving a presentation on the project as a whole.
 12 **MR. ELSEN:** Thank you, Pat. Pleasure to be here
 13 with you tonight. Welcome.
 14 So again we're going to present information on the
 15 EA, and take your public comments, which are very important to
 16 this whole process. We've been doing this for over three
 17 years now. There's been multiple public open houses and
 18 one-on-ones and working group sessions. And we really value
 19 your input.
 20 I'm going to read the Purpose and Need. I think
 21 it's really important to this project to make certain you
 22 understand what it's about. It's funded primarily with
 23 Colorado Bridge Enterprise funding, which is narrowly focused
 24 on bridge rehabilitation or bridge replacement so it's not
 25 about congestion or mobility issues.

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1 understands its power.
 2 The foundations that are out there, they're not deep
 3 foundations; they're just a flat bottom to the footing. The
 4 one that's in the center of the river is about five and a half
 5 feet below the bottom of the river.
 6 We have reports from some divers back in the early
 7 '90s, as part of the effort to replace this bridge a couple of
 8 decades ago, they have encountered scour holes that have gone
 9 down below the bottom of the footing.
 10 I'm going to hand it over to Craig Gaskill now to
 11 cover the planning aspects. Thank you.
 12 **MR. GASKILL:** Thank you, Joe.
 13 As you've seen around the room, there's a bunch of
 14 information. If I had to go through all the information it
 15 would probably take more time than we have. I'm going to be
 16 fairly brief to try to cover some of the highlights of the
 17 project, what we're doing and what will come out of the
 18 project, and then I'll go to the public commentary and let Pat
 19 take care of that.
 20 Joe talked about why we're doing the project.
 21 That's the first thing here. There are problems that are out
 22 there, and we need to fix those problems. That's why we're
 23 doing the project.
 24 So when you do a project like that, you also have to
 25 consider how can we make that project better and fit into the

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1 The project purpose is to provide a safe, secure,
 2 effective multimodal connection from downtown Glenwood
 3 Springs, across the Colorado River and I-70 to the historic
 4 Glenwood Hot Springs area.
 5 Two project needs: to improve multimodal
 6 connectivity between downtown Glenwood Springs and the Roaring
 7 Fork valley, the historic Glenwood Hot Springs pool area, and
 8 I-70. The other project need is to address the functional and
 9 structural deficiencies of the bridge.
 10 Here's a graphical image of some of the functional
 11 and structural issues that exist. You can see the semi
 12 tractor-trailer taking up two lanes. It was originally --
 13 this bridge was constructed over 60 years ago as a two-lane
 14 structure, and then converted in a late '60s to a four-lane
 15 structure. The lanes are substandard; they're about nine
 16 foot four and a half inches instead of a standard 12-foot
 17 lane.
 18 You can see some of the images of the spalling
 19 concrete and the exposed corroding reinforcement steel as well
 20 as the warning sign that is posted below the bridge to warn
 21 against chunks of concrete and steel have fallen off the
 22 bridge.
 23 One other structural challenge of the project is the
 24 issue of bridge scour, which is really just erosion due to the
 25 dynamic forces of the water of the Colorado River. Everyone

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1 environment. So we have a bunch of project goals.
 2 We developed the project goals at the beginning of
 3 the project based on public scoping and reasons for scoping.
 4 As you can see, there is a wide variety of goals. So goals
 5 cover pretty much anything you think might be important.
 6 So we use these goals as well as the Purpose and
 7 Need to identify ways to address the problems and ways to fix
 8 the problems, and evaluate those to come up with the
 9 alternates we have.
 10 Before we get into how we got to that, I want to
 11 talk about a little bit about the Colorado Bridge Enterprise
 12 and what that is. The Colorado Bridge Enterprise is the
 13 primary funding source for the Grand Avenue Bridge. It is an
 14 entity of CDOT that is a business entity of CDOT that has
 15 funding only for building or fixing poor bridges in the state.
 16 The map you see here are those poor bridges in the
 17 state that are currently poor bridges in the state. They get
 18 added all the time as new bridges get added.
 19 You can see most of the ones that are blue have
 20 already been constructed. The bridges, the Grand Avenue
 21 Bridge is purple. It's under design, so work on the Grand
 22 Avenue Bridge still has to be done.
 23 Now, the Colorado Bridge Enterprise that's doing
 24 this, they've committed that they're going to try to work with
 25 the communities to make these bridge fit into the communities,

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1 they're going to make sure that they meet state, local, and
 2 federal standards, and they're also going to make sure that
 3 when they do these things that it makes the right sense for
 4 the community as well. That's the second part of the Bridge
 5 Enterprise for bridges out there.
 6 So in the environmental process that we started at
 7 the beginning of the project -- that was November of 2011 --
 8 we started with the public scoping. The public scoping is the
 9 public identifying what the issues are in the community
 10 associated with the bridge.
 11 That then led to the development of the Purpose and
 12 Need Joe talked about. This is the Purpose and Need developed
 13 over some time. And then we go into an alternative screening
 14 process, which we'll get to, to help us identify the best way
 15 to address the problem.
 16 Then we write the Environmental Assessment. And
 17 that Environment Assessment documents how this project impacts
 18 the community, and all the various things we're looking for or
 19 looking at, which includes environmental and historic
 20 elements.
 21 Then we do a public review period, which is what
 22 this is. That public review period ends on December 1st.
 23 Then we write a Decision Document. That Decision
 24 Document is actually what allows us to determine what we can
 25 actually construct or not construct. That's expected to occur

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1 That's the process that also includes the next
 2 slide, public input. The public input process gives us
 3 information on how we measure, how we look at those different
 4 goals in the Purpose and Need.
 5 So we have a lot of ways to get public input. A lot
 6 of this gets involved with a lot of public input. We had a
 7 number of public groups that helped us. Probably the most
 8 important one was the Leadership Committee that was made up of
 9 representatives of key elements of the community.
 10 Their goals and their mission was to make sure that
 11 we follow a context sensitive process; that we're considering
 12 the community input and they could see we're getting it. That
 13 was their role. We met with them I think maybe 12 times or
 14 14 times or something like that.
 15 We also had a group called the Stakeholder Working
 16 Group. That was a larger group that provided input into a lot
 17 of design details. We met with them eight different times.
 18 We had a Project Working Group. The Project Working
 19 Group is made up of Federal Highway Administration, CDOT, and
 20 the City of Glenwood Springs. And they provided input. What
 21 we are hearing is recommendations of how to move forward.
 22 There was Issues Task Forces. Issue Task Forces are
 23 focus groups on very detailed design. There were questions
 24 that came up where we needed more input on.
 25 In addition to that, we had about 3,000 different

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1 later this spring.
 2 So that screening process I talked about, what we do
 3 is we go through a three level screening process. Essentially
 4 what it is, the first one will contain the fatal flaw
 5 analysis. So we look at the possibilities and options of how
 6 we address the problem.
 7 The fatal flaw analysis, some of these will not
 8 possibly work. We screen those out; we don't expend too much
 9 effort on those.
 10 Then we take the remaining options and alternatives,
 11 and look how we can improve those into a qualitative,
 12 comparative analysis of alternatives.
 13 A lot of you were involved with this in some of the
 14 previous public meetings, and you saw a lot of this
 15 information.
 16 Once we take the top alternatives that comparatively
 17 best meet those needs and the goals, then we do a detailed
 18 alternative screening, evaluation screening based on all those
 19 goals in the Purpose and Need, criteria are reached, and we
 20 weigh the pros and cons.
 21 What happens is we find that some of these are
 22 better for some, and some are better for others. We realize
 23 we can't find something that is perfect for everything, so we
 24 try to come up with something that best meets all the
 25 different things.

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1 individual contacts, primarily through the additional
 2 meetings. We had business meetings, we had one-on-one
 3 meetings, we had city council meetings organizing this kind of
 4 presentation.
 5 We went to the downtown markets, the Strawberry
 6 Market, had presentations and booths at those locations. We
 7 had some other things as well. That was the public input.
 8 The public input -- so that's the alternative process and the
 9 public input led to the Preferred Alternative.
 10 The Preferred Alternative is -- this goes in and
 11 out. There is a lot of detail on some of these things. It's
 12 all available on the boards. So if you can't see it here it's
 13 available on the boards. There's also handouts that have a
 14 lot of this information.
 15 I'm going to keep going.
 16 The Preferred Alternative it's essentially new
 17 alignment for the Grand Avenue Bridge. So it'll connect
 18 downtown Glenwood Springs with Exit 116, and that frees up
 19 Sixth Street. It takes out the Sixth and Laurel and Sixth and
 20 Pine exits from State Highway 82. There's a new local
 21 connection or intersection that now connects north Glenwood
 22 and those local streets.
 23 In addition you see a new pedestrian bridge. The
 24 primary reason the pedestrian bridge plan came out was a way
 25 to address the utilities out there in the bridge which we

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1 couldn't take out of service. The pedestrian bridge was a
 2 good opportunity to help provide a lot of other opportunities
 3 as part of our goals.
 4 The new pedestrian bridge, part of that, besides the
 5 new pedestrian amenities, was also a new pedestrian-bicycle
 6 underpass on the west side, which provides a great separation
 7 for pedestrians and bicyclists under Grand Avenue, and
 8 connects to the Two Rivers Park.
 9 That's the main elements of that. There's some more
 10 details how we got there.
 11 So what this shows is how do we use public input to
 12 derive the Preferred Alternative. Frankly, when we started
 13 the project, we thought that the Bridge Enterprise has already
 14 determined rehabilitation of the bridge was not a cost
 15 effective option. So we knew it intended to replace the
 16 bridge.
 17 We thought we could replace the bridge in its
 18 current location, and you can see that's not what came out of
 19 the process.
 20 One of the things we heard from the public was, We
 21 want a larger area for public activity under the downtown
 22 area. That was one of the first things we heard at the scope
 23 meeting.
 24 We have provided a much larger area downtown under
 25 the Grand Avenue Bridge both vertically and horizontally. So

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1 Some of the input that we heard, one was to put the
 2 bridge downtown. You might remember the process where there's
 3 an access to downtown going on and do we change the access to
 4 E Street, and how that affected the bridge downtown.
 5 What we realized was that the bridge downtown was
 6 very important to reduce the width of the lanes and the
 7 shoulder downtown to minimize that into the downtown.
 8 There was a request to maintain the views across the
 9 Colorado River from the Seventh Street businesses. The
 10 original plan, when we first looked at that, was to provide a
 11 ramp from the south side of the pedestrian bridge. That has
 12 been revised to have an elevator and stairs so as to provide
 13 better views across the river.
 14 We got some views of that bridge back there if you
 15 want to see that. There was a request for view of the Colorado
 16 River. That's been done.
 17 Build an aesthetically pleasing bridge. We worked a
 18 lot with city council, the Issues Task Force, and input from
 19 the meetings to find a way to come up with a bridge, both the
 20 style of the bridge and elements on the bridge will be
 21 aesthetically pleasing.
 22 So the Issues Task Force provided a lot of great
 23 input on to the materials that were provided on not just the
 24 bridge but also the whole project including the hardscape, the
 25 landscaping, how the elements might look, where to place the

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1 now that bridge goes further south of the abutment than it
 2 used to go before, and made it a more open and inviting area.
 3 One of the other items that we heard was, We want
 4 improved pedestrian-bicycle connectivity. CDOT, Department of
 5 Transportation, we want looking at those elements.
 6 In addition to the pedestrian -- so the pedestrian
 7 bridge became part of the project. We wanted to make sure
 8 that we provided for the future capacity so it will be a wider
 9 bridge, and a pedestrian bridge, and provide better connection
 10 at both ends.
 11 In addition it provides a pedestrian underpass under
 12 State Highway 82, and better connection to Two Rivers Park.
 13 So that was based on that comment.
 14 We had lots of requests to minimize construction
 15 impacts. One of the reasons for the new alignment was to try
 16 to move the construction away from existing businesses, at
 17 least in that area, so we plan to build a lot of that bridge
 18 offsite without affecting traffic. So that's part of the
 19 reason for the existing alignment of this was to provide
 20 lengthened onramp to I-70.
 21 There was a request to simplify Sixth and Laurel
 22 intersection roundabout. This was after we developed the
 23 original context. So we looked at that. And the group
 24 decided that it was simpler to provide better signage with use
 25 of that Sixth and Laurel roundabout.

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1 lighting, which was a pretty important thing.
 2 Pretty much most of those, most of the input we got
 3 from this Task Force has now been incorporated into the
 4 design. And that design's been ongoing so you won't see all
 5 the stuff in the Environmental Assessment, so it's progressed
 6 to the point where a lot of these are being worked out with
 7 input use of the task forces.
 8 So in addition to the bridge itself, we have to
 9 worry about what do we do with traffic during construction.
 10 So in that construction, when we close down that bridge to
 11 build a new bridge and slide it over, you've got a 90-day
 12 period where we're going to have to move traffic onto a
 13 detour.
 14 So after a lot of work it was determined that the
 15 best detour would be Midland Avenue from Exit 114. It's going
 16 to go up Midland at Eighth, and from Eighth to Grand Avenue
 17 we're going to build a new temporary connection that will
 18 cross through the railroad. That's in the blue over here.
 19 In order to get to the downtown we're going to see a
 20 little one-way couplet to try to minimize impact to traffic
 21 and make it the lowest impacts in that area.
 22 One of the things we do, we recognize that there's
 23 only limited capacity in Midland Avenue. So we've been
 24 working with the school district, the site work with the
 25 school district, worked with Grafta on transit, and also goods

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1 and services as to how we can continue to minimize impacts on
 2 their services, and what can they do to try to maximize their
 3 services during the time of construction.
 4 We're working on that. We've got quite a bit of
 5 time to do it, but that's in the process right now.
 6 The second detour is a much shorter duration detour.
 7 This is when we are going to put girders over the top of I-70
 8 or tearing down the existing bridge, and we can't have live
 9 traffic underneath.
 10 So we're going to have to detour traffic out to
 11 I-70. It's only going to be during nighttime hours and
 12 limited time periods about 10 to 12 times. We'll put them
 13 onto Sixth Avenue at nighttime so they don't have to go
 14 underneath bridge construction.
 15 One of the reasons for the Environmental Assessment
 16 is to document the impacts of the proposed action. So the
 17 Environmental Assessment looks at all the different areas
 18 where there might be impacts, and identifies both positive
 19 impacts and negative impacts.
 20 There's a lot of different impacts that have been
 21 identified. And this is only the first of four sets of
 22 categories. If you want to look at all the details, look at
 23 the Environmental Assessment on the table over here there's
 24 11 by 17 handouts or charts, there's 13 packets of impacts,
 25 both positive and negative impacts.

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1 facilities, wildlife and aquatic species, special species. The
 2 next one, air quality, visual conditions.
 3 Visual conditions priority was one of the most
 4 important things we heard at the beginning of the project.
 5 They said, We need to come up with -- whatever we do, it needs
 6 to be visually pleasing and fit within the community
 7 aesthetically. That's why we spent so much effort on it.
 8 We knew it's a bridge, we knew where it's at, but
 9 what's that bridge going to look like and how will it fit in?
 10 So these are all in the EA.
 11 So in addition to all of the impacts there's a
 12 separate category we looked at, which is historic impacts,
 13 the National Historic Preservation Act. So we looked at all
 14 the historic properties.
 15 There's a number of historic properties in Glenwood.
 16 In fact, we have nine different properties that have had
 17 adverse impact as far as this project.
 18 One of those properties is the existing Grand Avenue
 19 Bridge itself. Obviously tearing it down, that's an adverse
 20 impact.
 21 The other eight properties are historic buildings on
 22 Grand Avenue between Seven Street and 86th, and so there's
 23 adverse impacts because of proximity to the construction and
 24 proximity to the new bridge when they build it. That's the
 25 adverse impact.

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1 There's lot of things we're looking at. For each of
 2 the impacts, we're looking at what's the best way to address
 3 the impact, how to mitigate those impacts, alleviate the
 4 impacts, minimize the impacts, and we address that in the
 5 Environmental Assessment.
 6 For example, it's hard to address because there's so
 7 many. So on short term business impact, businesses during
 8 construction, so the immediate impact might be if you're a
 9 business next to construction you're going to be impacted by a
 10 lot of noise, the dust that's going on, and some limited
 11 access to your business. We're going to keep access open, but
 12 it's going to be more difficult, so this is going to be a
 13 negative impact to business. We've documented that in the EA.
 14 A positive impact might be we're bringing in
 15 \$100 million worth of infrastructure to Glenwood Springs, and
 16 a lot of people coming in. There's going be workers there for
 17 two years, and they're going to be -- that are going to be
 18 spending a lot of money at businesses. So that is a potential
 19 positive impact.
 20 So in each of these things we looked at the
 21 different impacts and document those, and that helps go into
 22 the final decision of what we can actually build.
 23 So we'll flip through these next three slides fairly
 24 quickly. Some of the other categories we're looking at have
 25 been documented in the EA, rider impacts, construction

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1 As part of that, we're doing a consultation with the
 2 state historic preservation office, the local historic mission
 3 to identify a memorandum of understanding on how to best
 4 mitigate the historic impact, and that's in process too.
 5 We also have coordination with the Native American
 6 tribes. We've asked them to provide us with material. We
 7 asked for their input and we've asked for that coordination.
 8 So the cost, you've probably seen the cost. It's
 9 been in the paper quite a bit. The construction cost is
 10 60 million. That's been relatively consistent, although not
 11 quite the same as the original cost you might've heard of
 12 59 million a while ago.
 13 In addition to construction costs there are
 14 preconstruction costs, which include cost of design, cost of
 15 environmental documentation, right of way. Of course the
 16 right of way is a much higher cost now because we're on a new
 17 alignment, and not on the existing alignment as we were
 18 before. So that cost has certainly gone up. And there's
 19 utility costs. There's a lot of utilities in this area.
 20 In addition to preconstruction costs, there's also
 21 what's called indirect costs. When you think about it, you
 22 have an agency, CDOT, where we have a lot of cost that apply
 23 the process across the entire state. So there's a portion of
 24 that that apply to each project, and that has to be applied to
 25 this project as well.

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1 So the total cost you might have seen in the paper
 2 is \$110-, \$115 million, and that's probably where we're at in
 3 terms of putting the costs together.
 4 So where are we right now? So we kind of talked
 5 about some of the stuff, the project scoping, the alternative
 6 development screening process, the design process.
 7 So as you can see from these documentations, we're
 8 near the end. We're reviewing the environment documentation
 9 and public input. That will then be turned into a Decision
 10 Document, which will mean we'll take all the input, address
 11 all those comments in the Decision Document.
 12 Shortly after that's done there'll be a final design
 13 done, assuming that the Decision Document moves us forward.
 14 The final design addresses that federal negotiation on the
 15 right of way. The right of way process is in process right
 16 now.
 17 There'll be intergovernmental agreements, IGAs, with
 18 both the funding agency and with the City for who maintains
 19 some of this stuff. Then there'll be contract negotiations
 20 with the contractor, and once that's done they can actually
 21 start construction, which is scheduled for the end of 2015.
 22 So the end of next year construction start.
 23 And it's about a two-year construction schedule.
 24 One of the key pieces of that construction schedule is the
 25 bridge closure. That's when you'll really notice the impact.

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1 you very much for your patience, and we very much appreciate
 2 your willingness to share your thoughts and responses to this
 3 EA with us.
 4 We're going to do a little bit of logistics here.
 5 We have 27 people who have signed up to speak. We do not have
 6 time to have any conversation. As Craig pointed out, we've
 7 had lengthy conversations and we have used that to really
 8 shape the project.
 9 Tonight is a formal hearing where we want to take
 10 formal comments from those who would like to provide those to
 11 us. And so we will call your name. And please use the
 12 microphone.
 13 We have a court reporter here who will be taking
 14 down your comments. And we will provide her with your name,
 15 address, and email I believe is what's on that list. And she
 16 will make sure that that information lines up with your
 17 comments. So please state your name. And then she will get
 18 the spelling off of the list so we don't have to go through
 19 that.
 20 We also have Tom, who will be the official
 21 timekeeper. We will give you a one minute and a thirty second
 22 countdown. If you don't care to use the full three minutes
 23 and move us along, that's fine too.
 24 When we call your name, if you've decided that your
 25 issue has been raised or that you have chosen not to speak,

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1 The rest of the time a lot of the stuff they're doing is off
 2 the bridge; traffic continues to move.
 3 So when they close down the bridge for 90 days
 4 that's when you'll really notice it. That's currently
 5 scheduled for the spring of 2017. After that gets done and
 6 the traffic gets on the new Grand Avenue Bridge, things will
 7 pretty much wrap up after that, clean everything up.
 8 This is the last slide. Really the purpose of this
 9 meeting and this process right now is public comment. We want
 10 to hear your comments so we can provide the best Decision
 11 Document, make sure it addresses all these issues, see if
 12 there's new information out there.
 13 You can do that either through public comment
 14 tonight, you can stand up and speak, or you can provide it
 15 directly to the court reporter, or you can provide written
 16 comment tonight and hand it in, or you can provide written
 17 comment and send it in, or you can fax it in or you can email
 18 it in. All the information is on your sheets and also on the
 19 boards.
 20 That is all I have, Pat. So the next slide is for
 21 you. Thank you.
 22 (Public Comment Portion.)
 23 **MS. NOYES:** All right. I would like to start first
 24 by thanking those of you who have been here for quite some
 25 time patiently waiting for this portion of the evening. Thank

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1 let us know that and we'll move to the next person.
 2 We will cut you off at three minutes so that
 3 everyone has a chance to speak if they choose to do so. We
 4 really appreciate your willingness to participate in this and
 5 follow the rules so that everyone gets a chance.
 6 With that, the first name on the list, Mehrdad
 7 Jahani.
 8 **MR. JAHANI:** Thank you. My name is Mehrdad Jahani.
 9 I've been around this area since 45 years ago. I love
 10 Glenwood Springs.
 11 I've been following this project from inception.
 12 And I'm here to tell you that I'm against this project based
 13 on a few things.
 14 First of all, let's find out what is the problem.
 15 Why do we have to do what they're doing now? Naturally the
 16 first thing they mention is that the bridge is functionally
 17 deficient.
 18 Now, the question is, how did it become functionally
 19 deficient? Was it an act of God? Or was it the cars that
 20 come through here or what?
 21 Of course, they had to take the sidewalks away. And
 22 in 1961 they turned it into two lane, four and four. I mean,
 23 two and two, four. At the time they knew what size cars and
 24 trailers and everything are. So naturally they knew what they
 25 were doing was not right.

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1 And who was "they"? CDOT. Now who is doing this
 2 project? CDOT. Yeah. This project is forced to Glenwood
 3 Springs. They make expressway all to downtown eroding it much
 4 more than it has been already.
 5 Let's stand up and say what it is. This is not
 6 right. Environmentally it is not right either. That design
 7 doesn't fit our environment. That is fine, the expressway
 8 alternate, but not here in Glenwood Springs.
 9 (Applause.)
 10 Another thing is, of course, if it was only a matter
 11 of bridge repair or replacement, that would be fine. But they
 12 have expanded the project; it covers much more from the, from
 13 the detour and doing all that.
 14 So I think they should stop and do a total
 15 environmental study before they proceed.
 16 I'm going to be very short. That's it. Thank you.
 17 (Applause.)
 18 **MS. NOYES:** Thank you very much. I appreciate you
 19 staying within your time to set the standard.
 20 Our next speaker is Alice Hatner. Alice, are you
 21 here? The court reporter needs you to use the microphone so
 22 she can hear.
 23 **MS. HATNER:** I'll probably embarrass myself to
 24 death.
 25 I love this town. I love a lot of the people here.

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1 (Applause.)
 2 **MS. NOYES:** All right. Stan Speck.
 3 **MR. SPECK:** I'm Stan Speck.
 4 Maybe I'm missing something, but the CDOT plan to
 5 replace the Grand Avenue Bridge would not add, would not move
 6 one more vehicle cross the Colorado River than now.
 7 It does not take any traffic off of Grand Avenue; it
 8 does not line up with the regular corridor; it is not adding a
 9 river crossing.
 10 I have seen CDOT move all the traffic to the Roaring
 11 Fork valley on two lanes during the paving of Grand Avenue.
 12 Good job.
 13 We could use a slow but steady bypass, two lanes
 14 nonstop, especially for big semis. At slow speeds, the tires
 15 sound like a river. No gear changes, it sounds like a river.
 16 I say come up with a better plan for our town than
 17 that at Grand Avenue.
 18 Thank you.
 19 (Applause.)
 20 **MS. NOYES:** I think it's Margi Crow.
 21 **MS. CROW:** Hi. I'm Margi Crow. My husband and I
 22 have a drugstore in downtown Glenwood.
 23 This may be our last chance to express our opinion
 24 on what the proposed Grand Avenue Bridge replacement project
 25 will do to our city, and what it will not do to deal with the

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1 All I see is traffic on Grand Avenue has nothing to do with
 2 how you're going to do your bridge.
 3 It might be fine. Why take a bridge out that could
 4 still be used? We want bridges on south Grand. We want
 5 bridges other places. We have a bridge that can be used if
 6 it's fixed. And we can build a nice new bridge so people can
 7 live in this town.
 8 (Applause.)
 9 I'm going to say something that's going to hurt some
 10 people. This area was founded by Teddy Roosevelt without a
 11 road. This bridge, Grand Avenue, will be ruined. And this
 12 all will be the demise of this town that people love and have
 13 been coming to for years.
 14 (Applause.)
 15 You know what? When people want to walk here you
 16 can't walk on Grand Avenue. It's blocked up from the traffic.
 17 When you want to cross the street here you have to wait
 18 forever.
 19 You can't come out of a side street here. Original
 20 people knew the middle of the town was for a street. We only
 21 have one main street.
 22 It's just it's all wrong and everybody knows it's
 23 wrong. We need a bypass to take care of Aspen and all the
 24 areas that are really growing. And this bridge can always
 25 serve our town, fixed.

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1 steadily increasing Grand Avenue traffic congestion problem.
 2 This Environmental Assessment focuses exclusively on
 3 the replacement of the existing bridge, and it fails to
 4 include any consideration of whether the proposed construction
 5 will be compatible with what is going to need to be built to
 6 accommodate future traffic volume.
 7 Consequently, it should be rejected as deficient,
 8 and replaced with a comprehensive EIS, Environmental Impact
 9 Study statement that addresses all future as well as present
 10 Grand Avenue-Highway 82 problems.
 11 One thing I noticed, there's no traffic in these
 12 pictures. And we are bumper to bumper. And I was rear-ended
 13 last night in this traffic. So that doesn't show up in any of
 14 these pictures.
 15 Thank you.
 16 (Applause.)
 17 **MS. NOYES:** Patty Daniels.
 18 **MS. DANIELS:** I regret that it's taken me this long
 19 to weigh in on such an important matter as the bridge
 20 replacement bypass.
 21 I have read the articles and been to two previous
 22 meetings, open houses, and read numerous letters to the
 23 editors. Now is my turn to have my voice heard.
 24 My opinions are not unlike most that I have read and
 25 almost seem to be in agreement to everyone I've spoken with

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1 regarding the bridge replacement bypass.
 2 Let me begin by saying we have owned our home on
 3 Park Drive in Glenwood Springs since 2000. We are small
 4 business owners. And I run a small nonprofit organization.
 5 And I do think a bypass is more important than a new
 6 bridge. I cross the bridge almost every day. And recently as
 7 I was crossing southbound I realized that I had passed only
 8 one other vehicle. I started looking at the bridge and found
 9 myself thinking, What a great bridge with such simplicity and
 10 historic value. I thought, Does this really need to be
 11 replaced to the tune of over \$100 million?
 12 Obviously I am not an engineer, but it seems to me
 13 that the existing bridge could be shored up, rebuilt,
 14 reconfigured, or remodeled for a lot less money.
 15 The real need is for a bypass that should be a
 16 statewide project. The current bridge serves the entire state
 17 of Colorado and around the nation and the world by
 18 transporting people and goods to and from Carbondale,
 19 Redstone, Basalt, Snow Mass Village, and Aspen.
 20 And not for just the obvious reason, which is
 21 tourism. There are businesses, college campuses, farms, and
 22 ranches that provide goods and services worldwide. How awful
 23 that the tiny beautiful city of Glenwood Springs should pay
 24 the price for -- in more ways than one.
 25 I believe a bypass will save the small-town charm,

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1 flow into active bus stops that allow them to safely pick up
 2 and drop off passengers without totally stopping traffic flow
 3 in the right-hand lane. This causes constant traffic backup,
 4 and many times results in drivers making abrupt and unsafe
 5 maneuvers with their cars and with their hands to get around a
 6 stopped bus.
 7 I don't see this project solving any of these
 8 problems. I believe the concept of destroying a 61-year-old
 9 bridge to create a new entrance to our valley is irresponsible
 10 and ill conceived.
 11 I believe there are engineering and construction
 12 capabilities to reinforce and widen the existing Grand Avenue
 13 Bridge, and allow it to thrive for years to come in a safe and
 14 productive manner.
 15 I believe this can be accomplished without ever
 16 totally closing the Grand Avenue Bridge by keeping two lanes
 17 open during construction, and avoid creating the resulting
 18 chaos that this project is proposing.
 19 I believe that fixing the existing bridge can be
 20 done for a fraction of the cost as what this project has
 21 projected the cost if it even hits that amount.
 22 I believe that the process of construction of the
 23 proposed bridge and the resultant traffic speed and traffic
 24 flow will not only create an unacceptable hardship to our
 25 community during the construction phase, but I believe you're

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1 and create a safer, more efficient and more sustainable route
 2 for transportation to other parts of our valley; that each
 3 municipality should support the cost as well as the State of
 4 Colorado.
 5 I believe there are several options for a bypass,
 6 and that this is the time to take action and not to kick the
 7 can further down the road.
 8 That's all.
 9 (Applause.)
 10 **MS. NOYES:** Rob Anderson.
 11 **MR. ANDERSON:** I'll pass.
 12 **MS. NOYES:** Okay. Ed Rosenberg?
 13 **MR. ROSENBERG:** First, I want to thank you guys. I
 14 mean, I, you know, really disagree. But I know this is a lot
 15 of work. I know this is a lot of work, and I appreciate that
 16 for what it is. But amount of time spent on a bad plan does
 17 not necessarily make it a plan to proceed on.
 18 Currently, downtown Glenwood Springs has the
 19 following problems currently: too much traffic, too much
 20 speed for our town to absorb, too much noise for a town our
 21 size to absorb, too much pollution for a town our size to
 22 breathe, unsafe pedestrian crossing. Even with crossing with
 23 the "walk now" signal, it's dangerous due to lack
 24 of pedestrian crossing signs.
 25 Lack of the ability of buses to pull out of traffic

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1 asking the city of Glenwood Springs, its downtown businesses
 2 and the people of Glenwood Springs to accept an unacceptable,
 3 unsafe, and unhealthy burden for the next hundred plus years.
 4 It appears to the layman that there are too many
 5 people focusing on the financial benefits of the construction
 6 project itself, and turning a blind eye to what you are doing
 7 to a town of 8,500 trying to solve a regional traffic problem
 8 on our main street in the heart of our town.
 9 CDOT needs to find a better plan to improve the
 10 increasing traffic exiting off of the I-70. CDOT needs to
 11 find a better plan -- CDOT needs to find a better plan to move
 12 every piece of traffic flow to Aspen without asking the people
 13 of Glenwood to sacrifice our town. And I believe it is
 14 totally unacceptable to the city of Glenwood Springs and
 15 Garfield County to be expected to put up \$6 million to help a
 16 regional transportation project.
 17 In conclusion, I believe this project does not solve
 18 transportation problems that exist. I believe until CDOT
 19 deals with the existing transportation problems as regional,
 20 they're only creating future hardships. I believe the funds
 21 can be used for modernizing the existing bridge.
 22 Thank you.
 23 (Applause.)
 24 **MS. NOYES:** Parvin Erlandsen.
 25 **MR. ERLANDSEN:** Pass. He said it for me.

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1 **MS. NOYES:** Okay. Leo McKinney.
 2 **MR. MC KINNEY:** Hi. I'm Leo McKinney. I'm lucky
 3 enough to be called the mayor of this awesome city.
 4 I'm only here with one message for you guys. We
 5 have asked for a 30-day extension of this public commentary
 6 because we simply need more time.
 7 We are a city that is constantly having things done
 8 to us. We have you guys with this project. We have the
 9 county with some of their projects. And we have Grafta with
 10 some of their projects. Our staff, city staff, has grown very
 11 very thin. We simply need more time to ferret out any of the
 12 issues that might be in this document.
 13 Just last night our planning and zoning commission
 14 was expressing the same sentiment; that they really need more
 15 time.
 16 So that's the only thing I'm going to say tonight is
 17 please give us more time. We can use another 30 days to make
 18 sure that Glenwood gets the best possible thing we can get.
 19 Thank you.
 20 **MS. NOYES:** Suzanne Stewart.
 21 **MS. STEWART:** Okay. So I'm going to take a position
 22 that I guess I've taken a lot in my life, and that's being a
 23 contrarian. Contrarian.
 24 I was born and raised here. I know there's a few of
 25 you, Mike, Gamba, Angie, and Tony, and probably a number of

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1 frustration and complaints.
 2 It will be about a two-year process. And when it's
 3 over, I think we will have even a cooler town than what we
 4 have right now. I have a vision of Glenwood being very
 5 different, it being bikeable, it being walkable.
 6 I see it having a more vibrant downtown, I see us
 7 having a really cool village center in north Glenwood. I see
 8 the downtown with more outdoor eating and vibrancy.
 9 So I'll be the contrarian. I think this is a
 10 hellova good project, and I say take a pill and go for it.
 11 (Boos and applause.)
 12 **MS. NOYES:** Jim Breasted.
 13 **MR. BREASTED:** Hi. My name is Jim Breasted.
 14 First thing I want to do is ask for a ride back to
 15 Carbondale. If anybody's going up that way they can just drop
 16 me. My car blew up and I'm carless.
 17 I'll just say -- I'm not going to say it to you.
 18 I'm just going to read a letter that was written and printed
 19 in the Aspen Times September 19. It was signed by 12 valley
 20 citizens.
 21 "We are addressing this letter to the newspapers in
 22 Glenwood Springs, Carbondale, Aspen, Vail, and Grand Junction
 23 because we think it's time to call upon all the governments,
 24 both county and municipal, all the county and municipal in
 25 Roaring Fork and Colorado River valleys to weigh in on the

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1 other people that I don't know. And I just want to say, give
 2 you guys just a little bit of insight.
 3 South Grand Avenue when I was a kid was a two-lane
 4 highway. And had big, beautiful trees lined all the way down
 5 Grand Avenue. That was gorgeous. When those went away, there
 6 was a lot of heartache.
 7 And so I guess as I was sitting here listening to
 8 people talk, I thought about that. I don't think I was old
 9 enough to really pay attention to what the city fathers were
 10 talking about when that happened. But it was a really big
 11 deal going from a two lane to a four lane. Oh, my God.
 12 Well, the town was 3,500 people. So people, we have
 13 a lot more. I think we are close to 9,000, maybe 10,000
 14 people in the town right now. So people are a problem. But
 15 that's a whole personal insight about what Glenwood was 60
 16 plus years ago.
 17 What I want to say is I have served on the PLT? The
 18 Project Leadership Team and the Mission Task Force. And it
 19 hasn't been smooth; hasn't been easy; haven't agreed with
 20 everything that's happened. But the process I think is what I
 21 would like to say thank you for.
 22 And I'm glad all of you are here to make your
 23 opinions part of the record. But I happen to be in favor of
 24 this project. And I am, I really strongly believe that
 25 there's going to be a lot of pain and heartache and

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1 question of a state Highway 82 bypass around Glenwood Springs.
 2 "Valleywide transportation groups should be
 3 discussed and decided upon by regional consensus. The routing
 4 of a state highway through or around any municipality should
 5 never be determined uniquely by that municipality.
 6 "We believe that over the past 60 years the
 7 continued routing of Highway 82 around Grand Avenue has not
 8 been successful.
 9 We believe that the time has come to put the
 10 question of a bypass to a vote of all the people who live
 11 here. We ask that the residents of Garfield, Eagle, Pitkin,
 12 and Gunnison counties be given the opportunity to vote on the
 13 question."
 14 (Applause.)
 15 "We would ask that further work on the bridge design
 16 and construction be halted until such time as we've been able
 17 to vote on whether there should be a State Highway 82 bypass."
 18 This letter was signed by 12 people: Ernie and
 19 Carol Gianetti, Gregory Durrett, Dean Moffatt, Melanie
 20 Cardiff, Jerry and Judy Gerbaz, Skip Bell, John Foulkrod,
 21 Bradford and Patsy Nicholson, and Mark Chain and ten others.
 22 How much more time?
 23 Arline Stabenou, Phil Gallagher, Keith Speranza,
 24 Steve Campbell, Cheryl Cain, Ed Rosenberg, Sherry Reed,
 25 Patrick Hunter, June and Pat Copenhaver, and Dale Reed.

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1 I rest my case.
 2 (Applause.)
 3 **MS. NOYES:** All right. Dave Winsor.
 4 **MR. WINSOR:** I'm here to talk about I oppose this
 5 project off the top of my head for a lot of reasons. My whole
 6 background has been doing environmental impact statements on
 7 transportation projects around the world and around the
 8 country.
 9 I moved to Glenwood Springs because of quality of
 10 life issues and the people who live here. I understand that
 11 we have an old bridge here that needs to be repaired or maybe
 12 replaced.
 13 But I also know that impacts are both direct
 14 impacts, which I say are here in Glenwood, and indirect
 15 impacts of all the people who use that bridge throughout the
 16 valley and who travel up and down the I-70 corridor. Because
 17 of that, I think that we need to take a hard look and prepare
 18 an environment impact statement.
 19 I think it's the only way, a transportational
 20 environmental impact statement, to really look at all the
 21 alternatives. Those alternatives should not start at the city
 22 of Glenwood city limits and end at the other side of the
 23 Glenwood city limits; it should be throughout the area. I
 24 think that's the healthiest way to do it.
 25 Whether a bypass is an option, I'm not sure we have

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1 have, and how hard it is often to cross Grand Avenue, whether
 2 you have to wait for the light or not.
 3 One of the issues that overrides both these is
 4 connectivity: How do we have this state highway right through
 5 the middle of town, and yet be able to cross back and forth.
 6 There's two things that come to mind. One is the
 7 underpass that was shown. I'm not sure if there are other
 8 underpasses involved or not. But it needs to be a very well
 9 made and attractive underpass if there is one.
 10 If you have seen the underpass near Highway 82 at
 11 Whole Foods, you know that they can build an attractive
 12 underpass, well lighted and attractive.
 13 This town has not been noted very well for keeping
 14 track of some of its underpasses. There are some underpasses
 15 and side streets for drainage and supposedly pedestrians, but
 16 they're pathetic.
 17 An issue that perhaps CDOT should look at is that
 18 the pedestrian overpass is listed here for 9.5 million with an
 19 elevator. I don't know about you, but I don't have a good
 20 feel about an elevator. How many bicycles, how many
 21 strollers, how many dogs, and loss of electricity, then what?
 22 How about an up and down elevator -- or escalator I
 23 should say? An escalator at that site, and would not be so
 24 restricted.
 25 Thank you.

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1 the land for a bypass, but we need to evaluate that in a
 2 formal process as opposed to saying, We're going to do an EA
 3 and we're going to restrict it to a very small area of
 4 Glenwood Springs.
 5 I would also hope that all of you out there, you
 6 have the chance to put your input in in writing on this, and
 7 suggest that an EIS be done, and then make a determination
 8 because this is a big determination which is going to have a
 9 major impact on the quality of life for this entire valley.
 10 Please be involved. Thanks for showing up on this.
 11 And stay in touch. And don't forget, we've got to get some
 12 written comments on this. That is how this process works.
 13 If anyone would like to talk to me about how you
 14 handle questions and stuff, give me a call. You can get to
 15 John Haines if you want to, or you can call me at 945-6493.
 16 I'd love to talk to you about it.
 17 Thank you.
 18 (Applause.)
 19 **MS. NOYES:** Dale Reed.
 20 **MR. REED:** I'm Dale Reed. And I've got a concern
 21 here maybe about two issues. And that is traffic volume, and
 22 pedestrian safety.
 23 As we stand right now, if you have driven in the
 24 traffic right through town at 8 o'clock in the morning or at
 25 5:00 in the evening, you know what kind of traffic volume we

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1 (Applause.)
 2 **MS. NOYES:** Thank you. Hal Sundin.
 3 **MR. SUNDIN:** I have a couple of quotes here that
 4 come from CDOT. Says, Because of the way this project has
 5 evolved to include a variety of other Highway 82-I-70
 6 interchange improvements, it's now more than a simple bridge
 7 replacement. That's one of them.
 8 The second is, Both the Glenwood Springs
 9 comprehensive plan and CDOT's own corridor optimization plan
 10 address the need to spread some of the traffic around that's
 11 now funneled onto Grand Avenue.
 12 These are two glaring reasons why this EA should be
 13 rejected as seriously deficient. The project is no longer
 14 merely a replacement of the existing bridge in its present
 15 location for which an EA would have been appropriate; instead,
 16 it now consists of a construction of a new bridge in an
 17 entirely different location and a complete reconfiguration of
 18 the Sixth and Laurel intersection and raises some serious
 19 questions about compatibility with what may be needed to be
 20 constructed to accommodate these new traffic volumes exceeding
 21 the carrying capacity of Grand Avenue.
 22 Incidentally, connectivity, this is one of the
 23 purposes of the project is to improve the connectivity from
 24 across the river. I don't see how increasing the length by
 25 50 percent and running all the traffic through a traffic

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1 circle improves connectivity.

2 CDOT has now joined, has now joined the propensity

3 to speculate about where and how this should be accomplished

4 without the benefit of any comprehensive engineering study

5 comparing all feasible alternatives, and recommending the best

6 alternative. That would be the purpose of an environmental

7 impact study, which should be done before this project

8 proceeds any further.

9 The EA is a segmentation of a much larger project

10 needed to serve the transportation needs of the Roaring Fork

11 corridor, an action that is prohibited by NEPA regulations.

12 The EA is focused exclusively on a single goal of

13 replacing the exiting bridge in total ignorance of, and

14 without any consideration of what may be needed in the future.

15 In other words, what is now being proposed is to proceed

16 without a plan for the future.

17 This EA should be rejected as a single purpose

18 segmentation of the broader scope of the transportation needs

19 facing the Roaring Fork valley, and replaced with an

20 EIS addressing all of those needs.

21 Let's do it right.

22 (Applause.)

23 **MS. NOYES:** John Haines.

24 **MR. HAINES:** Thanks, Pat.

25 Rob Anderson and Parvin gave their time, so now I

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1 Don't do anything more. Do a joint plan where you

2 look at the South Bridge, where you look at Eighth Street,

3 where you look at 14th Street, where you look at this bridge,

4 and let's come up with a plan.

5 Now, I'm not the guy who put this on. So when they

6 put -- they didn't want anything more done until you can put

7 this together. And that's part of this whole program, look at

8 it, make the best thing that you can do with it. There are

9 other opportunities to do it, and these other people have said

10 you need to have an EIS done.

11 Here's what a highway engineer has to say. "The

12 text of this EA, while interesting, comes to a conclusion not

13 meeting the requirements of the National Policy Environmental

14 Act and NEPA since that act requires the explanation which is

15 the examination of all alternatives to be proposed for the

16 proposed action."

17 The stated goal 2.11 is to improve connectivity

18 between the south side of the Colorado River, downtown

19 Glenwood Springs and the north side of the river, historic

20 Glenwood Hot Springs, and the I-70. An excellent opportunity

21 happens to exist only 200 feet downstream that meets the above

22 stated goal.

23 Despite repeated requests for inclusion by

24 individuals and interested groups, part of this legal study

25 was brushed aside during the '73, railroad corridor was an

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1 have nine minutes. Thank you very much.

2 Joe, you and Craig and Tom ought to be ashamed of

3 yourselves. You asked us for our input. The pictures that

4 you show up here of the meeting where you and I stood up in

5 front, there were lots and lots of people staying and wanted

6 to talk. But the community center closed at 10 o'clock, so

7 they had to go home.

8 I hope that's not the case here either. Because

9 this meeting is supposed to end at 9:00. You say we're a

10 valuable part of this whole program and that you need our

11 input, so now you need to listen.

12 Where it says the document and the survey that you

13 guys have done, you know, we, our group, Citizens to Save

14 Grand Avenue asked the City to put a ballot out, a ballot

15 issue about how they feel about this program. And the City

16 says, Oh, no, John. We're not going to spend our money to do

17 that.

18 That's why I'm bringing this up now because it's

19 public record. We spent \$2,500 of our own money, sent

20 4,200 ballots out to citizens with addresses in Glenwood

21 Springs, no box numbers.

22 Out of those 4,200 we sent out, we got 700 back.

23 Out of that 700 -- now listen -- 600 people said, Tell CDOT

24 and the City to stop right now.

25 (Applause.)

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1 alternative included in the study, ways to reduce traffic on

2 Grand Avenue was encouraged by the City, written request to

3 the Department of Highways, budget money in construction.

4 Since that time many additional studies have been

5 made and alternatives not acknowledged or even mentioned in

6 the EA.

7 You know the Centennial study. They said the same

8 thing. Let's put an alternate route to Glenwood Springs.

9 (Applause.)

10 **MS. NOYES:** Gregg Vasquez?

11 **MR. VASQUEZ:** Hi. I'm Gregg Vasquez.

12 Just a couple of points that kind of concern me

13 about this. First of all, the impacts that are going to be

14 caused by all the traffic during the construction, the police

15 department probably doesn't have enough guys as it is.

16 And is CDOT going to compensate the City for that?

17 How is that going to work? That's another impact on City tax

18 dollars.

19 The other thing was, at the inception of this at the

20 community center, we saw these grandiose plans with all this

21 great design. Well, now all of a sudden they're asking the

22 city, county, Pitkin County and everybody else for additional

23 funds.

24 In my opinion, if it's going to happen, CDOT needs

25 to pay for it, and leave the local residents to use their tax

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1 dollars as they need to.
 2 (Applause.)
 3 **MS. NOYES:** Bob Gish.
 4 **MR. GISH:** Hello. I'm Bob Gish. I'm not as
 5 passionate as you guys are. I've only lived here a year.
 6 I believe CDOT. I believe maybe CDOT has a
 7 temporary solution. But I don't really see anything feasible
 8 for any kind of a bypass.
 9 So I take the position that I inherited this
 10 traffic. Now, what can we do to make it better? And I
 11 honestly do believe Joe and CDOT, they came up with the best
 12 solution.
 13 I made plenty of notes. Talked to David, I talked
 14 to the city council, talked to the mayor. I believe CDOT is
 15 going to do it, will minimize the impact to us, okay?
 16 I'm asking for enhanced pedestrian safety during
 17 this period of time. I don't think people know what's going
 18 to happen downtown. The impact, businesses downtown, the
 19 impact to us as citizens -- I live in the 800 block of Pitkin.
 20 I believe CDOT is going to do it. I think it's just
 21 a matter of let's do the best we can to make it as easy on us.
 22 I do believe it will help us in the long run.
 23 Some of the things I talked to him about was, How
 24 much of that \$5.5 million can we use for a permanent Eighth
 25 Street? How much of that 5.5 million could we, can we work

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1 But in my opinion, I would think it would be of less of an
 2 environmental impact if these utilities were placed under the
 3 shoulder of the road so that there would be more room for the
 4 roots.
 5 My concerns are further increased after learning
 6 this last week how much water trees absorb, which is
 7 imperative to prevent erosion from the runoff that comes down
 8 the street.
 9 I've also learned about how trees filter the air.
 10 They catch pollutants that come from the cars. And I think
 11 it's important to get these pollutants caught in the trees
 12 before they land on our historic buildings.
 13 Another point is trees are cooling. Lots of people
 14 like to sit out front in the restaurants. So we need a cool
 15 place to sit. The trees also serve as a sound barrier for
 16 those who live in the apartments above the street level.
 17 Trees have been shown to attract more shoppers.
 18 Studies have shown that shoppers view stores having trees that
 19 they have superior products.
 20 I would also like to recommend, as a final thought,
 21 wrought iron fencing as a choice for the rail on the bridge.
 22 Thank you.
 23 (Applause.)
 24 **MS. NOYES:** Michael Blair.
 25 **MR. BLAIR:** I am Michael Blair, a resident of

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1 with the city council on just don't put it in; take it back
 2 out. Let's make it a positive.
 3 Let's keep that a permanent amenity, enhance the
 4 pedestrian safety, make sure the emergency and sheriff egress
 5 in and out of Eighth Street, we need physical barriers to keep
 6 them from going through our downtown at Pitkin and Colorado
 7 Avenue.
 8 I'm concerned about the stores downtown, the stores
 9 with having the one-way traffic all the way around it. Let's
 10 look at that. Let's make it positive. Let's go through that
 11 two years and let's get it over with. I think it's going to
 12 make our city better.
 13 I apologize I'm not passionate like you folks are.
 14 I'm just looking for a solution.
 15 (Applause.)
 16 **MS. NOYES:** Bobbi Hodge.
 17 **MS. HODGE:** Hello. I'm Bobbi Hodge.
 18 I want to focus my comments on the removal of the
 19 trees in the 700 block of Grand.
 20 Our citywide comprehensive plan addresses street
 21 trees as having historic value. The code, the current
 22 code requires replacement of street trees more than 14 inches.
 23 These trees are 14 inches in diameter.
 24 I'm sympathetic to the issue of the utilities being
 25 buried, and a concern of the roots growing into the utilities.

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1 Glenwood Springs.
 2 I am a member of the city planning commission also,
 3 but I speak as a citizen. And my background is land use
 4 planning. I'm a geographer by education. I'm looking at the
 5 larger picture if you will rather than the engineering
 6 pictures, which the EA seems to consider.
 7 My interests are in the effects of the regional
 8 area. And I think that the EA is not sufficient in
 9 considering the larger picture if you will of the effects on
 10 our nontechnical environment. The effects of the livability
 11 of our community, and the circulation of pedestrians and
 12 traffic within our overall community, and how the general
 13 livability of our community is affected.
 14 The engineers I think have done a great job. I
 15 admire them for doing the engineering work. But we have a
 16 community that needs to be engineered if I can put it that
 17 way, hopefully not by engineers.
 18 I have two particular concerns. One, the City has
 19 not considered, in my initial review of it -- because I really
 20 have not had time to review the whole thing, and I hope I
 21 don't have to review the whole thing -- because it doesn't
 22 consider the regional aspects other people have brought up.
 23 More people in this region from the top of the
 24 Roaring Fork valley to clear down the Colorado River etvalley
 25 and up to the Continental Divide, all that traffic affects the

1 City of Glenwood Springs and the entire Roaring Fork valley in
2 my view.

3 I think that the EA should not be accepted, and it
4 should be reconsidered to consider the entire region, and a
5 lot more people in the community and agencies within the
6 community, and they should participate.

7 I also feel that the CDOT bridge design, wherever it
8 might be located, should have a very favorable and interesting
9 design that fits with the city of Glenwood Springs, not just
10 a rail and guardrail design.

11 But if the city and people in the city want to add a
12 few embellishments just for the sake of the city, I don't
13 object to my tax money helping to pay for that a little bit.
14 That would be only fair I think.

15 Thirdly, other people have said what I want to say.
16 I appreciate those considerations. But we need to consider
17 this as a regional effect, and the downtown area should not be
18 affected as it appears to be affected.

19 And I will say that my dear wife has quit coming to
20 downtown. She won't anymore in the last few years because of
21 the traffic. But she did love the town in the past. I'm
22 beginning to feel the same way.

23 Plus all the new restaurants on Seventh Street are
24 only a part of the downtown, and other parts of the downtown
25 will be greatly affected by all of the additional traffic

1 that's going to be added. We need more consideration from a
2 regional aspect.

3 Thank you.

4 (Applause.)

5 **MS. NOYES:** Royal Layburn.

6 **MR. LAYBURN:** Well, I appreciate the opportunity to
7 share some views that I have of how the process has failed the
8 community at large in that if you look through the documents
9 and all the hard work, the staff that's here, and the
10 presentations, you can't see the forest for the trees.

11 The fact is is that they say that the studies
12 consulted with numerous layers to develop the public policy
13 that serves the community. And then we have to give them an
14 F, because the reality is, that's repeated over and over, is
15 that the scope of this document is not appropriate; it's a
16 microcosm rather than looking at what is a community issue
17 that is weakening the fabric of Glenwood Springs.

18 I'm a resident of the upper valley. I have a
19 business. I understand transportation. I understand workers.
20 I understand the other importance of Highway 82 and I-70. But
21 the burden of it should not be borne by the citizens of
22 Glenwood Springs.

23 (Applause.)

24 And if we have good planners and if we have good
25 government and we have tax dollars we can do a lot better.

1 This is, I would agree, maybe a good engineering
2 solution for a bridge. But it doesn't address what the
3 community issue is. And as such, it's a sham to put together
4 an environmental assessment that doesn't address the problem.

5 And really, how can we as a community that extends
6 from the upper Colorado River drainage down to Rifle and
7 actually the connectivity to Grand Junction is that this is
8 the major crossroad; this is a bottleneck. Bottlenecks
9 shouldn't go through the downtown Glenwood Springs.

10 I would propose a solution. There's a tunnel under
11 the English channel. There is a tunnel through Mont Blanc
12 20 miles long. There's a 17 mile tunnel that's built through
13 the Swiss Alps on a regular basis.

14 This is an easy solution to just go from
15 west Glenwood to the airport and bore a twin tunnel right
16 through that mountain, and take all the traffic out of
17 downtown Glenwood Springs.

18 And they can also very easily change the load limit
19 on the bridge that exists, and take the heavy trucks off of
20 there, and leave it for pedestrians and residential traffic,
21 and we could be a lovely place again.

22 Thank you.

23 (Applause.)

24 **MS. NOYES:** Michael Dunn? Michael Dunn? Going,
25 going, gone.

1 All right. Don Bernes.

2 **MR. BERNES:** I'll start off by saying my main
3 concerns about the new project, nothing ever comes in on
4 budget. I'm concerned about if it goes over budget who's
5 going to pick up the additional cost of this bridge? Is
6 Glenwood writing a check or has this already been planned out
7 ahead of time?

8 I've got concerns about the mitigation that will
9 have to take place when they take the old bridge out. And I
10 haven't seen this in any document in terms of who's going to
11 pay to put that area where the old bridge is going to be
12 removed back into an attractive area.

13 My major concern about the bridge is that I don't
14 think historically it visually fits into the appearance of the
15 town. If you go back in history and look at all the pictures
16 of the town, what you see is the bridge runs north and south
17 that looks like a railroad bridge.

18 What we're proposing is a great engineering
19 solution, which I agree makes great sense to run the bridge
20 where they plan to run it. But in terms of how it fits into
21 the town, it's going to have a major impact in terms of what
22 this town's going to look like in the future.

23 And Sixth Street, Sixth Street actually at the
24 present time it may not be the best street in the world, but
25 it does act as a traffic calming device. And people know when

1 they leave I-70 and hit Sixth Street, it changes their
2 environment.

3 I think that pretty much says it. Thank you.
4 (Applause.)

5 **MS. NOYES:** Dave Sturges.

6 **MR. STURGES:** I have plenty of opportunity to speak
7 my opinions. I'm pleased to see so many citizens. Thank you
8 for coming.

9 **MS. NOYES:** Leslie Bethel.

10 **MS. BETHEL:** Hi. I'm Leslie Bethel. And I'm the
11 director for the Downtown Development Authority here in
12 Glenwood.

13 And we have, or I have been a part of the PLT, the
14 Project Leadership Team for three and a half years. I think
15 the way we approached it was to try to make it the best
16 project possible.

17 I have to say that the team, the consultant team has
18 been very responsive to the comments that have come up in our
19 meetings. Today we met. And there are brick walls and stone
20 walls. Tried to listen to all the comments that we have
21 brought forward. And they have been very responsive.

22 The board asked me to bring a couple of concerns
23 tonight, and that is the closure time, the 90-day closure
24 time. We feel that's going to be tough on downtown
25 businesses. And want to reduce that if at all possible.

1 And second is looking at Eighth Street and how you
2 can continue to participate so that's a permanent connection.
3 We're concerned about having it be a temporary connection and
4 not a permanent one.

5 But just want you to know that we have worked hard
6 to try to listen. And the team's been responsive as we have
7 brought up concerns.

8 Thank you.

9 (Applause.)

10 **MS. NOYES:** Darek Shapiro.

11 **MR. SHAPIRO:** Hi. I'm an architect. I've been
12 involved -- I grew up in New York City. I've seen overpasses
13 built as pathways under and over. And it's concerning to see
14 this place I finally ended up, Carbondale, could be destroyed
15 by what looks like a super highway entrance into a downtown.

16 It's like delivering all this activity that can only
17 go so fast once you hit the light, and I think it's a mistake.

18 I think the exit at 116 off of Highway 70, off of
19 the interstate, where Laurel comes down from the hill, it
20 would be an ideal location to put a bridge onto the location
21 where the railroad track is. You can look at that.

22 So I'm kind of new to this. This is my first
23 meeting. But I think you can see from the drawings and the
24 maps that it's really an issue of the abandoned railway.

25 What we can do -- Royal had an idea about building a

1 tunnel, which I think could work. We could build a tunnel
2 underneath Grand Avenue for the people who want to continue
3 through. That's one wild idea.

4 The idea of using the railroad now, the railroad
5 corridor, if we look at the map, whether we have to go cross
6 over the river again, over the Roaring Fork and build along
7 Midland Avenue and that space -- the homeowners there would be
8 unhappy with that -- that's an issue that might not cost
9 \$100 million, but would save the downtown in addition.

10 That's all I have to say at this point. I would
11 like to see some more creative solutions and things that may
12 have been thrown out earlier, and take a look at those again.

13 (Applause.)

14 **MS. NOYES:** Bill Lockwood.

15 **MR. LOCKWOOD:** I went to the library to read the
16 environmental report. And I initially got the sense that I
17 couldn't compete with you guys. It was over my head. I'm not
18 bright enough. But here I am after all to speak.

19 Page 2 of the appendix talks about context
20 sensitivity. That sounds promising. And indeed they talked
21 about a project that is collaborative, has a
22 collaborative interdisciplinary approach in order to preserve
23 the scenic, aesthetic, historic, and environmental resources
24 of the bridge.

25 It seemed a bit ironic considering that the focus

1 seems to be on the beauty of the structure, of the concrete in
2 the highway, which seems to have been made the main focus of
3 the presentation that I saw.

4 There is no actual regional context that would
5 include scenic, aesthetic, historic, and environmental
6 resources in the whole interconnective valley in which I live.

7 When I speak of the whole region, I'd like to
8 include my own region, which is living downtown on the east
9 side of Grand Avenue where we need to cross Grand Avenue to
10 get to the post office, to get to the rec center, to do our
11 business downtown.

12 And it's become very difficult. I mean, getting
13 over to Margi's drugstore now becomes a big deal and not so
14 much fun, and it's not going to be much funner when
15 the traffic accelerates, as it promises to do.

16 The other page that I want to refer to is page 54 of
17 the visual impact study. It talks about the visual impact.
18 And they make much of equal value of the view from the Grand
19 Avenue -- I'm sorry, the area around Laurel to Colorado Avenue
20 and the Hot Springs resort and the city center unit, which
21 means, translates Grand Avenue.

22 With Grand Avenue, they talk about motorists, quote,
23 Changes would be indiscernible to motorists driving along the
24 road. Local motorists are predicted to have a neutral
25 response to the visual changes.

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1 We people on the east side live and walk down there
2 and so forth. We're not just motorists, you know, driving
3 through the area to get us through as quickly as possible.
4 So I wish that the neighborhoods in this town could
5 get more credit. We're not very vociferous over on the east
6 side of town, politically powerful, but we are the group of
7 people who I think one consultant in an earlier meeting who
8 was from Boulder talked about the values of our town. And he
9 talked about the sense of authenticity in the town.
10 I think my neighborhood has that. You look down the
11 side streets, as I first did when I visited here 13 years ago
12 looking for a place to live, I looked down the side streets
13 and I saw Victorian houses, places close together relatively
14 on city lots, and trees in the front of them and so forth.
15 That's irreplaceable.
16 We need to take, I would hope, take some
17 consideration beyond the technical expertise that you guys
18 have that's just below the guys like me to try to read about
19 it to humanize the matter, put it into a really regional
20 context since what you're involved in, as how some people
21 says, is not just replacing the bridge, you're replacing the
22 whole bridge and park and whole area of the town point of
23 view.
24 Thank you.
25 (Applause.)

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1 That was one of the things that I was thinking about
2 what I wanted to speak about tonight is to say that you guys
3 have never addressed the speed of the traffic that's going to
4 be coming. So if they're coming down the bridge fast right --
5 and I'll admit I'm a fast one. Don't get me for that. I
6 think everybody goes fast on the bridge.
7 You get on that bridge you've even more time to go
8 as fast as you can, and then it gets to Eight Street and
9 there's a light for now, and you've got people trying to
10 cross.
11 A lot of them don't know how to cross because
12 they're visitors here. Someone very nicely just put some
13 signs up I noticed that says, Look, the button's behind you.
14 You got to push the button.
15 A lot of people that visit here, they don't know you
16 have to push the button before you get a walk signal. I've
17 seen them sit there for two light cycles before they start
18 looking around, Whoa, what do I do?
19 Well, you know, that is not going to be any better;
20 as a matter of fact it's going to be even worse. And I
21 foresee there's going to be some day a young child, a mother
22 with a stroller or an old person who happens to be someone
23 like my 82-year-old mother -- I'm not so spry anymore -- get
24 hit by a car because they've been speeding across Grand Avenue
25 Bridge, you know, don't stop for the light.

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1 **MS. NOYES:** Gay Moore.
2 **MS. MOORE:** My name is Gay Moore. And I've lived
3 here about 15 years. First five years were on Grand Avenue
4 and 11th Street. Traffic was pretty horrendous back then. I
5 have asthma. So it was really hard for me to breathe down
6 there.
7 We did eventually move to north Glenwood. I now
8 live up above Antlers. My asthma was immediately improved.
9 So that's one thing that a lot of people don't think about
10 when they think about traffic is that the respiratory problems
11 that people have are exacerbated. And you even, if you don't
12 have asthma, you may end up with respiratory problems you
13 don't even know about it. That's one thing I wanted to
14 mention that isn't being brought up here.
15 The traffic, the trucks would roll down Grand
16 Avenue. My house on Grand Avenue would shake every night they
17 would go so fast.
18 I was walking here. I walked down to north Glenwood
19 to this meeting because I felt like, first of all, traffic
20 would be bad. It was. The parking would be not very good. I
21 decided to just walk, which I love to do. That's one of the
22 reasons why I live here.
23 On the way down, right next to the bridge, I see a
24 truck go up Grand Avenue Bridge just woosh, as fast as he
25 could go.

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1 That's just not going to be -- we're not going to be
2 happy about that at all 'cause that's going to be ourselves,
3 our mother, our child. That's not going to be a good thing.
4 I have not seen that get addressed.
5 The other thing I want to talk about was as far as
6 the wishes of the community. So they say, Look, we want to
7 hear what you want to say. We want to hear your thoughts.
8 Then they go ahead and do whatever they want to do because
9 they just are giving us lip service.
10 I think that this is going to continue. They did
11 this -- now, granted the canyon looks great and they've done
12 that with the canyon. But I know that in part of the canyon,
13 they did that little rock thing, whatever that is down to No
14 Name, it's horrible.
15 So this thing has just moved quickly. I know I'm
16 running out of time, but I want to say this. This is where
17 we're talking about the bypass, because the paper teased us
18 today, Come to this meeting because they're going to talk
19 about a bypass.
20 Who has a bypass? Durango has a bypass. Basalt has
21 a bypass now. Redstone has a bypass, if I may say so. Estes
22 Park has a bypass. Why can't we have a bypass? The money has
23 to be there. There's coalitions. They can get into the
24 regional section. They can work with all kinds of people to
25 get a bypass. I think it's overdue.

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1 Thank you very much.
 2 (Applause.)
 3 **MS. NOYES:** Mark Adler.
 4 **MR. ADLER:** Hello. I moved here in 1971. And I
 5 think the town has probably doubled in population since then.
 6 We always had a traffic problem. It's not been really
 7 addressed because we need cooperation from the City and from
 8 CDOT.
 9 Now, we're actually in a marriage that we can't be
 10 divorced from. They own 82. It goes through our town. But
 11 like any good marriage, we need to make this so we can all get
 12 along now to the future, 50 years from now, when everybody in
 13 this room is. Gone we're just looking out for our kids and
 14 grandkids.
 15 So I can remember back in the mid '90s John Shift
 16 and I put a power point presentation together -- it was on the
 17 city council's site for a while -- about a cut and cover
 18 tunnel. We bought the railroad right of way; we own -- we can
 19 do it under Grand Avenue, a cut and cover tunnel like they do
 20 in Europe.
 21 Now, it's expensive. But you're spending money, a
 22 lot of money all around the state. I think we need to spend
 23 some here.
 24 Glenwood Springs is a confluence of two rivers. We
 25 have a wonderful community but unfortunately we are the neck

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1 a community, or if it wants to be a thoroughfare. And my
 2 position is that I want Glenwood to be a community.
 3 There's been numerous studies done. We've spent all
 4 kinds of money on various studies that have indicated that a
 5 bypass, a different route, is the solution here.
 6 I don't see that the bridge needs to be replaced.
 7 But what I do see is that we need to decide what we want to be
 8 when we grow up. I've been saying all of this time this is a
 9 regional problem. And I'm finding it a little bit ironic that
 10 the only time that CDOT talked to any of the other communities
 11 was when they wanted some money to pay for the road.
 12 Seems to me like we're being sold a bill of goods.
 13 Seems to me like this is a situation where we're expected to
 14 believe that the emperor's fully dressed except he happens to
 15 be naked.
 16 We're told all kinds of different benefits come from
 17 this road. Under the bridge is going to be bigger, and
 18 somehow that's more wonderful. I suppose it is for the
 19 pigeons. But I don't know even a smaller area is that great,
 20 so what are we going to do with a bigger area?
 21 I think there's so many downsides to this. And it's
 22 unfortunate because I think there's a lot of people within
 23 this community and throughout the valley who have said, We
 24 want to be part of a complete regional transportation solution
 25 planning process, and they have been rejected in that.

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1 of the funnel that serves the rest of the valley. We have
 2 traffic coming from Silt, Rifle, going all the way to Aspen
 3 every single day. And we take the brunt of it. It's about
 4 time that we just get together and work out something for a
 5 long range solution.
 6 Granted, as has been said, the engineering on the
 7 bridge is beautiful. But wouldn't it be better to fix what we
 8 have and take all that money and put it into something that
 9 would be a long range solution?
 10 (Applause.)
 11 You know, we can always drill a tunnel in the pass
 12 there. But I think if we really look at this, and if CDOT
 13 would look at it, it's not a Glenwood problem; it's a big
 14 regional problem. Let's do something for the whole Roaring
 15 Fork valley. And I think that this marriage could be quite
 16 enjoyable.
 17 (Applause.)
 18 **MS. NOYES:** Cheryl Cain.
 19 **MS. CAIN:** My name's Cheryl Cain. I live on Grand
 20 Avenue. I've been a neighbor of CDOT for 25 years. It hasn't
 21 been a happy relationship. And it's frustrating to me that
 22 CDOT claims to be our partner, but they don't behave like a
 23 good neighbor.
 24 I can speak to the details of that. I think this
 25 has always been a question as to whether Glenwood wants to be

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1 So I think that everybody who's come up here, with
 2 the exception of a couple of people, have talked about this
 3 being a regional problem. And it is a regional problem.
 4 It's more than just a bridge, and we all know that.
 5 And there's clearly a vocal majority of people who are here
 6 who believe that we need to stop, we need to regroup, and we
 7 need to decide exactly which direction we want to go, and that
 8 this is a much bigger problem.
 9 And then there's all the details. What does it look
 10 like when it hits Eighth Street? I have additional concern,
 11 since I live on Grand, that the reason that it was chosen to
 12 be the way it is is because it's easier for oil and gas to go
 13 on a curve rather than a 90-degree turn.
 14 Frankly, I don't want oil and gas trucks going in
 15 front of my house or anywhere in Glenwood Springs.
 16 I think we need to stop. And I certainly think we
 17 need to take more time to look at this assessment. There was
 18 only two copies available. One at the library, one at CDOT.
 19 Neither one are very easy to access. And they take a long
 20 time to read.
 21 I printed the entire thing. It's three and a half
 22 reams of paper.
 23 So people need to be able to go to it, look at it,
 24 and spend some thoughtful time and make comment. There's no
 25 reason for this plan should be pushed down our throats.

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1 (Applause.)
 2 We need to be able to make comments as we're able.
 3 I think my time is out. Thank you.
 4 (Applause.)
 5 **MS. NOYES:** That is everybody who signed up to
 6 speak. If you'd like to come up and give us your name and
 7 spelling of your name, we will get your comments in the
 8 record.
 9 **MR. STARK:** Thank you. My name is Terry Stark. I
 10 live at 809 Blake Avenue.
 11 I've listened to a lot of this. And my real
 12 question is how do we stop the city council from going forward
 13 and letting CDOT do what they want to do. They've got to be
 14 stopped.
 15 The other thing is the quality of life of the
 16 citizens of Glenwood Springs has really got to be considered
 17 big time.
 18 There was something else. Oh, yes. I forgot about
 19 it.
 20 (Applause.)
 21 **MS. NOYES:** All right.
 22 **MR. KELLY:** Thanks. My name is Nick Kelly. I'm new
 23 to Glenwood Springs. I've only lived here for two years.
 24 But I got to say I'm really pleased with all the
 25 people here who are standing up for what they believe. That's

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1 **MS. NOYES:** How do you spell your last name?
 2 **MR. DUVEN:** D-u-v-e-n.
 3 A couple comments. First thing is, you know, the
 4 bridge that's there right now is really adequate for Glenwood
 5 Springs. It's really what we're doing with the upper valley
 6 towns that do need this bridge improved because of the traffic
 7 that's going up there.
 8 This new bridge doesn't fix one problem except an
 9 inadequate bridge. It doesn't fix pollution, doesn't take one
 10 car off the road, the noise and the smell will still be on
 11 Grand Avenue.
 12 This new bridge -- and it's hard to see on this
 13 model. But there's a computer over there, one of the laptops.
 14 There's still three lighted intersections, there's three
 15 stoplights that are going to make you stop, traffic flow. One
 16 of them's on I-70 to Sixth Avenue west.
 17 You'll get off of I-70 and go west. You'll head
 18 kind of over the bridge and take a left-hand turn and go back
 19 westbound on Sixth Avenue.
 20 Those things are not going to help the traffic flow.
 21 It's not going to be like it looks on that where the traffic's
 22 just going to flow through. There's going to be stops.
 23 I guess one other question I had, I just found this
 24 out that the Highway 82 access plan was already approved I
 25 guess. You all need to look at that and see what that does to

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1 great. I believe the same thing.
 2 We don't need more traffic in Glenwood Springs. We
 3 don't need to have a better bridge for people to go up valley.
 4 The people up valley need a better way to get there. They
 5 don't need necessarily to have a new bridge in Glenwood
 6 Springs over Grand Avenue.
 7 There's got to be a way, even though I appreciate
 8 that CDOT is limited by what the state legislature allows it
 9 to do and how they appropriate money, there's got to be a way
 10 for CDOT to go back to the governor, the legislature, all of
 11 the politicians and tell them that Glenwood Springs doesn't
 12 need a new bridge now; we need a bypass somewhere that they
 13 have to figure out.
 14 **MS. NOYES:** All right. We are passed our scheduled
 15 time. Stay. I'm just pointing out that we are here until
 16 8:00. It is now ten minute after 8:00.
 17 We will continue to take comments, remembering of
 18 course that this is not your only opportunity to get your
 19 comment in the record. So if you did not speak as long as you
 20 wanted or did not feel that you had the opportunity tonight to
 21 express all of your concerns, please make sure that you
 22 provide comments in the written form through the various
 23 channels that have been made available to you.
 24 **JOHN DUVEN:** John Doven. I'm a county resident. I
 25 used to live in Glenwood Springs for about eight years.

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1 Grand Avenue.
 2 It takes a lot of intersections out. It takes a lot
 3 of access to stores and moves some stoplights. Please look at
 4 that. Basically what we're going to have is a freeway off of
 5 I-70 all the way through Glenwood to 27th Avenue.
 6 Take a look at that. See what we can do. This
 7 bridge, Glenwood Springs doesn't need it. Glenwood Springs is
 8 doing fine.
 9 **MS. NOYES:** All right. Is there anyone else that
 10 wants to speak so I have some sense of time? I'm trying to be
 11 respectful of the staff that needs to stay. We said we would
 12 be wrapping up at 8:00.
 13 I have one and then another. Anyone else? At the
 14 you can have 30 second. We don't have a great deal of time
 15 for questions. A lot of questions have come up tonight, all
 16 of which will be part of the record for the EA in response to
 17 the comments that we've heard tonight.
 18 You all will have responses to all the issues raised
 19 tonight.
 20 Please, name and spelling.
 21 **MR. DENTON:** Jim Denton, D-e-n-t-o-n.
 22 I want to add one thing briefly. I have no doubt
 23 that CDOT, that our guys have worked hard creating this. But
 24 the solution is the regional solution, and it does require a
 25 bypass much more than a bridge.

1 I remember two or three years ago talking to John
 2 Haines. He had been in Snow Mass at the meeting that John
 3 Hickenlooper attended. He tried to talk with the governor
 4 about this issue.
 5 And I remember him telling me the governor blew him
 6 off and said, The people of Glenwood Springs want more than
 7 they can afford.
 8 I'd like for him to see what they can afford to do
 9 for Estes Park right now. They're rebuilding three highways
 10 in a town of 7,500 people. They're building a new highway to
 11 Heaven in Estes Park that will cost in excess of \$300 million
 12 that will include beautiful new parks, everything imaginable.
 13 It is something that will really deserve to have his name on
 14 it.
 15 The person, the one person who's not here tonight
 16 who should be here listening and doing something about this to
 17 help us is the governor. We need a political solution and we
 18 need political support for this.
 19 (Applause.)
 20 **MS. NOYES:** Did you want to say something? Please
 21 come up.
 22 **MS. REED:** Sherry Reed, R-e-e-d.
 23 I live in Glenwood Springs. My heart is in Glenwood
 24 Springs. I work and commute up to Aspen. I've had to endure
 25 Highway 82 for 25 years on my commute, and especially at

1 And I just hope you'll take some of this back to him
 2 and the other people that are involved in city council, and
 3 listen to what these citizens are saying. They're not here
 4 for fun; this comes from their heart. Please listen.
 5 Thank you.
 6 (Applause.)
 7 **MS. NOYES:** Thank you.
 8 I want to reiterate that all these comments will be
 9 in the public record. And all the comments that you submit on
 10 line, in writing, by mail, by fax, on your comment sheets
 11 tonight, and any other way you get them in will be part of the
 12 public record.
 13 Very much appreciate the time that you've taken to
 14 provide that input to us so that we can further consider your
 15 concerns as part of this EA process.
 16 With that, I'll thank you all very much for your
 17 patience, participation, and your passion. Thank you.
 18
 19 (Whereupon the within proceedings adjourned at
 20 8:20 PM.)
 21
 22
 23
 24
 25

1 Briarwood Canyon. It was supposed to make Highway 82 safer.
 2 It's a nightmare.
 3 So I see nothing that we're gaining by putting
 4 something faster, because we're going to have more lanes to
 5 drive us through town.
 6 That's basically it. Thank you. We're not gaining
 7 a thing.
 8 (Applause.)
 9 **MS. NOYES:** All right. Anybody else?
 10 Okay, John. You may have 30 seconds. And I'm going
 11 to hold you to that.
 12 **MR. HAINES:** My name is John Haines. This probably
 13 won't take 30 seconds.
 14 As much as Joe and Craig and the folks at city
 15 council would like to think that these are all plants that I
 16 have here tonight, none of them are. These are honest to
 17 goodness citizens of Glenwood Springs that have come out to
 18 share what's in their heart with you people.
 19 You talk about all the people that you talked to at
 20 the market. I'm not sure where they are tonight, but they
 21 certainly aren't here.
 22 You guys, look at what's going on. I think you need
 23 to revisit it. I asked Don Hunt to come tonight so that he
 24 would hear this forum. But he has another meeting so he
 25 couldn't come.

1
 2 C E R T I F I C A T I O N
 3
 4
 5 I, Martha Loomis, Certified Shorthand Reporter,
 6 appointed to take the within proceedings hereby
 7 certify that the proceedings was taken by me, then reduced to
 8 typewritten form by means of computer-aided transcription;
 9 that the foregoing is a true transcript of the proceedings had
 10 subject to my ability to hear and understand, and that I have
 11 no interest in the proceedings.
 12
 13 IN WITNESS WHEREOF, I have hereunto set my hand.
 14
 15
 16 _____
 17 Martha Loomis
 18 Certified Shorthand Reporter
 19
 20
 21 Proofread by E. Williams
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 23
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 25

	49:5	aesthetically (3) 20:17,21;24:7	49:1	72:24
\$	across (6) 11:3;20:8,13;25:23; 45:24;64:24	affected (5) 20:4;53:13;54:18,18, 25	alternatives (8) 15:10,12,16;42:21, 21;46:5;48:15;49:5	aquatic (1) 24:1
\$100 (3) 23:15;34:11;60:9	Act (5) 24:13;29:19;48:14, 14;57:25	affecting (1) 19:18	although (1) 25:10	architect (1) 59:11
\$110- (1) 26:2	action (4) 22:16;35:6;46:11; 48:16	affects (1) 53:25	always (4) 31:24;66:6;67:11,25	area (22) 11:4,7;18:21,22,24; 19:2,17;21:21;25:19; 29:9;31:10;42:23;43:3; 53:8;54:17;57:11,12; 61:19;62:3,22;68:19, 20
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3. Comment Period Extension Announcements

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Alyssa Riggan, who was the first in the United States to successfully receive a liver from a living donor 25 years ago, poses with her husband, Benjamin, in their home in Severn, Md., on Tuesday.

Liver recipient marks 25th year since surgery

Brian Witte
The Associated Press

SEVERN, Md. — Alyssa Riggan hasn't dwelled on being the first person in the U.S. to successfully receive part of a liver from a living donor 25 years ago, a medical procedure that paved the way for routine live-donor transplants.

The anniversary falls on Thanksgiving this year. Riggan was 21 months old when her mother, Teri Smith, donated more than a third of her liver to save her daughter from a disorder called biliary atresia. Its success has enabled her to live a normal life, almost completely untouched by what was

an often-fatal disorder.
"Most of the time, I didn't think about it," Riggan, 26, said in an interview this week at her home in Severn, Maryland, noting her good health has enabled her to enjoy ballet and tap dancing since age 5. "All of my anniversaries are really big, so that's when you really think about it the most."

The procedure expanded the options for children with liver disorders, many of whom died while waiting for a liver from a deceased donor. It was first used only in small children. It's now used for older children, and at some transplant centers, for adults.

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SH 82
GRAND AVENUE BRIDGE

Environmental Assessment Comment Period Extended by 30 Days!

The initial 30-day comment period (October 31 to December 1, 2014) for the SH 82/Grand Avenue Bridge Environmental Assessment (EA) has been extended by 30 days to provide additional time for review and comment on the document. As a result of the 30-day comment period extension, written comments on the EA can be submitted through Wednesday, December 31, 2014. The EA is available for review at the following locations:

- Colorado Department of Transportation Library
4201 E. Arkansas Ave., Shumate Building
Denver, CO 80222
303.757.9972
- Colorado Department of Transportation, Region 3
222 South 6th Street, Room 317
Grand Junction, CO 81501
970.683.6250
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815 Cooper Avenue
Glenwood Springs, CO 81601
970.945.5958
- FHWA Colorado Division Office
12300 West Dakota Avenue, Suite 180
Lakewood, CO 80228
720.963.3000

The EA and technical reports are also available to view or download from the project website: www.coloradodot.info/projects/sh82grandavenuebridge. Written comments can be provided at any time during the extended official public comment period that now ends on December 31, 2014 through the project website (www.coloradodot.info/projects/sh82grandavenuebridge), or by mail, fax, or email to Joe Elsen at the address below:

Joe Elsen, P.E.
Colorado Department of Transportation
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SH 82 GRAND AVENUE BRIDGE

Environmental Assessment Comment Period Extended by 30 Days!

The initial 30-day comment period (October 31 to December 1, 2014) for the SH 82/Grand Avenue Bridge Environmental Assessment (EA) has been extended by 30 days to provide additional time for review and comment on the document. **As a result of the 30-day comment period extension, written comments on the EA can be submitted through Wednesday, December 31, 2014.** The EA is available for review at the following locations:

- Colorado Department of Transportation Library
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(970) 384-3371 or (970) 366-2502 mobile
Joe Elsen, CDOT Program Engineer
(970) 384-3332 office, (970) 379-9532 mobile

SH 82/Grand Avenue Bridge

Environmental Assessment Comment Period has been Extended

GARFIELD COUNTY/GLENWOOD SPRINGS - The SH 82/Grand Avenue Bridge Environmental Assessment (EA) was made available for a 30-day comment period beginning October 31, 2014. In response to several requests, the comment period for the EA has been extended by 30 days to provide additional time for review and comment on the document. As a result of the extension, written comments on the EA may be submitted through Wednesday, December 31, 2014.

Regarding the extension, CDOT officials noted the schedule is tight to allow the project to begin construction in fall 2015 as planned. *“However, providing more time to review the EA is consistent with our goal of ensuring that every voice is heard as part of the EA process.”*

The EA is available for review at the following locations:

Colorado Department of Transportation Library
4201 E. Arkansas Ave., Shumate Building
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The EA and technical reports are also available to view or download from the project website: www.coloradodot.info/projects/sh82grandavenuebridge. Written comments can be provided at any time during the extended official public comment period that now ends on December 31, 2014 through the project website (www.coloradodot.info/projects/sh82grandavenuebridge), or by mail, fax, or email to Joe Elsen at the address below:

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