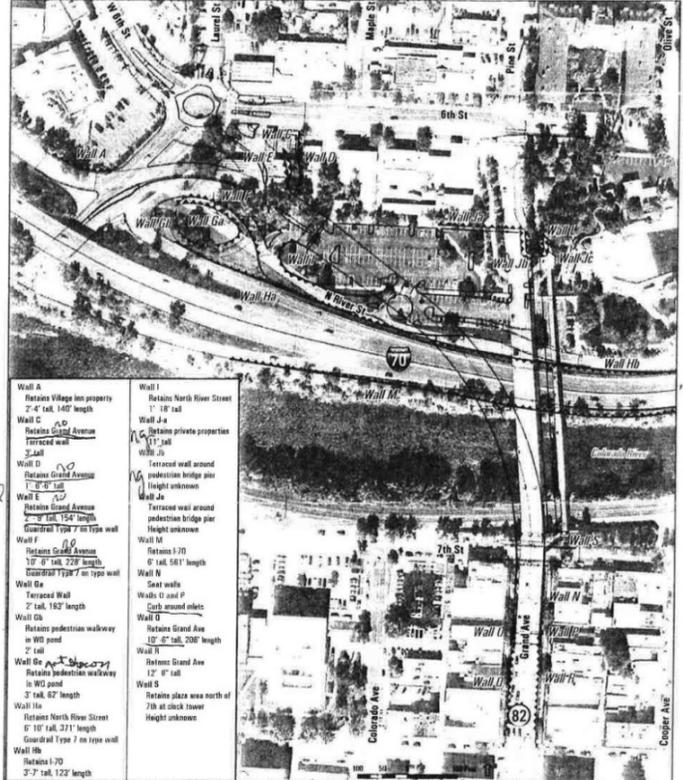
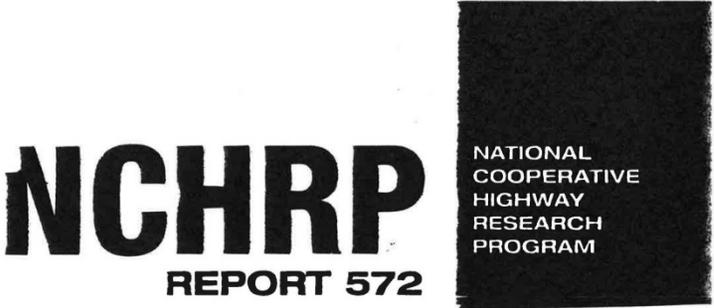


Comment No.	Comment	Response																				
<p>125 (cont'd)</p>	<div style="text-align: center;">  <p>Walls</p> <p>Walls</p> <p>21 walls included in the Grand Avenue Project</p> </div> <div style="display: flex;"> <div style="flex: 1;"> <p><i>Walls C, D, E, F</i></p> <p><i>where is Wall B?</i></p>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

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

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

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

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

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

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

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

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

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

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

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

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

Comment No.	Comment	Response
	<p>or other means of passage up valley.</p> <p>Years ago I originally wanted the bridge to be repaired and corrected. But after review of available information as well examination of the history of the bridge - I realized that this is a waste of time and resources. The bridge is not close to being adequate to service our town for the next 50-years. As such, we either need to relocate Highway 82 or we need to replace the bridge. Nobody has ever provided a solution to relocate Highway 82 that is a plausible. As such, we are left with the only rational decision, which is to replace the existing bridge. I believe the solution that has been presented is the best scenario for the town and also provides an orderly detour during the temporary shut-down process, which is scheduled to occur near the end of the project.</p> <p>The only other remaining scenario would be to do nothing. However, if the bridge were to collapse or require emergency repairs our town would be dramatically impacted. I am deeply concerned that these scenarios will occur in the near future. The primary pier for this bridge is very compromised in the middle of the river. Concrete chips fall regularly from the bridge just from routine distress. Another high water run-off or other structural movement could require an emergency shut-down of the bridge. If this occurs and we do not have an orderly detour process in place our individuals and business owners would be devastated. Groceries and supplies could not be delivered. Individuals would not be able to get to their work up valley. Commerce would essentially grind down or come to a halt for many.</p> <p>These are my primary reasons for being in favor of the current proposal to replace and redesign the entrance into Glenwood.</p> <p>I also am in favor of a bypass around the town for passage up valley - but that is a completely separate issue.</p> <p>CDOT - please proceed with the project as it is currently proposed and mitigate the final closure process.</p> <p>Craig Amichaux P.O. Box 2511 Glenwood Springs, Colorado 81602 amichaux@sopris.net 970-928-0881/970-987-4805 (cellular)</p>	

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

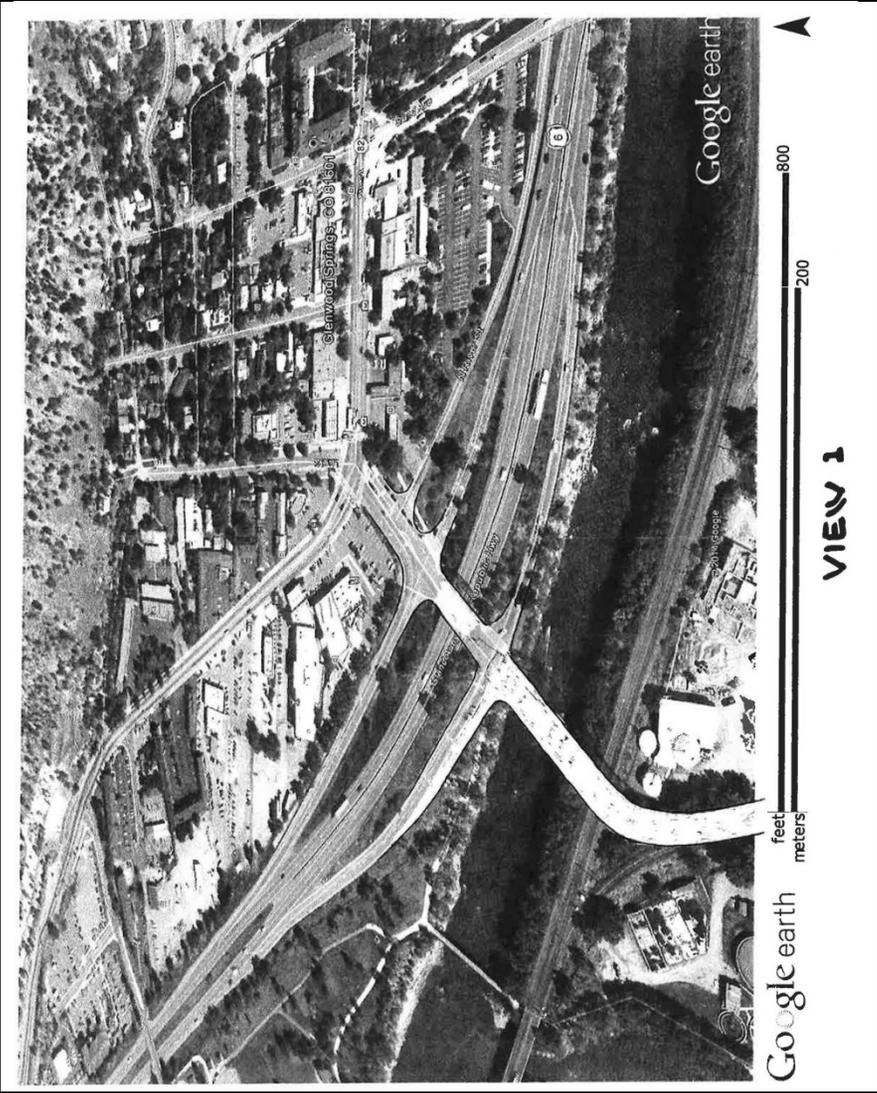
Comment No.	Comment	Response
133g	7. No details of impacts to commuters traveling up and down the valley during rush hours.	Comment #133g Response: Section 3.2.2 of the EA discusses transportation impacts and includes several references to these effects on commuters. Also refer to Comment #13b Response.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

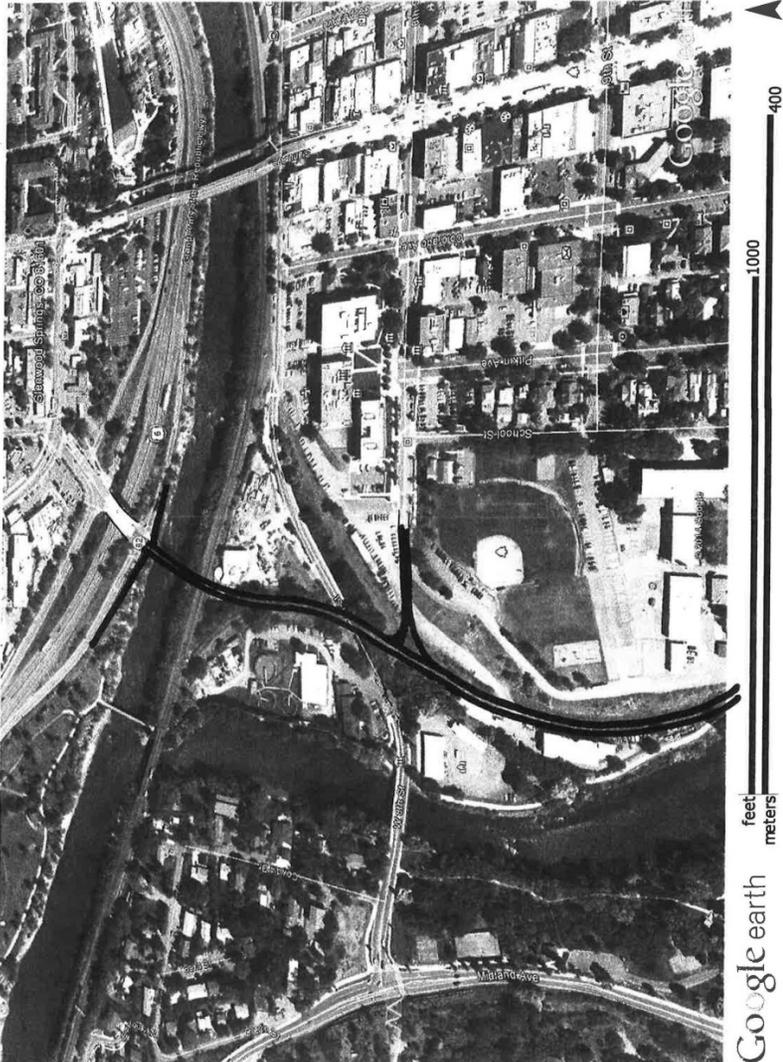
Comment No.	Comment	Response
	<p>economic situation this is far more achievable and a better long-range solution.</p>	<p>from the existing bridge would not address the existing deficiencies of the bridge and would not meet the purpose and need of this project.</p> <p>The commenter recommended a replacement bridge at Exit 116. A bridge in this location was considered in the NEPA process but was screened out because it would not best meet the purpose and need. Other reasons include: 1) A bridge at Exit 116 would require a rebuild of the interchange, requiring I-70 to go under and the cross-road to go over. This is because any crossing requires a grade separation of the existing UPRR railroad tracks and an acceptable grade cannot be built between the existing cross-road and an overpass of the railroad. 2) The bridge would land on an active railroad on the south side requiring an agreement from the railroad.</p>

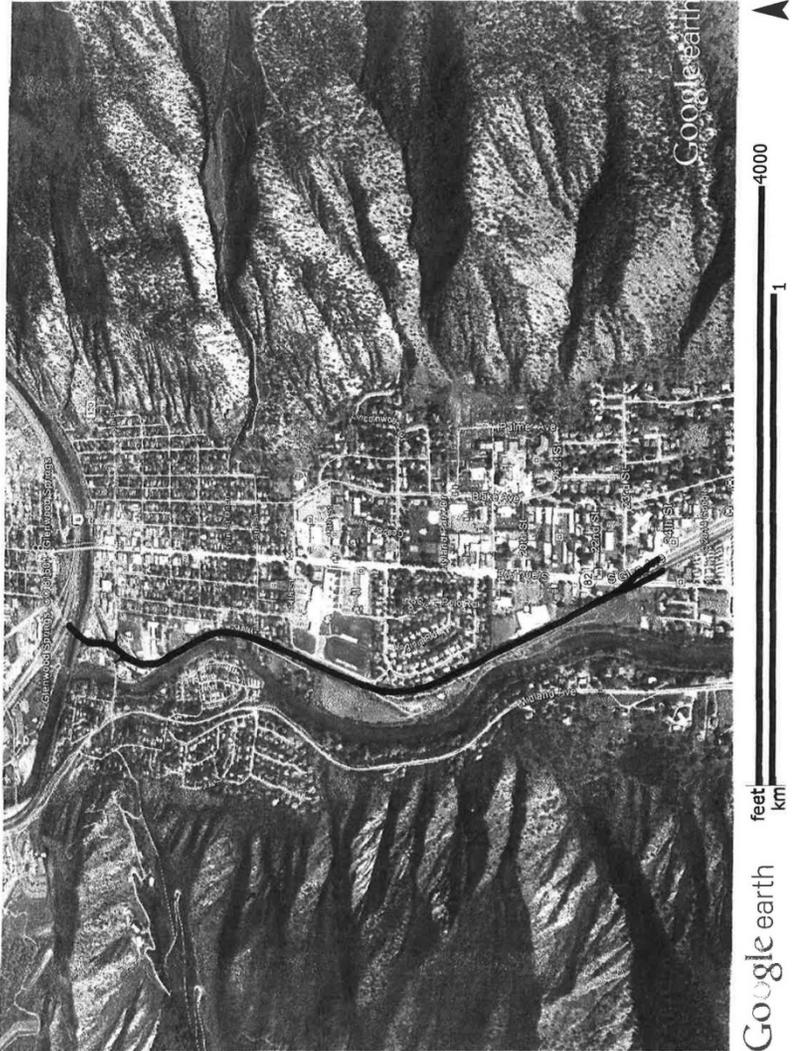
Comment No.	Comment	Response
<p>134</p> <p>134a</p>	<p>Comment # 134: Rich Traver</p>  <p>A rendering from the Grand Avenue Bridge Environmental Assessment gives a general idea how the newly aligned Highway 82 bridge would tie into the Interstate 70 interchange and intersection at Sixth and Laurel.</p>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

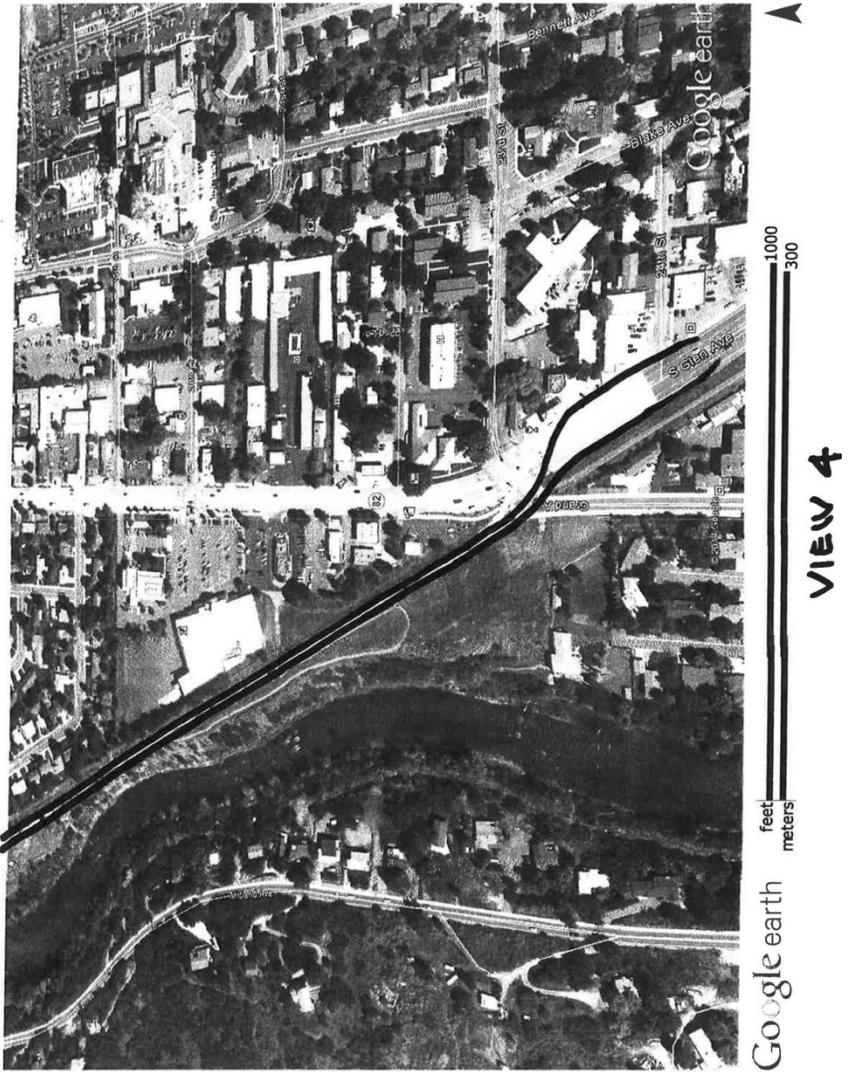
Comment No.	Comment	Response
<p>134 (cont'd)</p> <p>134b</p> <p>134c</p> <p>134d</p> <p>134e</p> <p>134f</p> <p>134g</p> <p>134h</p> <p>134i</p>	 <p>Letter to the Editor – Aspen Times</p> <p>Letter: It's the highway, not the bridge November 23, 2014 –</p> <p>It's the highway, not the bridge</p> <p>The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

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

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

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

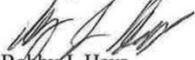
Comment No.	Comment	Response
<p>134 (cont'd)</p>	 <p>Google earth</p> <p>Google earth</p> <p>feet 4000</p> <p>km 1</p> <p>VIEW 3</p>	

Comment No.	Comment	Response
134 (cont'd)	 <p>The image is an aerial photograph from Google Earth showing a residential neighborhood. A road, likely Grand Avenue, runs horizontally across the middle. A bridge structure is visible in the lower right quadrant, crossing a waterway. The area is densely packed with houses and trees. A scale bar on the right side indicates 1000 feet and 300 meters. A north arrow is located in the top right corner. The text 'VIEW 4' is written vertically on the right side of the image. The 'Google earth' logo is visible in the bottom left and top right corners of the image area.</p>	

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

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

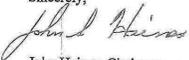
Comment No.	Comment	Response
138	<p>Comment # 138: William Maltby</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p>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

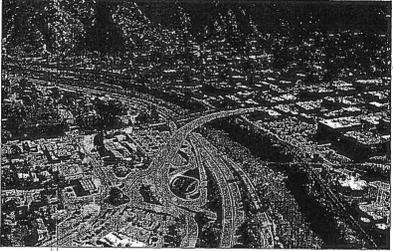
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139b	<p>applied to the main bridge. An additional bridge installed at the main exit to Glenwood Springs at exit 116 across the Colorado River and connecting to 8th street would allow traffic continual activities during construction. This would mean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

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

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

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

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

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

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

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

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

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

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<p>145a</p>	<p>The project as currently designed is disastrous for the community of Glenwood Springs and it is not the answer for the future of Hwy 82.</p> <p>I support those who suggest a full EIS (Environmental Impact Statement) is needed in order to assess the far reaching impact of the proposed bridge project on the community.</p>	<p>Comment #145a Response: Please refer to Comment #9f Response.</p>
<p>145b</p>	<p>It is becoming more and more obvious that if the project goes ahead as planned the negative impacts will be devastating.</p> <p>The cost keeps going up. The city and the county are now throwing \$6 million of our tax dollars into the project and I'd be willing to bet we "ain't seen nothin' yet".</p>	<p>Comment #145b Response: Please refer to Comment #5n Response regarding project costs.</p>
<p>145c</p>	<p>The effects of the 90 day (probably more) bridge closure will be ruinous to downtown businesses and to those people who must drive from west Glenwood to Glenwood every day . I know people who must go from Oasis Creek to Glenwood several times a day. The increased gas expenditure and travel time will be devastating to those businesses.</p> <p>I ask the City Council to STOP supporting the project as currently designed and get behind the completion of an Environmental Impact Statement.</p> <p>A concerned citizen, Judy Huston</p>	<p>Comment #145c Response: CDOT understands the challenges that will occur during full bridge closure. Measures to minimize these impacts are outlined in Table 3-2 of the FONSI. CDOT has worked with, and will continue to work with the City of Glenwood Springs and RFTA to minimize impacts during full closure of the bridge.</p>
<p>146</p>	<p>Comment # 146: Rob Anderson</p> <p>From: Rob Anderson <robandersondds@yahoo.com> Date: Sat, Dec 27, 2014 at 9:15 PM Subject: Comment on Sh 82/ Grand Avenue Bridge Environmental Assessment To: "Joseph.elsen@state.co.us" <Joseph.elsen@state.co.us> Cc: Manette <manette.c.anderson@gmail.com>, Jan & John Haines <haines@rof.net></p> <p>Dear Joe, I am writing to weigh in on the EA that has been completed for the Grand Avenue Bridge project in Glenwood Springs. I oppose the construction of the replacement bridge and I find the EA inadequate on several levels. I strongly urge you to consider a EIS.</p>	

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<p>146a</p>	<p>Firstly, this bridge has expanded to include exit 116. The EA does not address the very critical intersection of I-70 with the Colorado river, the city of Glenwood Springs or the Roaring Fork Valley. It does not deal with the regional aspects of transportation up and down the valley. It is focused only on the replacement of the current bridge and it is a segmental approach to our overall transportation problem.</p>	<p>Comment #146a Response: Please refer to Response Comment #9f Response regarding an EIS. Also, refer to Comment #13b and #19b Responses regarding logical project termini and “segmentation.” Refer to Response Comment #22b Response explaining why the EA does not need to address larger regional issues.</p>
<p>146b</p>	<p>The new bridge will not solve our current traffic congestion and it certainly won't improve any flows in the future.</p>	<p>Comment #146b Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.</p>
<p>146c</p>	<p>I feel bad that as a taxpayer so much time and money has been spent upon this EA. I understand that the EA is a limited view of the factors pertaining to bridge replacement. I understand that the cost of an EA is less expensive than an EIS. However , I feel that CDOT's basic premise to study only the bridge replacement is shortsighted and that the correct approach is to start over with an EIS. Sincerely, Rob Anderson 970-618-3004</p>	<p>Comment #146c Response: Please refer to Comment #9f Response. Please note that cost did not factor into the decision to prepare an EA for this project.</p>
<p>147</p>	<p>Comment # 147: Mike Fowler From: Mike Fowler <MikeF@sgm-inc.com> Date: Mon, Dec 29, 2014 at 11:47 AM Subject: SH 82 Grand Avenue Bridge To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us> Joe, In general I am in support of the Grand Avenue Bridge Replacement Project as proposed. I recognize that considerable outreach and coordination has taken place between CDOT, the design team, the City, numerous stakeholders and the public. I think CDOT should be commended for this thorough and open exchange of information. As the design is coming into the “home stretch” I think it is important that CDOT and the design team continue to share final design information with the public and the various stakeholders. In my opinion, the final decisions on</p>	<p>Comment #147 Response: CDOT will continue to coordinate with the city and other stakeholders as the project design progresses regarding the urban design elements and aesthetic treatments that will be included in the Build Alternative. Section 3.1.2 of the EA discusses measures to mitigate visual impacts; these measures are clarified in Sections 4.1, 4.2, and Table 3-2 of the FONSI.</p>

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

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

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

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

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<p>153</p>	<p>Comment # 153: Joan Northrup</p> <p>From: Joan Northrup <jnorthrup56@hotmail.com> Date: Tue, Dec 30, 2014 at 8:45 AM Subject: SH 82/Grand Ave Bridge To: "Joseph.Elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Dear Mr. Elsen,</p> <p>The proposed new bridge for Grand Ave will destroy the health and viability of our downtown core. Put the bridge to a vote and let the citizens of Glenwood Springs decide whether we want a new bridge or a bypass.</p> <p>Thank you for your time, Joan Northrup, 1317 Oak Way Ave, Glenwood Springs CO</p>	<p>Comment #153 Response: We assume the comment relates to economic health and viability of the downtown core. If so, Section 3.6 of the EA discusses economic effects from the project—both adverse and beneficial. Also, to minimize impacts to the downtown area, the bridge’s lanes will be narrowed as they approach 8th Street. Further, aesthetic treatments that have been developed for project elements reflect input and requests from local agencies and the public that the project be consistent with the historic mountain town character of Glenwood Springs. Please refer to Comment #9c Response regarding a vote.</p>
<p>154</p> <p>154a</p> <p>154b</p>	<p>Comment # 154: Rebecca Leonard</p> <p>From: Rebecca Leonard <rleonard@designworkshop.com> Date: Tue, Dec 30, 2014 at 12:43 PM Subject: SH 82/Grand Ave Bridge EA comment To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us> Cc: Steven Spears <sspears@designworkshop.com></p> <p>Dear Mr. Elsen,</p> <p>I own property in downtown Glenwood Springs. I cannot accept 10’-12’ retaining walls all the way to 8th Street on Grand Avenue as shown on the boards of the “Design Alternative”.</p> <p>Our historic downtown is what makes Glenwood Springs a wonderful place to live, work and visit. This would erode the essence of Glenwood Springs. Glenwood Springs cannot continue to give up our soul so that Aspen can get their workforce conveniently through our small town. Perhaps Aspen should take responsibility and provide housing for their workforce . Please consider a bypass through South Canyon, past Sunlight and through to Carbondale.</p> <p>Thank you, Rebecca Leonard 922 Pitkin Avenue Glenwood Springs, CO 81601</p>	<p>Comment #154a Response: We assume the comment refers to Walls Q and R. If so, the aesthetics for walls Q and R are designed to blend with the historic downtown Glenwood Springs. Please refer to Section 3.1 of the EA, and Section 4.1 and Table 3-2 of the FONSI regarding aesthetic treatments and urban design elements that will be included in the Build Alternative.</p> <p>Comment #154b Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

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

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

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

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

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

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

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

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

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

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

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

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

Comment No.	Comment	Response
160c	<p>Now CDOT wants the public to ignore the corridor assessment part of the NEPA document and deal only with the replacement of a bridge and use only an Environmental Assessment (EA) as the NEPA tool. It is my professional opinion that what is needed/required by the National Environmental Policy Act (NEPA) is an Integrated Transportation Plan (ITP) with an attached Environmental Impact Statement (EIS). This ITP/EIS would stage, design and construct by segments over a 10-15 year period based on transportation priorities and available funding. This approach is consistent with NEPA principals including logical termini, independent utility and project terminus.</p> <p>When I reviewed the proposed EA many questions and comments came to mind that confirmed that an EA is not robust enough to properly address and mitigate the short and long term impacts, project objectives, impact analysis and documentation that an ITP/EIS would provide.</p>	<p>82/Grand Avenue Bridge project, which is funded with Colorado Bridge Enterprise money. CDOT and the City have worked together on the SH 82 COS and the COP, which focused on SH 82 mobility and looked into alternatives such as a bypass or relocation of SH 82. The future steps on that project will require separate environmental and public processes. The Build Alternative will not preclude a future bypass. Please refer to Comment #9b Response.</p> <p>Comment #160c Response: Please refer to Comment #9f Response regarding the need for an EIS and Comment #13b Response for logical termini and independent utility. We are unclear on what purpose an Integrated Transportation Plan (ITP) would serve, but note that several entities routinely conduct transportation planning for the area, including the City, Garfield County, RFTA, and CDOT. Future planning efforts are evaluated and prioritized as part of a long-range transportation planning process in accordance with state and federal planning processes through the InterMountain Transportation Planning Region. Pages 3-38 and 3-39 of the EA mention several relevant plans. Comment #19a Response describes the types of impacts evaluated in the EA.</p>
160d	<p>Specific comments on the EA include:</p> <ol style="list-style-type: none"> <li data-bbox="247 980 1094 1133">1. The EA does not demonstrate any short or long term solutions to the traffic challenges to SH 82 as it passes through Glenwood Springs. It basically relegates GWS to a future as a traffic sacrifice zone further reducing the attractiveness of core GWS for both short and long term economic development and quality of life. 	<p>Comment #160d Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.</p>
160e	<ol style="list-style-type: none"> <li data-bbox="247 1192 1094 1490">2. The existing bridge is proposed to be demolished and replaced by a new bridge and on a slightly different alignment costing \$100-120M. The current bridge condition is the result of deferred maintenance by CDOT. This bridge could be refurbished for less than the cost of the new bridge and last an additional 15-20 years. During this 15-20 year period traffic would continue to use the bridge while the ITP/EIS is finalized and planning and initial phases of the project begun and completed. In addition the use of the newly refurbished bridge would eliminate the immediate design and construction impacts of the currently proposed bridge presented in the EA. 	<p>Comment #160e Response: Please refer to Comment #7b Response that explains why the rehabilitation alternative was dismissed from consideration.</p>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

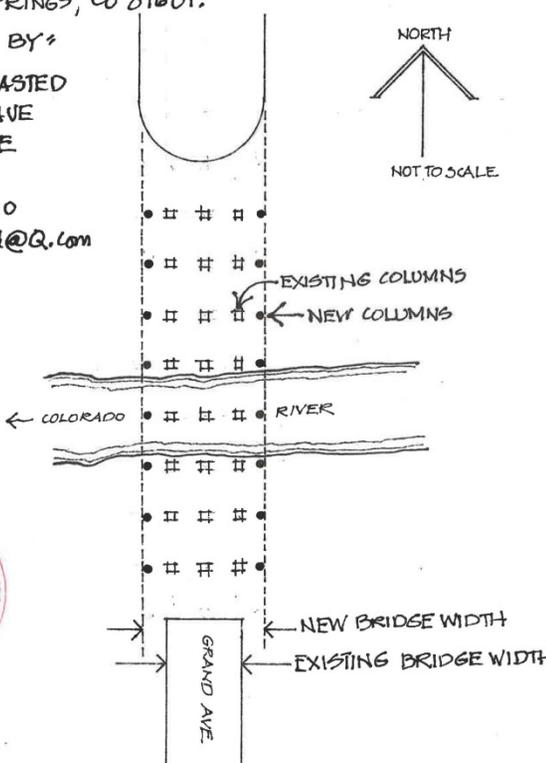
Comment No.	Comment	Response
	<p>roughly half of the contract total and indirectly responsible for Flatiron interest in half of the contract profit/loss.</p> <p>Aug 1982 – Dec 1993 Area Manager, Flatiron Structures Company. Directly reported to President/CEO for all 10 Glenwood Canyon Projects built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

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

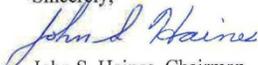
Comment No.	Comment	Response
	<p>I support the Grand Avenue Bridge project because it will...</p> <ol style="list-style-type: none"> 1. be safer 2. give us a more welcoming city entryway 3. provide more pedestrian and bike opportunities 4. produce more real estate for development in multiple locations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

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

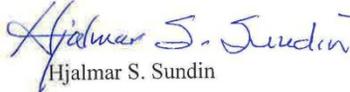
Comment No.	Comment	Response
<p>170</p> <p>170a</p> <p>170b</p> <p>170c</p>	<p>Comment # 170: Darwin Raymond</p> <div data-bbox="598 316 819 527" style="text-align: center;">  </div> <p style="text-align: right; margin-right: 50px;"><i>12-30-14</i></p> <p>CDOT ATTN: Joe Elsen 202 Centennial St. Glenwood, Springs, CO 81601</p> <p>I do not believe the new bridge will help the traffic problem, I really think it will make it worse, and destroy the downtown as we know it. I know that the present bridge could be brought up to standards if you wanted it to be, and at a lot less money spent. In my opinion I think the bridge should be made wider and strengthened if that is what needs to be done to bring it up to your standards. I also think that the extra money should be used to figure out a bypass, that is what we need more then a new bridge.</p> <p>Sincerely, Darwin Raymond (native) 927 Grand Ave. Glenwood Spring, CO 81601</p> <div data-bbox="325 771 577 844" style="text-align: center;">  </div> <div data-bbox="682 860 1081 1088" style="text-align: center; margin-top: 20px;"> <p>SALES & SERVICE FOR OVER 50 YEARS LOCALLY OWNED AND OPERATED</p> <p>DARWIN RAYMOND</p> <p><i>Raymond's</i> </p> <p>OFFICE MACHINES & SUPPLIES, INC. 927 GRAND AVENUE GLENWOOD SPRINGS, COLORADO 81601 (970) 945-5872 FAX (970) 945-5811 RAYMONDS@SOPRIS.NET</p> </div>	

Comment No.	Comment	Response
171	<p>Comment # 171: James Breasted</p> <p>DATE = DECEMBER 30, 2014</p> <p>SUGGESTED REDESIGN AND REINFORCEMENT OF THE EXISTING HIGHWAY 82 GRAND AVENUE BRIDGE IN GLENWOOD SPRINGS, COLORADO, SUBMITTED TO JOE EISEN, P.E., COLORADO DEPARTMENT OF TRANSPORTATION, 202 CENTENNIAL DRIVE, GLENWOOD SPRINGS, CO 81601.</p> <p>SUBMITTED BY:</p> <p>JAMES BREASTED 678 SOPRAS AVE CARBONDALE CO 81623 970.963.4190 jamesbreasted@Q.com</p>  <p>The diagram shows a plan view of the bridge structure. A north arrow is at the top right, labeled 'NORTH' and 'NOT TO SCALE'. A vertical dashed line represents the centerline of the bridge. On either side of this line, there are two rows of columns. The inner row is labeled 'EXISTING COLUMNS' and the outer row is labeled 'NEW COLUMNS'. Below the columns, two horizontal wavy lines represent the 'COLORADO RIVER'. At the bottom, a rectangular area is labeled 'GRAND AVE'. Two horizontal arrows indicate the 'NEW BRIDGE WIDTH' (the wider outer dimension) and the 'EXISTING BRIDGE WIDTH' (the narrower inner dimension).</p> <p>DEC 2014 PERMITTING Glenwood Springs CO81601</p> <p>SUBMITTED AS A COMMENT TO THE ENVIRONMENTAL ASSESSMENT HEARING HELD IN NOVEMBER, 2014 IN THE GLENWOOD SPRINGS ELEMENTARY SCHOOL.</p>	<p>Comment #171 Response: Thank you for your suggested redesign. The rehabilitation alternative was evaluated and dismissed for reasons explained in Comment #7b Response. Also refer to Chapter 2 and Appendix A of the EA.</p>

Comment No.	Comment	Response
172	<p>Comment # 172: Tony Rosa <small>Dec-28-2014 15:43 From:THE PRINTWORKS #9708457248 T-101 P.002/003 F-898</small></p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>I have lived next to the Grand Avenue Bridge for the last 60 years. During this time I have seen the traffic increase. For the last two years I have been following the bridge project. These are my concerns and observations:</p> <ol style="list-style-type: none"> 1. Building a taller and wider bridge will not decrease the traffic on Grand Avenue. 2. It is better to spend 60 million to repair existing bridge than to spend up to 120 million to replace it. The extra money spent is not worth the benefits received. 3. CDOT did an IS study for the bridge replacement. Now the project has grown in to much more than just a bridge replacement. So I think a new in-depth study should be conducted for HWY 82 all the way through Glenwood. 4. CDOT along with the city of Glenwood Springs, did a poor job in explaining the scope of this project. I feel they were not totally forthcoming on construction cost, time for construction of the project and presentation to the public. Repair to the bridge would be sufficient until they can complete these other studies for the <u>Optional Information</u> town of Glenwood Springs. <p>Name: Tony Rosa <i>-Tony Rosa</i> Address: P.O. Box 922 Glenwood Springs Co. 81602 Phone: 970-618-7531 E-mail: mmo711@a.com</p> <p><small>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</small></p> <p>All comments must be received by December 1, 2014</p> <p><small>Dec-28-2014 15:43 From:THE PRINTWORKS #9708457248 T-101 P.003/003 F-898</small></p> <ol style="list-style-type: none"> 5. The money they save from this project can be used to help another project in the state <p style="text-align: right;">Sincerely, Tony ROSA</p>	<p>Comment #172a Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, including reducing traffic on Grand Avenue, because that is not the purpose of this project. As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.</p> <p>Comment #172b Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response.</p> <p>Comment #172c Response: Please refer to Comment #22b Response regarding the scope and purpose of the EA.</p> <p>Comment #172d Response: The purpose, scope, and estimated cost of the project are outlined in Chapter 1 and 2 of the EA. Section 2.3 of the FONSI clarifies costs included in the estimated project cost. The Grand Avenue Bridge EA process involved an extensive public and agency involvement program. Since project initiation in November 2011, it included one-on-one contact with approximately 3,000 stakeholders through an array of outreach activities (refer to Comment #9k Response and Chapter 5 of the EA for more information). CDOT attempted to provide timely information to the public throughout the study.</p> <p>Comment #172e Response: Refer to Comment #172b Response.</p> <p>Comment #172f Response: Comment noted.</p>
172a		
172b		
172c		
172d		
172e		
172f		

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

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

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

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

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

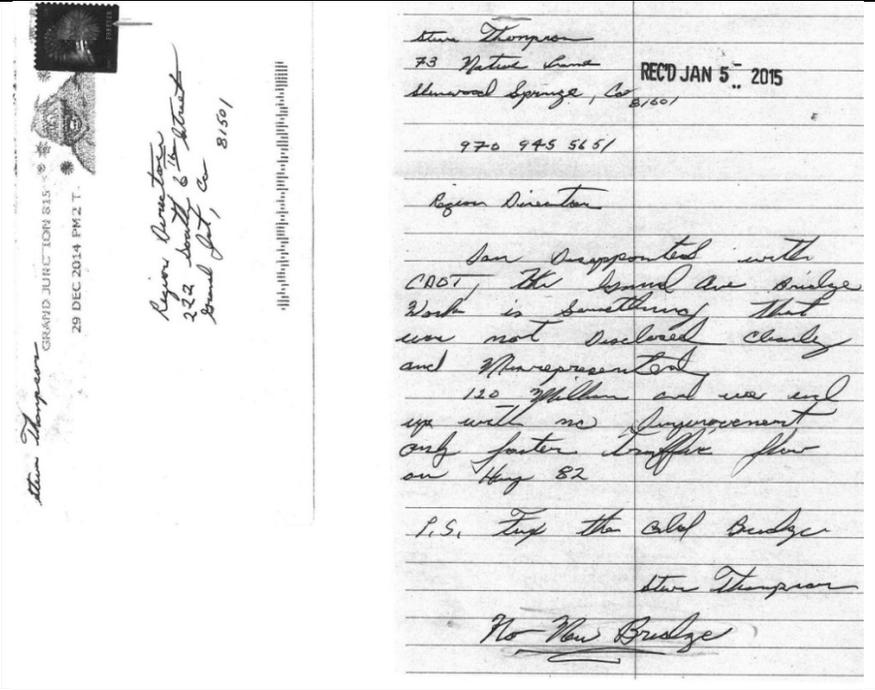
Comment No.	Comment	Response
175g	<p>The proposed bridge (wider/smoothen) is going to allow for MORE traffic on Grand Ave (there are plans for new developments in Basalt, a new development at Cattle Creek). All of those people need to be serviced with goods & materials. Every roll of toilet paper that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

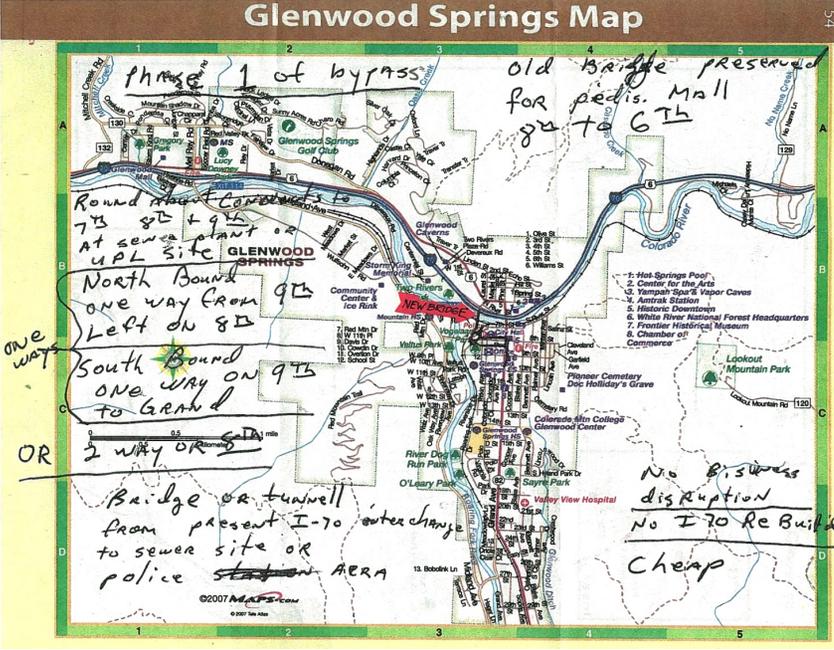
Comment No.	Comment	Response
175j	<p>The bridge as it is designed is</p> <ul style="list-style-type: none"> • too large for the historic character of Glenwood (the bridge design as proposed more logically belongs in LA) • too wide for 25 mph speeds to be reasonably observed • too intrusive into the Downtown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

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

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

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

Comment #	Comment	Response
	 <p> <i>Steve Thompson</i> 73 Nature Lane Shrewsbury Springs, Ca 91501 REGIONAL DIRECTOR GRAND JUNCTION SIS 29 DEC 2014 PM 2 T. Region Director I am disappointed with CRBT. The Grand Ave bridge work is something that was not disclosed clearly and misrepresented 120 million and was end up with no improvement and faster traffic flow on Hwy 82. P.S. Fix the cable bridge. <i>Steve Thompson</i> <u>No New Bridge</u> </p>	

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