



PUBLIC COMMENTS RECEIVED SURROUNDING ROUND 1 PUBLIC OPEN HOUSE MEETINGS

Open Houses held July 19 and 20, 2022

The first round of public engagement for the Cottonwood Pass Concept Design project consisted of two public open house meetings. The meetings were held on July 19, 2022 (in Glenwood Springs, from 5:30 – 7:30 p.m.) and July 20, 2022 (in Gypsum, from 5:00 – 7:00 p.m.) to introduce the project and gather feedback regarding the project Core Values and conditions at project sites.

A robust media campaign was used to spread the word to inform travelers in the surrounding area. Advertisements were placed in the print versions of the Glenwood Post Independent, Vail Daily, and Aspen Times that ran twice in the week prior to the public meetings. A digital campaign also ran in the online versions of those publications targeting Eagle and Garfield counties. This resulted in 60,900 total impressions and 50 new visits to the project web page.

To notify adjacent and nearby property owners and tenants, a postcard was mailed to 2,400 people. Other advertisements included a news release distributed to CDOT, Eagle County, and Garfield County’s contact lists, CDOT social media posts, and emails to the project contact list.



Approximately 60 members of the public attended the meeting in Glenwood Springs and 45 attended in Gypsum. Display boards focused on outlining the project background, concept design process, and Core Values. Maps and photos were used to illustrate the existing conditions and potential types of improvements at each of the 14 project sites.

Meeting display boards and handouts were posted to the project web page following the meetings and two additional weeks were allowed for public comment. Comments were submitted on comment forms and maps during the open houses, transcribed by project and county staff during conversations at the open houses, and submitted via email, letters, and voicemails. Following is a listing of comments submitted between July 13 – August 16, 2022.



ROUND 1 PUBLIC MEETINGS COMMENT FORMS

The following comments were submitted via comment forms during the in-person public meetings. Comments are organized by the form questions and general subject.

WHICH OF THE CORE VALUES ARE MOST IMPORTANT TO YOU, AND WHY? DO YOU SUGGEST ANY ADDITIONAL CORE VALUES BE CONSIDERED?

SAFETY

- ◆ Safety! Most Important. Straighten curves to improve sight lines.
- ◆ That being said Strive for safety on the improvements. Eliminate blind corners, improve sight lines. Widen as much as possible.
- ◆ Safety – I am a resident along Spring Valley. While I understand the preferred route to 82 to be Catherine Store, in closure events, traffic will filter onto Spring Valley and other relief valves. The intersection, independent of this, requires safety improvements during times of high traffic (rush hour). At a minimum, lines painted at intersection. Please study this challenging intersection, along with Cattle Creek for short-term safety improvements.
- ◆ Safety
- ◆ Safety is most important core value to me. Currently, this road is not easy to travel and when Glenwood Canyon is closed, it is not a good option at this time in its current condition.
- ◆ Safety – Due to those using it, and excess speeds creating a safety issue.
- ◆ Safety – For pedestrians, cyclists and animals (dogs, sheep, goats, cattle, and wildlife) as well as traffic. Wide shoulders, bike/pedestrian lanes.
- ◆ Safety of the route is most important to me. The route will be used heavily the most when Glenwood Canyon is unsafe/unusable. Accidents along the route will be difficult to manage and close off the only proximate detour route.
- ◆ Safety first
- ◆ Safety and continued accessibility of Cottonwood Pass (Year Round). Closures force those of us that live in one county and work in another to choose between working from home, not going in or possibly sleeping.
- ◆ #1 Safety – for travelers/motorist who are using this route and for first responders who may need to respond to a motor vehicles incident on the Cottonwood Pass. Additionally, Eagle County paramedics (ECPS) transports patients to Valley View Hospital in Glenwood Springs and Grand Junction hospitals. When there is a Glenwood Canyon closure ECPS cannot (currently) use Cottonwood Pass as a route, the risks to ambulances, crows, and patients is too high. We think.



- ◆ Safety – already so many drunks driving like maniacs. We picked up 153 beer cans in a 4 mile stretch. People are going way too fast and passing blind corners or going super slow and checking out the wildlife. Often times animals can't even get water. Don't pave the road – its already too fast for conditions.
- ◆ Speed control!! Curves force people to slow down.

RESPECTING CORRIDOR CHARACTER

- ◆ Preserve the rural characters as much as possible.
- ◆ I live at CR 100 and Catherine Store Road. I moved to the area because it is quiet, rural, has ranch life and beautiful open spaces. I moved to escape urban sprawl and congested neighborhoods. I drive Cottonwood Pass regularly for the beauty, quiet and minimal traffic. I have been coming to the RFV since the early 1960's. It is critical that we preserve and protect the way of rural life that has thrived for generations in this area.
- ◆ Respecting Corridor Character
- ◆ Respecting Corridor Character – People who live along, this road deal with a great deal of unwanted traffic. Keeping it somewhat rural would be respecting their rural status.
- ◆ Respect Character of Corridor – (Rural).
- ◆ Respecting Corridor Character: We moved here because it is a rural location.
- ◆ Respect Corridor Character.

NATURAL RESOURCE PRESERVATION

- ◆ My core value is natural resource preservation and taking measures that eliminate carbon emissions in rural areas. Convenience is NOT a core issue of mine. Don't go, boldly or any other way.
- ◆ Natural resource preservation
- ◆ Natural Resources – we are all on water wells.
- ◆ Environmental impact and keeping rural nature.

COLLABORATIVE IMPROVEMENTS

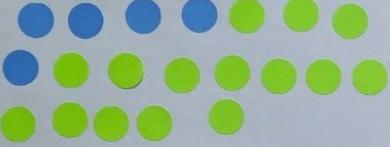
- ◆ Collaborative improvements: As property owners it's nice to be informed of the planned changes.



OTHERS TO BE CONSIDERED

- ◆ Minimize ROW encroachment
- ◆ Core Value = minimize negative impacts on existing property owners
- ◆ Police enforcement
- ◆ Traffic flow in our community

WHAT IS MOST IMPORTANT TO YOU?
Place a sticker by the Core Value you think is most important to consider when determining improvements.

<p>Safety Improve safety by making improvements at critical areas of geometric deficiencies</p>  	<p>Respecting Corridor Character Maintain the rural feel of road, minimize impacts to private property, and mitigate visual impacts from improvements</p>  
<p>Natural Resource Preservation Minimize impacts to nearby wildlife habitat and waterways</p>  	<p>Collaborative Improvements Engage public and stakeholders to provide meaningful input into the feasibility study process</p>  
<p>Other: <i>Police enforcement!</i> ● <i>Traffic flow in our community</i> ●</p>	



PLEASE DESCRIBE YOUR EXPERIENCES ALONG COTTONWOOD PASS. HAVE YOU EXPERIENCED ANY ISSUES AT THE 14 SITES THIS PROJECT IS FOCUSED ON? PLEASE LIST SUGGESTIONS FOR SAFETY IMPROVEMENTS AT ANY OF THOSE LOCATIONS.

GEOMETRIC ISSUES

- ◆ Most issues are blind corners, narrow road widths, etc. It looks like most if not all have been identified and working towards solutions.
- ◆ Catherine Store is too curvy, particularly when big trucks, cyclists on the road.

SPEEDING / TRASH / NEED FOR ENFORCEMENT

- ◆ We live at winter closure, El Jebel side. Biggest problem is commuters driving home from Aspen to Eagle area, throwing beer cans out the window and driving like the pass is their personal racetrack. They know there is no police patrolling as Eagle County is not responsible for County roads, it is highway patrol, who I have not seen but once in the 25 years I have lived on Cottonwood. The road has to be patrolled at rush hour!!! And it will have to be Eagle County who takes responsibility.
- ◆ I drive and bike it frequently and have for years. My concern is that if you make it nice to drive (wider and straighter) people will just drive faster. They already drive too fast. The counties would need to patrol more.
- ◆ Mainly people driving way to fast. Disrespectful interstate drivers. Not respecting private properties and throwing trash.
- ◆ People drive way too fast on existing road.
- ◆ I'd like some enforcement of speed limits, Possibly radar with traffic camera issued warnings or tickets mailed.
- ◆ Have traveled many times in personal vehicles. It was a big help to have staffed locations to control and assist travelers in 2021.

PRIORITIZE SPECIFIC LOCATIONS

- ◆ I drive Catherine store road from CR 102 to 82 quite often. Please fix GarCo #1 & #2 steps to improve safety.
- ◆ Sites 5 and 6 in Eagle County should be prioritized. They are the most dangerous sections.
- ◆ Blue Hill is the most dangerous part of the route due to the single lane, drop offs and tight curves. It will be difficult to widen.
- ◆ I can agree with all the widening/straightening projects, but I'm not sure of the feasibility of Blue Hill improvements.



IN FAVOR OF IMPROVEMENTS

- ◆ Yes – many points have been near collisions due to narrow roads or bad visibility. This road would be a much better way to travel, if improved, during shutdowns of I-70 through Glenwood Canyon.
- ◆ Even though improvements may be controversial, I think they are necessary.
- ◆ I live in Eagle County and work in Garfield. I drive Cottonwood to avoid I-70 closures and to break up the monotony of my commute. I feel Cottonwood is a beautiful drive and a great bike ride, but many places is barely suitable for a bike, let alone a car or two cars for that matter. I would love to be able to live where I work but for so many reasons that isn't a reality right now. I drove Cottonwood before during and after the slides. The pass is not suitable for traffic (heavy). I hope it is taken under consideration the reality that a not insignificant number of people depend on that road to make a living and to travel home. The flagging by Eagle County really helped, but that isn't sustainable. Cottonwood is the only reality of travel for locals. Turn away the tourists, deliveries and make way for the locals they respect the road.

CONCERNS ABOUT ADDITIONAL TRAFFIC

- ◆ It cannot be under emphasized how improvements will increase traffic. I take Cottonwood Pass occasionally and only when reports of good conditions. Often I've encountered work trucks flying through.
- ◆ I drive the Pass in both directions regularly for many years. The increased volume of traffic is a growing problem. Trucks, cars, and vans drive too fast and create safety problems for those who drive safely. It is a mountain road not highway. No changes should be made to accommodate increased traffic. I-70 through Glenwood Canyon is a highway. Large amounts of time and money were spent to accommodate large transport vehicles and large volumes of traffic. Going forward any funds and planning should be spent on improving the safety of I-70 for Glenwood Canyon – Cottonwood Pass should be left as is.

PLEASE PROVIDE GENERAL SUGGESTIONS AND COMMENTS REGARDING THIS PROJECT.

SUGGESTED SAFETY IMPROVEMENTS

- ◆ I'd like more info on signage and mechanisms to direct traffic to these planned routes. Signage needs clarification.
- ◆ With increased use of this route. I think improved cell network coverage is necessary. Both for travelers to request help, report incidents and to aid responders' communication.



- ◆ GarCo #1 — Need a turn lane on Southbound Catherine Store Road at Hwy 82. GarCo #2 — Straighten the hair pin corner at the “Junk Yard”. DO GarCo steps 1 & 2 first! Thank you for this presentation.
- ◆ Make a turn lane at the HWY 82/Catherine store intersection.
- ◆ Lower speed limit on Hwy 82 and Cottonwood Pass. Maybe add stop lights so people can’t build up speed. Reducing speeds is a conservation measure. It worked in the 70s. There is a sign on Cottonwood Pass that points to Aspen and Carbondale. Don’t add wayfinding signs to help non-locals. Pointers encourage overcapacity.
- ◆ Speed control is vital on not only this chosen route of Garfield CR 100 but on CR 113 because people know the shortest distance to I-70.
- ◆ The portions of the road in Eagle and Garfield County which have only one option are priority.
- ◆ We need more police presence on a daily basis. Daily commuter are drinking and driving and speeding. Write tickets – take these idiots to jail.
- ◆ Speed bumps at mile marker 13 (from Gypsum). We have residents on both sides of the road (Cottonwood Pass) and we move livestock across Cottonwood Pass Road. We also have a 12 year child and dog that like to cross residences to pond.

RESPECT CORRIDOR CHARACTER

- ◆ I seldom use it though I live on Catherine Store. I do not want to take shortcuts that degrade my neighbor’s lives. I cancel. Covid taught me how to do more with less. When I have driven it, I do so slowly, anytime. More traffic will make it more dangerous. Do not invite traffic with improvements they will never be sufficient. Look at Hwy 82, as an example.
- ◆ I’ve lived up there for 25 years. Opening the pass for all these people will do nothing to get semis over it, only allows people to pass through. Make it a toll road and force people to pay to use it then you can maintain its natural beauty and keep the dirt road maintained. Paving the road will make it more of a death trap than it is now. Widen blue hill and a few other pinch points and leave the rest alone. Widening and straightening out curves will only make the traffic go faster. Its super dangerous and I have a 16 year old driving daily.
- ◆ We live around the corner from Cottonwood Pass, and we know how greatly this will affect ours (& many many others) rural aspect of our homes. The amount of workers & trucks traveling back & forth will increase so much please don’t underestimate this. The road as it is managed to get people back & forth during times of crisis. Missouri Heights is a rural community w/ranches, animals, lots of wildlife. This will not just be made more safe in times of crisis – it will become a highly trafficked commuting route. Please not ruin our rural lives.



- ◆ My biggest concern is the increase traffic demand on Valley Road and over Cottonwood Pass. Based on past experience when I-70 is closed the 18 wheelers took to Cottonwood Pass Road as a suitable detour.
- ◆ Leave the integrity of the road as is. There are a lot of people who have lived on the pass for years who don't want this forced down our throats.
- ◆ Making significant changes to this road will inevitably increase traffic.
- ◆ It is disingenuous to characterize the driving force behind the improvements to be directed at "local residents who rely on it to safely travel between Gypsum and Colorado Highway 82 ..." The I-70 Detour Act was drafted to address "alternatives, necessary to offset extended closures associated with Interstate Route 70..."

IN FAVOR OF SAFETY IMPROVEMENTS TO COTTONWOOD PASS

- ◆ Please do not allow the need of the many to be drowned out by the loud objections of the few. In times of emergencies treat Cottonwood as such. Turn away tourists and short cutters and allow travel for the absolute necessary. Do not ignore this problem away. Think as though your family and job depend on this road being open.
- ◆ I have had good experiences and with a long-term outlook, support seeing improvements for the challenges of safety, inconvenience, and piece of mind than canyon closures raise. Long-term commitment means open year-round. I'd like to see a long-term safety plan in place to keep us from being cut off.
- ◆ Need a safe option to Glenwood Canyon.

CR 113 (CATTLE CREEK)

- ◆ Leave lower Cattle Creek alone! Don't change a thing! Find a way to get traffic to obey posted speed limit signs!
- ◆ Traffic headed back to Glenwood community uses Cattle Creek Road. How will use of Cattle Creek be limited?
- ◆ Improvements to the Cattle Creek/Highway 82 intersection should be part of this project. It is considered the most hazardous intersection in Garfield County.

OTHER COMMENTS

- ◆ Improvements and protections need to be provided for the significant bicycle traffic on Cattle Creek and County Road 100. This project is a perfect opportunity to secure some level of funding for intersection improvements.



- ◆ County Road 100 and Cattle Creek have become a major bicycle route. Are there any counts for current numbers of bicycle riders using that loop? This should be an integral component of this project.
- ◆ Traffic heading down valley (to Glenwood) County Road 100 & Highway 82 will be required to travel 7.61 miles farther than accessing the intersection at Cattle Creek & Highway 82.
- ◆ Traffic counts are needed for background traffic and traffic during closures. These counts should include directional distribution at the Cattle Creek. Crystal Springs. Catherine Store and El Jebel intersections.
- ◆ A comprehensive traffic study is needed to assess background traffic, anticipated future traffic, I-70 bypass traffic and bicycle traffic using County Road 100, Cattle Creek, Crystal Springs Road and the access to Highway 82/El Jebel intersection. The traffic study should include AM/PM peaks, average daily traffic, bicycle traffic. and direction of traffic at each of the intersections at Highway 82. Absent this information, one is only guessing about the potential impacts.
- ◆ Has CPW's input been solicited? Cottonwood Pass goes through significant wildlife areas important to deer, elk, moose, and other large and small animals.

HOW DID YOU HEAR ABOUT THIS MEETING?

- ◆ Postcard mailer: 4
- ◆ Email from project team: 1
- ◆ Social media: 2
- ◆ Agency's email blast/newsletter: 1
- ◆ News story/notice: 2
- ◆ Word of mouth/forwarded email: 3

ROUND 1 PUBLIC MEETINGS COMMENT MAP

An aerial map of the project area for Eagle County and Garfield County was available on tables at the public meetings for attendees to write comments onto. Images of the comment maps are shown in **Appendix A**.

ROUND 1 PUBLIC MEETINGS STAFF CLIPBOARD COMMENTS

IN FAVOR OF SAFETY IMPROVEMENTS TO COTTONWOOD PASS

- ◆ Generally in favor of improvements. Wanted to know what we were going to do at Blue Hill since it would impact his land.



- ◆ Blue Hill Site 5 needs complete realignment to the east. Follow existing dirt roads to Powerline Mesa.
- ◆ They see a lot of accidents at the bottom of the hill with the sharp corners. They felt this should be considered as a place to fix as well.
- ◆ She uses Cottonwood to commute sometimes and often uses it to get to church. Want it to be more safe and reliable.
- ◆ EMS Ambulance responds to issues on Cottonwood Pass when they are called in (usually a handful a year). It is nice to have that access to Glenwood when the canyon is closed. When the canyon is open they often do transfers or take patients to the Glenwood hospital, however when the canyon is closed they can't since Cottonwood Pass isn't reliable for ambulance use. They don't do transfers in that direction during closures.
- ◆ Prefer a more rural road but see the need for improvements.
- ◆ I spoke with someone who commutes between Gypsum and Glenwood. He wants a reliable road.
- ◆ The first major curve as you head down CR 100 is very dangerous...tractor trailer just overturned there as they were coming down at too high of a speed and could not negotiate the curve.
- ◆ Lots of bicycle traffic to contend with on CR 100. Lots of wildlife (turkeys and fox) on lower CR 100. How about putting in rumble strips along the roadside?

CELL SERVICE

- ◆ There is no cell service or toilets on Cottonwood.
- ◆ There was varied reports on where there was cell service. It sounds like MM 6-11 there is no service, but good radio coverage for emergency service providers.
- ◆ He understands the safety challenges and need for improvements. He is a commuter who lives in Gypsum and works in Carbondale. He said there is cell service at the top of Blue Hill then not again until the tight switchbacks on Garfield County side but it's not great until Catherine Store Road.
- ◆ There was a group discussion about consideration of adding a 'no cell service ahead' sign which may make some people not use the road.

SPEEDING & ENFORCEMENT

- ◆ Enforce the speed limit.
- ◆ Need to enforce the speed limits.
- ◆ The road is not unsafe. People are just driving too fast for conditions.



- ◆ There is a need for more speed limit signs. People really speed on that road.
- ◆ Resident near Eagle County Site 3 concerned with people going way too fast. Look at speed signs and ticketing.
- ◆ There is a lot of speeding on Cottonwood Pass road and these county roads. Add speed bumps to the road to help slow people down.
- ◆ People drive really fast on the road. It makes it unsafe with all the ranches, dog walking, elk, etc. Improvements are making it easier to go faster.
- ◆ There needs to be more police enforcement on Cottonwood for speeds.
- ◆ There is also a lot of trash up there from people littering. The public access in this area is really beating up the land since people aren't staying on the signed roads.
- ◆ People are allowed to drive side by sides from town to Cottonwood Pass. This can be really annoying and loud since everyone seems to want to speed out of town. People drive the roadway too fast between the side by sides and vehicles going up to the pass.
- ◆ There is not only vehicle traffic but ATV traffic on Cottonwood.
- ◆ How about restricting the height of certain vehicles and not just the length to prevent tipping over through the curves.
- ◆ Need more signage about speed and curves.
- ◆ The curves are 25 mph already and that they don't need additional work. People just need to slow down.

CONCERNS ABOUT ADDITIONAL TRAFFIC

- ◆ Concerned about the Lauren Boebert Bill and that this CDOT exercise is really the “feasibility exercise” that the Congresswoman will point to make major improvements to Cottonwood Pass as proposed in her bill - as a real year-round / improved alternative to I-70.
- ◆ New growth is further exacerbating the traffic challenges.
- ◆ Locals (Garfield, Eagle and Pitkin County residents) know how to navigate the area, so this is really just for I-70 traffic only.
- ◆ Doesn't agree with Catherine Store route.
- ◆ She is very concerned about the traffic noise she hears when increased traffic uses Cottonwood.



- ◆ Catherine Store is a pretty big biking corridor. People often bike up one road and down another. There isn't much of a shoulder and it can be hard with traffic driving quickly. (This was echoed by several of the neighbors)
- ◆ Concerned about fire danger from cigarette butts or just people being up there. It increases the fire risk to homes.
- ◆ He lives in Missouri Heights. Moved from Chicago to get away from people. Generally against any improvements to Cottonwood Pass.
- ◆ There was a concern that once we start improving Cottonwood, we're going to want to continue improving Cottonwood leading to more traffic and change of character.
- ◆ They felt there was too much traffic during closures in the canyon. It is also really loud when the canyon is closed. Wanted to pass along a kudos to CDOT for doing a really good job in the winter and with the canyon closures.
- ◆ She does not want a mini-I-70. She wants to keep I-70 traffic off Cottonwood.
- ◆ Concerned about seeing Valley Road and Cottonwood Pass Road turn into I-70. Most concerned about trucks. Bad traffic already on Valley Road near schools.
- ◆ She wants to maintain a rural road and does not want more traffic. She wants lower speeds. An Amazon truck tipped over in her driveway such that her driveway was blocked and she couldn't leave her house. She thinks some safety improvements are needed but doesn't want more trucks or more cars.

CO 82 & INTERSECTIONS

- ◆ Concerned with other intersection at 82.
- ◆ Need to improve the intersection of SH 82 and CR 113...its very unsafe. CR 110 adds significant confusion to the intersection of CR 113 and SH 82. Tired of seeing remnants of human waste on the side of the road...need a bathroom facility. That intersection needs better painting on the road to tell drivers where to go.
- ◆ Concern with Cattle Creek and 82. Why are we not looking at other intersections? Want improvements and Sheriff control.
- ◆ The intersection with Highway 82 is unsafe and she has seen a lot of accidents there. She mentioned a lot of T-bone type accidents.
- ◆ If our goal is to use Catherine Store as the main route to Cottonwood, we need to move the sign on SH 82 directing traffic to Cottonwood Pass using Cattle Creek.



- ◆ Any improvements on Cottonwood Pass will increase traffic on the Pass. This will make traffic on SH 82 worse. The intersections on SH 82 are already unsafe. This will get worse by the large development planned along SH 82. Most concerned about traffic driving down Fender instead of going to 82.
- ◆ CDOT's focus should be on SH 82 and not Cottonwood. There is severe congestion on SH 82.

CR 113 (CATTLE CREEK)

- ◆ Don't allow I-70 alternative traffic to use CR 113. (Cattle Creek)
- ◆ Lots of conflicts with bicycles in CR 113. CR 113 needs double yellow line painting. CR 113 intersection with SH is horrible and dangerous.
- ◆ Heard from a group of people that we need to control the speed on Cattle Creek. In the narrow section we should consider a centerline. There was a request for more speed enforcement, potentially with a video camera enforcement with mailed warnings.
- ◆ There are a lot of bikers between El Jebel and Lower Cattle Creek to Fender.
- ◆ There is an apparent stop sign missing on 113 where it meets 100.

OTHER AREA ROADWAYS

- ◆ Worried about traffic onto Valley Road.
- ◆ There is already severe congestion on Valley Road, especially during school drop off times. There needs to be more police enforcement.

OTHER COMMENTS

- ◆ They sent a letter to Eagle County BoCC and Garfield Commissioner John Martin the week prior to the Open Houses. We discussed much of what was in their letters.
 - ◇ Ranch access - They have a few accesses to the ranch around Eagle County 1 and Garfield County 8 that they wanted to make sure we were aware of. They explained that they need those accesses for their ranch operations.
 - ◇ Their ranch is fed by East Coulter Creek, which flows by Eagle County 2. They are concerned about any impacts to the creek from work at Eagle County 2.
 - ◇ They were also concerned about the culvert for E. Coulter Creek that crosses under Cottonwood Pass road. They felt this should be included as an area for concern since the culvert is very close to the road and not very deep. Impacts to the creek could impact their ranch operations.



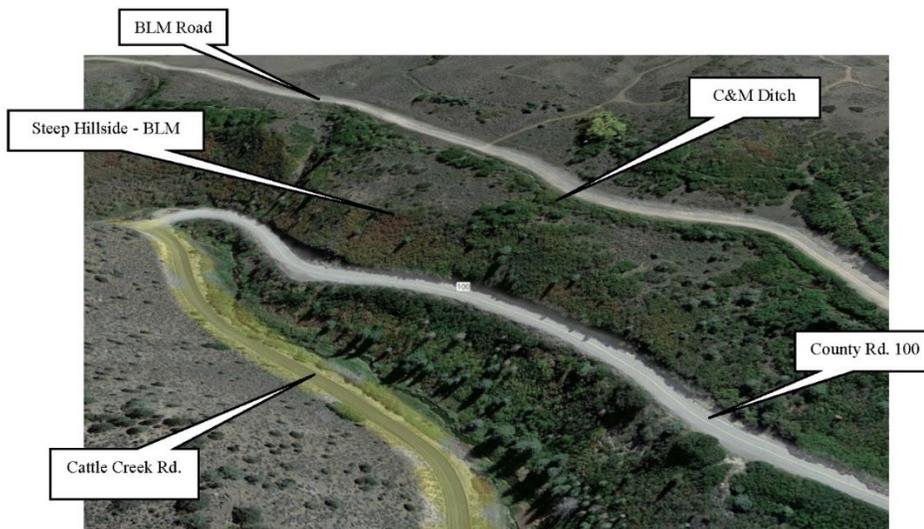
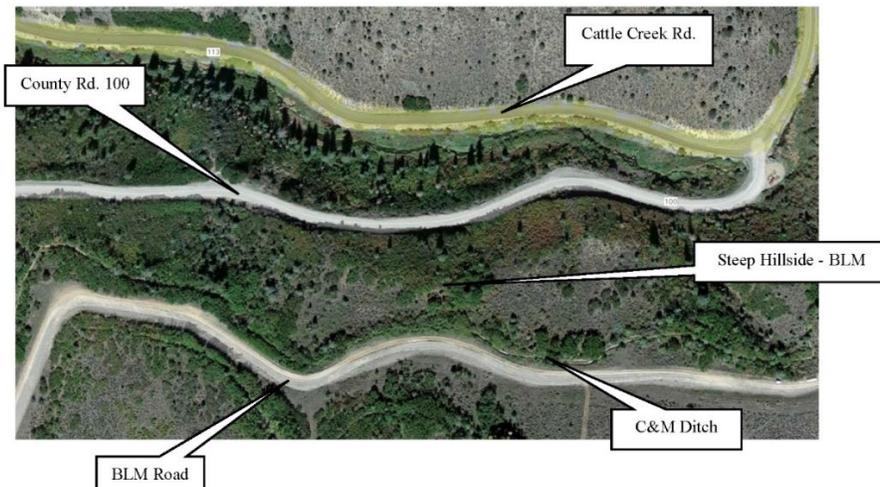
- ❖ They gave me a paper with their Core Values and Critical Success factors:
 - » Any road improvements should protect the East Coulter Creek headwaters and riparian ecosystem.
 - » Avoid negatively impacting adjacent private land.
 - » Keep access to gate and entrances on ranch from Cottonwood pass road.
 - » Protect the wildlife corridor on Cottonwood Pass.
 - » Maintain the rural character and protect and preserve ranchland on the Pass.
 - » Mitigate traffic speeds, limit truck size, control erosion, and keep winter closure of road.
- ◆ Site 3/4 is an old homestead (called it Green's Homestead). Water to house and the nearby neighbors comes from a spring box further up the road. Worried about any impacts to this since it would impact their water.
- ◆ Questions about why Catherine Store route selected - one reason from Commissioner Jankowski was that to expand Cattle Creek Road where it was narrow would require full takes of two properties. Also, more significant intersection improvements would be needed at Cattle Creek Road and SH 82 requiring even more right-of-way impacts.
- ◆ Bike and pedestrian access is a problem. The town may have a plan to add a shared use path out towards the pass.

COMMENTS RECEIVED BEFORE AND AFTER THE PUBLIC MEETINGS VIA EMAIL, LETTERS, AND VOICEMAIL

- ❖ I'm a 35 year Garfield County resident. My first comment on the Cottonwood Pass project would be wherever it connects with Hwy 82 it should be an interstate access type situation with overpass. The traffic, especially during rush hour on Hwy 82, would cause just another big, long jam of people trying to get wherever they are going from over Cottonwood Pass. If need be, if Glenwood Canyon closed today, they should have some kind of traffic control where one lane at a time.
- ❖ My family and I have been a ranching in the Missouri Heights area for over 40 years and the family has ranched the area since the late 1800s. I am very familiar with the Cottonwood Pass Road and County Road 100 because our ranch property borders the Cottonwood Pass Road on both sides for a considerable distance and I live on County Road 100. Our ranch ditches have experienced major failures over the years as have other ditches in the area because of their age. Most of these failures started with seepage.



The C&M Ditch contours on the top of the hill along the portion of County Road 100 where the road climbs the hill and heads south from Cattle Creek (County Road 113). (See included aerial imagery) The C&M ditch is an open ditch and like most irrigation ditches, loses water through seepage. Historically, there has been significant leakage from the ditch that periodically surfaces on the hillside above this section of County Road 100. The seepage results in saturation of the subsurface soils on the steep hillside and has caused intermittent slope failure evidenced by dirt rock and debris sloughing on to County Road 100. My late husband who was an expert on the geology of the area often expressed concern that saturation of this hillside from the ditch could result in a catastrophic failure of the entire slope. A landslide of moderate or larger magnitude in this location could result in destruction of County Road 100 with the materials ending up in the bottom of the Cattle Creek drainage. Not only would such an event cause loss of the hillside soils, vegetation and the road, it would also dam Cattle Creek. In this scenario, the creek would quit flowing until enough water is backed up causing the dam to breach resulting in a significant flood event in the Cattle Creek drainage.





This issue should be considered carefully and evaluated by geologists as consideration is being given to using County Road 100 as an alternate route to/from the Eagle Valley for locals or with I-70 interstate closures.

✧ Letter to Eagle County Commissioners (cc: project team):

My family partnership owns 500 acres of ranch land in Eagle County. Our land is traversed by spring-fed East Coulter Creek for over a mile and flanked on each side of the creek by a rich riparian area with diverse natural habitats for a variety of wildlife. The creek travels another 2 ½ miles through our ranch in Garfield County along riparian areas. Cottonwood Pass Road 10 A borders our ranch about a mile and a half and three of the road curves in Area 1 of Eagle County's focus plan designated to receive changes are located along our ranch border with the road.

I am writing you because our family partnership is concerned about a lack of information available regarding how potential upgrades to Cottonwood Pass Road may affect our land and the environmental health of East Coulter Creek which provides vital irrigation water to ranch land downstream in the Coulter Creek Valley and helps supplement the flow of Cattle Creek. We are also very concerned about any potential impacts of widening the road as it passes through the riparian area in Eagle County's Area 2.

Another major concern we have is that it hasn't been easy to find information about the scope of these possible changes that could have environmental impacts on our land and our water if East Coulter Creek is not adequately protected in the location where it crosses under the Cottonwood Pass Road in a culvert pipe as well as along the road edge next to the creek near the Cottonwood Pass Road. It has not even been identified as an area of focus to protect and preserve if the road is upgraded. We are very concerned that East Coulter Creek needs to be preserved and protected.

It would be helpful to include our family partnership as a stakeholder to participate in any future discussions that Eagle County has with CDOT that addresses the above areas and issues. We believe it would be helpful for us to participate in a constructive way to find solutions to help protect those areas that could affect our ranch land and East Coulter Creek.

We hope to find win-win solutions to address any environmental concerns for our ranch that may arise from the proposed changes to the roadway. We would like to be part of the stakeholder meetings that CDOT plans. We see that the CDOT website Cottonwood Pass Concept Design (Eagle & Garfield County) is now operating.

We have two essential ranch entrances on Cottonwood Pass in Eagle County that are necessary for our ranching operation and the hillside terrain that we use for access and have done for many decades.

Thank you for your understanding and we look forward to hearing from you regarding our concerns and working with Eagle County and CDOT to find solutions as issues on the Cottonwood Pass roadway become known.



- ✧ Unless CDOT plans and is able to move mountains, I cannot imagine making the Cottonwood Pass Rd. a detour suitable for the amount and type of traffic that would occur when Glenwood Canyon is closed. The terrain and rural area covered by the Garfield County roads involved on Missouri Heights would also make this route unsuitable for the amount and type of traffic typically traveling on I-70.
- ✧ I moved to the Cottonwood Pass area in 1980, probably before some of you here were born. I would like to offer some insight into its recent history.

First, Cottonwood Pass has always been considered a dangerous road, mainly because of a steep hill where the road cuts into an unstable hillside. The road is narrow with cliffs on one side where an accident could be fatal. No amount of construction has improved this situation so far. The whole area is too unstable. Semi trucks have occasionally tried to drive the Pass causing traffic jams and accidents. To make the Pass suitable for alternative Glenwood Canyon traffic would be prohibitively expensive.

There are also winding turns on the Pass that can't be navigated at higher speeds. This part of the Pass is [more] problematic than the right hand turns on the Gypsum Creek Valley part of the road.

These issues are only part of the problem.

The lower part of the Cottonwood Pass, just out of the Gypsum Creek Valley, has become a popular de facto playground for ATVs and other off road vehicles and gun enthusiasts who can practice with their bump stock guns and other illegal automatic weapons. The noise created by these activities is more than a little disturbing for nearby residents like me. To add insult to injury these areas are also under the flight path of Eagle County Airport traffic. These planes fly over or near to the lower Eagle Valley schools. The planes drop tons of pollution, creating major health issues for a thousand plus students that attend these Gypsum located schools (subject of a separate paper enclosed with quotes from an AARP magazine).

Years ago the Town of Gypsum manager launched a major effort to convince local residents that the airport was a good idea. I was not one of his supporters in this regard. Given the air pollution and noise problems today it is clear that Gypsum has become an unhealthy place to live.

It seems to me that some of the millionaire or billionaire jet jockeys could fly commercial airlines where there is some connection between the fuel costs and benefits to jet passengers, and local citizens living under the airport traffic. But who can argue with big money?

Again, back to Cottonwood Pass Road. It makes no sense to me to reroute the Cottonwood Pass Road through the Gypsum Creek Valley only to run up against the much more severe problems that need attention further up the road.



I have heard of a suggestion for one solution; to run the Pass Road up through the Cottonwood canyon that connects to the Pass Road on the Bair Ranch west of the cliffs. This would avoid the worst parts of both the Cottonwood Pass Road and the intermittent Glenwood Canyon problems, but here again we are looking at costs that are substantial and probably would not please the Bair Ranch owners.

In sum I think the big problem has to be addressed before the details. That is the cliff area at what some call Blue Hill. So far efforts in that regard have failed. It's still very dangerous.

COMMENTS RECEIVED VIA THE PROJECT WEB PAGE

IN FAVOR OF SAFETY IMPROVEMENTS TO COTTONWOOD PASS / IMPROVEMENT SUGGESTIONS

- ◆ I'm happy to see CDOT moving forward on this project. The western slope needs alternative routes – I-70 is overloaded and in terrible shape. I support the need to upgrade Cottonwood Pass. I have not looked at your design effort in any depth at this time though.
- ◆ Cottonwood Pass needs to be upgraded to make it safer for travel as many need it to travel to their jobs.
- ◆ I like it.
- ◆ Bicycling is very popular in Missouri Heights. Please add marked bike lanes on roads that will be the preferred Cottonwood Pass route (CR 100 & 113). Please plan bike lanes on both sides of the route you choose to make over Cottonwood Pass through this area. Specifically Catherine Store Road (GarCo #100) and Cattle Creek Road (GarCo #113) will need to be widened for bike lanes.
- ◆ Traffic control/road signs.
- ◆ Need this to be an auxiliary route for the many I-70 Glenwood Canyon closures...would also like to see this paved, widened & open year round.
- ◆ This is a vital link between the two valleys since the I-70 corridor through Glenwood Canyon may well be unpredictable for years. Thank you for expediting the concept design.
- ◆ This is a very much needed project and very long overdue! The western slope is very dependent on the I-70 corridor which directly impacts the prices and availability of many goods and services. A viable and timely alternative route during I-70 closures is essential to supporting the Colorado western slope. This project should have the highest priority and be fully funded. The statistics documenting I-70 closures is unacceptable. Please proceed with the greatest urgency.



- ◆ First off thank you for taking the community comments. As a business owner in Eagle County and a resident of Garfield County it is imperative for us and our employees to be able to travel back and forth. So I am happy to see that this route is being looked at for local detour. One suggestion I have is, when we register our vehicles in our counties, Garfield, Eagle or Pitkin, we should receive a sticker that we place in the window to indicate that we a local traveler. To help identify us when the canyon is closed and Cottonwood Pass is the route for us to utilize. Last year when we were having to travel over the pass several times a day or even twice a day we noticed how many out of state plates there where that clogged up the tiny road. Not to mention semi traffic. It's stressful enough trying to get to the respective county without all of the extra traffic added. We're just trying to get to work or home after a long day. I realize at times family from out of state are visiting so maybe each address can be given a mirror plaque to use for out of town guests if so needed. At least until the road is ready for heavier traffic. We appreciate your time and efforts.

- ◆ I've been driving Cottonwood since 2000 nearly every two weeks when it is open. Our home is in Garfield County on CR115 about 4 mi from where the Cottonwood Pass road branches from Upper Cattle Creek. So it is our shortest route when traveling to the Front Range. I'm familiar with nearly every turn and circumstance that can occur. Recommendations: 1) At MM12.5 there is a blind curve that is not appreciated as single track -- but it is! I got side swiped a few years ago. The curve needs to be widened on the west (west bound) side to improve space and visibility. 2) The mile long segment MM13 to MM14 has had some posts inserted during the long period when the pass use was heavy. The reflectors have fallen off and some of the posts are down. Obviously widening this stretch would be great, but short of that, maintaining the post markers at the beginning of each year would be helpful. 3) The surface is currently better than it has ever been, thanks to ripping up, grinding, and packing some of the potholed chip seal. Lesson: if the chip seal is not filled often it is worse than gravel. If you are not planning on a proper highway level of paving that is maintained, then I'd prefer compact gravel and road base. The alligator ripples are better than the potholes! 4) The "elephant in the room" is what we call the "harry part" -- the 1/2 to 3/4 mi section after the mini-pass from Gypsum into the Cottonwood Creek Valley. The obvious preference is to widen this scary section where I've met a truck pulling a long stock trailer uphill toward me while I'm on the outside going downhill. I backed uphill nearly a 1/16 mi to a wider spot to allow them by. If it cannot be widened then the sensible and "right" thing to do is install one way traffic signals at each end. I've seen this used in the California Santa Cruze mountain roads, where part of the road has fallen. It works quite well and can be effective for a few years while more long term solutions are worked out. 5) If you want to upgrade to something like Hwy 82 over Independence Pass -- great. Then please install a round about curve at each end that can allow an 18-wheeler to curve around (left) but NOT allow the vehicle of greater length to turn right and continue on to the Cottonwood Pass road! 6) OR shell out and upgrade the road to the Hwy 6 standard over Loveland Pass -- all vehicles, and nearly all weather.

- ◆ Cottonwood Pass is a vital connection between the Eagle and Roaring Fork Valleys. I have traversed this route when the canyon has been closed and also when traveling between Carbondale and Gypsum / Eagle / Denver. Each of the 14 locations identifies in this study are in need of improvement. As part of the safety improvements, it should be noted this route is often used by cyclist - both road bikers and gravel riders accessing the network of roads in Missouri Heights and



beyond to Cottonwood Pass. If Catherine's Store Road is to be utilized as the preferred access point, the entire road between Sites 1, 2 & 3 should be improved to include a widened shoulder to allow for bikers to climb the road safely with traffic. I am not speaking as a road biker, but rather a driver, who has encounter numerous bikers who take up the whole lane on the road. I think it's a great activity and support the usage, but it is significant and needs to be accounted for in the improvements. If the County / State are going to make improvements to the HWY 82 & Catherine's Store Road Intersection, they should look at improving both sides of Catherine's Store Road. The Southside of the intersection (Catherine's Store Side) is in desperate need of turning lanes. It would also be helpful to consider a paved bike path that connects from the Rio Grande Trail to the signalized intersection to give drivers and road bikers accessing Missouri Heights a safer option than the existing road with no shoulder. It should be noted that an improvements to this corridor will result in more use, both by cars and bikes. Ultimately, the road over Cottonwood Pass should be designed to State Highway Standards. While the route may still be dirt as envisioned in this preliminary scope of work, it will eventually need to be paved. The design should account for future paving with wide shoulders to accommodate bikers, similar in fashion to the design of HWY 133 near Bowie. It's a pipe dream to look at this route as a rural route being improved for local use. The reality is, it's a critical bypass attempting to be utilized by national traffic when Glenwood Canyon is closed. It should really be considered for Federal Funds as a re-route of US HWY 6, or as CO HWY 182. In closing I have the following questions: 1) Has road biker use been considered / studied in the scope of this project? This is a critical part of safety Improvements. 2) Can the County consider extending the scope of this project to make improvements to Catherine's Store Road between Site 1 and the Roaring Fork River, including a dedicated bike path for road bikers accessing the HWY 82 Frontage Road and Catherine's Store Road to Missouri Heights? 3) Has federal funding been considered to develop and improve the entire route as a bypass of I-70? If not in this phase, perhaps as a future phase? 4) Do any of the improvements to the dirt sections include consideration for paving? Sort of like Keebler Pass, where there are sections that are dirt interchanged with sections that are paved.

CONCERNS ABOUT ADDITIONAL TRAFFIC

- ◆ The last few years have created the perfect storm of disturbance during months that Cottonwood Pass is open. Our quiet home that we purchased in 2009 has become not quiet at all.
- ◆ I am very concerned about the fact that more traffic will be using 103 road than 100 road. Simply put, people are already racing up and down this road when the canyon is closed. There are no switchbacks on this road and nothing to regulate the traffic. It has become a very dangerous, and overlooked means of accessing cotton wood pass. Plus no mention of road maintenance due to the increased traffic.
- ◆ Born and lived in the roaring fork valley for over 30 years. I DO NOT support the cottonwood pass concept. This is going to open a window to a world full of new problems. Rather, I think the opposite should be done and limitations need to be set in place to only allow local and resident traffic. the counties would spend a lot less money on 2 employees at each end of the pass to mitigate traffic; instead of spending more on resources, time, and money on road closers and engaging in vehicle



recovery . We don't need naive tourists and commuters using cottonwood pass as a shortcut to and from 70. This is just asking for more problems rather than providing a cure. Increasing cottonwood pass is signing each county up to spend more resources, time, and money on road closers and engaging in vehicle recovery. This would allow the opportunity for more inexperienced travelers to put themselves and their families at risk and in harm's way. This will cause major disruption and impact the animals that migrate through the area. Do not continue.

- ◆ I think this whole process has been triggered by the I-70 closure of Glenwood Canyon. Before the closures nobody bothered and rightly so about the state of Cottonwood Pass. It was OK for what it was meant for. The occasional adventurous traveler that wanted to experience a Colorado back road. Now with the occasional deluge of diverted cars all of a sudden it is deemed unsafe in various curves. It is not unsafe for what it is mean. At slow speeds and with low frequency of cars it has held up well over the last few decades and had it not been for the I-70 situation we would not be where we are. I am opposed to any improvements as it is precursor to upgrade Cottonwood Pass to a I-70 detour. The action proposed is directly linked to the I-70 situation so it is already catering to that cause. Rural Colorado backroads should stay what they are and not gradually made to what they are not made for. Detours to major highways. Safe driving to cater for higher speeds. And not catering to a deluge of out of area passing through vehicles. STOP THE IMPROVEMENT PROJECT !!
- ◆ I strongly oppose any change to cottonwood pass. It is a small curvy route over the pass and should never be an alternative to the 70 with huge trucks ruining our peaceful area. Enough growth and damage to our environment. The noise alone from the traffic and building will be devastating. We live here for a reason. Peace, wildlife, serenity. This expansion will be devastating. NO!!!
- ◆ While we need alternate routes for locals when Glenwood must be shut down for hours, I am opposed to having semi trucks and HEAVY vehicles drive over Cottonwood Pass; the weight of those vehicles do more damage to the roadways and regular passenger cars and they present more risk of danger. Also, my family would prefer to see Cottonwood Pass used for LOCAL traffic only and re-route others via the North.
- ◆ We have direct impact from the traffic, both industrial and commercial which would be involved in the construction of increased access, and widening efforts, and the subsequent traffic of general use as a result of the changes. Our driveway is immediately on the downhill side of Catherine Store Rd. as drivers come off the Cattle Creek intersection, and speed up to access Highway 82. They speed up as they hit the straight run after the slower conditions of Cottonwood Pass. During the fires, mudslides, rockslides, and closures on I-70, we have seen the increased usage of frustrated drivers having taken the detour, and the immense impact of heavy duty dump trucks and those carrying rocks and materials speeding along the rural roads. Having the usage of Cottonwood Pass during those emergencies is important, but not as a regular, everyday point of access to I-70. There's increased danger in the volume of traffic and the careless way people drive in the rural setting.

Our home and driveway is very affected by the traffic on Catherine Store Rd./County Rd. 100, being at the peak of the hill just after Panorama Ranch Rd. intersection. Drivers over the past couple of years that are taking the detour over Cottonwood Pass Rd. are driving as though they are on a freeway, instead of passing through a rural neighborhood, on the downhill run to Hwy 82. They



gather speed and drive 50 mph +, killing wildlife and risking crashes. The heavy duty trucks carrying materials are also starting to go faster and more reckless speeds to get to their destinations. Please help us reduce these traffic issues and unnecessary dangers instead of aggravating them.

- ◆ Safety is important, but please do not make C.R. 100 a highway! The north route is the best alternative when the canyon is closed. The rural feeling of C.R. 100 is very important to me, the people who live there and the wildlife.

CR 113 (CATTLE CREEK)

- ◆ I have lived on Cattle Creek Rd for 33 years. It is mainly rural homeowners that use this road, recreational bikers, walkers, some with baby strollers, dog walkers and occasionally loose horses or cattle running down or up the road. I have witnessed bumper to bumper traffic, Amazon Prime semi's, FAST drivers, drivers that honk and yell at bikers (running them off the road) and general high speed driving during the closure of the canyon. Cattle creek is NOT the place to connect to Cottonwood Pass and traffic should be routed safely in other directions. Those directions should be dealt with appropriately.
- ◆ We live on CR 113 (Cattle Creek) and are extremely concerned about additional traffic. During the closures in 2021, I nearly got run over 3 times while standing at my mailbox, I was passed by speeding cars and given the finger, and was very saddened to see our quiet neighborhood become a part of I-70. Missouri Heights is a haven for road cyclists, with quiet roads and spectacular views, and on any given summer day there are dozens who ride up and down Cattle Creek, my family included. The cycling here is world-class and could be developed into an additional tourism draw and bring associated dollars to the valley, but increased traffic will destroy that and lead to accidents and possibly worse. While I-70 was shut, I was afraid to check my mail, let alone ride my bike on roads that have been quiet for the 16 years I've lived on Cattle Creek. My family and I do not want to see Cottonwood become easier to travel on. Increasing traffic will continue to degrade our quiet rural road and devalue our property. We're in favor of more closures and gates, not road improvements and the associated traffic.
- ◆ The study sites would indicate the preferred route using Catherine Store Road to Hwy 82. However, a lot of local traffic will use Cattle Creek and the CMC road. Both of those two need the intersections with 82 improved with a light at Cattle Creek and a larger left turn lane from 82 to CMC road to accommodate the greater volume.
- ◆ Living on Cattle Creek, when the I-70 canyon closes, even though the recommended route is Catherine Store Rd, we get impacted with lots of traffic!
- ◆ What are you going to do to keep people OFF CR 113/Cattle Creek Road. Apparently Apple is still routing people onto CR 113/Cattle Creek road as we had unbelievable traffic 7/15 & 7/16. Speed bumps would be a great help. Will the DOT stop closing I-70 when it's barely raining, as they are doing now..... doesn't it seem like they are not realizing last year was a 500 year monsoon? Just seems overly cautious. Will there be new and larger signage to get people to take other routes, as well?



- ◆ I live on CR 113 (Cattle Creek Road) in Garfield County. I am very concerned with the proposed Cottonwood Pass route through Garfield County as presented at the July, 2022 open house in Glenwood Springs. According to the maps, officials would like to see improvements made on the Catherine Store Road that leads to Missouri Heights. I noticed that nothing was going to be done on CR 113. First, I do not believe motorists coming from Glenwood Springs/I-70 will take the time to drive another 13 miles to reach the intersection of Catherine Store Road and Highway 82 in order to access Cottonwood Pass. I believe they will continue to drive up CR 113, which cannot withstand that much traffic, including cars, light trucks, and often semi trucks. I asked a consultant at the meeting as well as a Garfield County Commissioner who was present about this, and all they said was "Well, people will be people." That's really not a very good answer, especially since many people live/walk/bike along CR 113, wildlife is abundant in the area, and the road narrows to one lane before it reaches CR 112. My idea is this: Can you include strategically-placed speed humps, such as the ones on Midland Avenue in Glenwood Springs, on the stretch of CR 113 between 1375 and where the road narrows to one lane? They can be designed with gaps to allow cyclists to go through but not in such a way as to allow vehicles to avoid the humps. I think well-placed speed humps, the kind that are wide and low, would be a good traffic-calming and safety device on this portion of the road. This is where drivers speed up and pass other motorists who are going the speed limit. I witnessed one accident this summer right in front of my house, involving 2 light trucks and a cyclist. One truck attempted to pass the cyclist while the other truck was oncoming. He should have waited until the oncoming truck passed by before he passed the cyclist. But, he did not and his truck bounced off the oncoming truck's fender and flipped completely upside down! Miraculously, no one was injured. Wildlife also gets hit on this stretch of road and when traffic is high during I70 closures, it's impossible to walk or cycle on the road. It's like living on Grand Avenue or Highway 82, replete with air pollution from all the vehicles, and endless noise. This is a country road; it's not made for constant traffic or heavy trucks. In fact, it doesn't even have a yellow/white line separating lanes - it's not wide enough for that! I realize this road will continue to be used for Cottonwood Pass access so I don't know that I am a NIMBY; it's just that the speeding and passing and horn-honking and imminent danger is too much. If Cottonwood Pass improvements are really being considered, then please consider speed humps and signage on CR 113 between 1375 and the intersection of CR 112. I have talked to a few neighbors about this idea and so far, all are in agreement. Perhaps I will draw up a petition. Thank you for your consideration.

OTHER COMMENTS / MULTIPLE TOPICS

- ◆ Be aware that Lions Ridge Estates has our well on the North side of Hwy 82 and CR 100 in the Southeast corner of that intersection in the County Right Of Way. Contact us if you need more information. Thank You.
- ◆ I am certain that many improvements to Cottonwood Pass will deteriorate all roads coming off of it. Both sides of the pass will be impacted, but since I live on the Missouri Heights side, that is the route that I am concerned with. This will significantly impact our property value and the value of our peace and quiet, which we chose when we moved here in 1985. (Any reduction in property taxes for having a highway now through our property.) In the past couple of years, the traffic past our home has increased, but substantially since repeated closures of Glenwood Canyon. The people



who choose to drive on our road, do so with little concern as to residents. I witness so many people speeding along our road, to the point that I see a couple of cars in the ditch every couple of months (just on our section). Maybe speed bumps throughout the roads impacted?? I agree that there should be more law enforcement to slow down and ticket these people, but who will pay for that?? When traversing the steep part of the pass (Gypsum side) just last Sunday, I met an oncoming car. Since there was a place to pull over, I did, but the jack wagon behind me took that action as an invitation to pass me - WITH another car in the way - again, how do you educate these jerks???

- ◆ Would like to share with you on what we are doing for roads dealing with the road foundations You can check out our web site at <https://lithtec.com/> We have a webinar every 2 weeks and the next one is July 19 6am HI / 8am AK / 9am PT /10am MT /11am CT /12pm ET Lithified Technologies presents on Zoom: • How Accelerated Lithification in road bases create structurally stronger longer lasting roads. • How adding customized materials tested for each road results in optimized road performance. • How reclaiming existing paid for materials lowers road construction costs.

Next webinar is August 2nd 10 am mtn High-Performance Road Bases % Lithified Technologies - LithTec™ <https://youtu.be/td35jXE4kf0> this is about 10 minutes long Dr. Bussod reports how Los Alamos National Laboratories in association with the MNSBA program have investigated, researched and documented scientific efficacy testing LithTec™ in 4 unprecedented 1-year study programs. 1. In 2019 - Roads - by testing and validating novel environmentally safe and cost effective construction materials for a sustainable future. "The combination of these four attributes for the LithTec™ samples suggest that they are potentially ideal materials for the construction of flexible surface and base layer pavements that can be optimized for local conditions." (Gilles Y. Bussod (PI), LANL) 2. In 2020 - LithTec™ U-Cap System, a novel multi-layer system to cap AUM's (Abandoned Uranium Mines) tailings. This study addresses the legacy of problems with Uranium waste that have no federal laws that require clean-up of live radio active waste even though they will remain active for hundreds of thousands of years. 3. In 2021 - LithTec™ Bio-Earth Liners, a novel earth liner system to replace the current plastic pond liner system. LithTec™ Bio-Earth Liners are stronger, more durable and cheaper will support the production of Bio-Fuel at a cost effective amount, and can be used in the production of spirulina and agricultural applications. The potential requirements amount to 121,000 sq mi., the size of New Mexico. 4. In 2022 - LithTec™ was awarded this unprecedented 4th consecutive year of the MNSBA leverage project based on the 2021 bio-earth line project testings from the lab environment represented a stage 1, to "in the field open air environment" continuation in stage 2 for 2022. The construction of a dedicated outdoor racing program has been initiated at the SF Community College in Santa Fe, NM. White Papers on the 2019 Road testing is available at LithTec.com/downloads Other white papers are available upon request.

- ◆ Can you add a helipad to a pullout for safety reasons and access? I hope this is going to be paved from end to end. And, don't use too much tar. I am tired of getting dings and tar all over my vehicles even though they are all black. Can you add cameras up here and email me directions to get the data feeds? Never mind I'll just hack in when I need it and place my own cameras. They're probably more reliable and I can place them where I want them.
- ◆ As a 40 year resident of the Town of Gypsum and conservationist I think this plan is nuts. This study is redundant as it has already been previously done.



- ◆ Please help me to understand why, when the Cottonwood Pass is the issue for those traveling West on a closed I-70, the decision was made to improve and encourage travel on CR 100 rather than Cattle Creek or Crystal Springs Roads - both direct traffic onward in a more direct and westerly direction to 82 with less steepness and fewer blind curves. In addition, both turns onto 82 westbound are great as there are loading lanes upon turning right onto 82. It appears to me that if I were a driver being redirected when westbound I-70 during canyon closures I would naturally take the more direct route to get to Glenwood and thereafter continue my journey on westbound I-70 - these are either Cattle Creek or Crystal Springs. Cath. Store (CR 100) goes out of the way when all I would want to do is get back to I70 most expeditiously. Catherine Store Road (CR100) makes maximal sense only if the traffic, upon closure of the canyon, were bound for Aspen or Basalt. Even for Carbondale, the most direct route is via Crystal Springs then to 82 and onward onto 133.
- ◆ When can impacted land owners expect to be connected or see a plan on how the road improvements will effect there private property?
- ◆ Without knowing the lay of the land or the process involved, intuitively, it seems that the shortest route from Catherine Store, north to I-70, is to follow the Garfield/Eagle County line.
- ◆ I am opposed to this or any future projects that will increase the flow of traffic over Cottonwood Pass. Our ranch residence is located on Cottonwood Pass Road. Daily, there is a flow of ATV's, side-by-side and dirt bikes, a majority of which appear to be operated by minors who are unlicensed riding on unlicensed equipment. They typically use the mile long stretch of Cottonwood Pass road beginning at Valley Road as a section to race each other or see how fast they can go. They slow down at the corner just before the 1 mile marker just enough to make it around the corner. The noise from their machines is very loud and disruptive to the peace. Some, however, end up losing control and crashing. Then, they race to the next intersection with Daggett Lane only to negotiate the next corners of Cottonwood Pass in the same manner as before. With improvements to Cottonwood Pass, my thought is that it will only serve to increase the speed, noise, recklessness and volume. Any improvements, regardless of the location, to Cottonwood Pass Road invites more traffic (ATV and motor vehicles) and will ruin the peace and tranquility of the entire corridor area as well as my home. My money would be better spent on fixing Glenwood Canyon, a more logical and direct route. Keep Cottonwood Pass Road more primitive instead of catering to an easy of driving in a wild area.
- ◆ I attended the July 19 Public Meeting #1 in Glenwood Springs. I appreciated the willingness of staff to listen and pay attention to public comments and to encourage future participation in this process. To that end, here are my comments.

The project overview states that safety improvements are needed on the roads that traverse Cottonwood Pass and associated county roads. This overview did not include information about the current number of vehicle trips using the pass (daily or at certain times) and what the increase was during last summer's extensive closures. It would seem that knowing the project cost/vehicle might be a useful piece of information. Additionally, I would like to know if a critical threshold of vehicle trips/day or hour has been identified above which the project becomes necessary. If you are trying to make this a safer vital travel connection I would assume that you already know how many



vehicles use this connection. This is, to me, critical information. Is that information available? What is the current carrying capacity for these roads? Do we just think this is an issue or do we actually know, with hard data, that use exceeds carrying capacity for these roads.

Cottonwood Pass and the identified Garfield County access road (County Road 100) are, quite simply geography and geology-constrained. The narrow, winding nature of the pass is due to the both the geology and geography through which it travels. 100 Road, with its steep grades and curves conforms to the geography of the landscape. While it is easy to say that curves could be smoothed or eased, the reality is much different. Geographical conundrums are compounded by ownership issues. I live in between identified sites 3 and 4. The thought of easing those curves to create a 'safer' road is fallacious thinking—the grade will still be there and traffic will just go faster. It won't necessarily be any safer.

I will certainly agree that the Highway 82/100 Road intersection is currently unsafe. It has always been unsafe, in the 30 years I have lived here and seen its evolution from a 2 lane highway with no traffic lights to its current configuration with traffic lights, merge lanes, and an unbelievable number of cars speeding down the straightaway.

We who live on 100 Road have lived with these steep and winding curves and accept them as part of living in what once was a rural environment. I agree that some improvements should be made to accommodate the current volume of traffic.

Low tech and cheaper solutions that could be done now might include signage (Steep grades, sharp curves, 15 mph) at the top of the grades (Sites 5, 3, 1). The guardrail at Site 1 seems to work. How about additional guardrails at the other curves. Finally, if the roads are patrolled more frequently locals and visitors alike might learn to respect and follow the posted speed limits.

Another concern is wildfires. With an increase in vehicle traffic comes the increased potential for a spark from trailer chains or tire rims as well as smokers tossing their lit cigarettes. There is one fire station on the Garfield County side of this route.

The intersection at Highway 82 is currently unsafe. Why wait until more cars are using this route? How about installing blinking signs before the intersection (like the ones at Hwy 133 or the Buffalo Valley light) to at least warn speeding drivers that the light is going to change?

Finally, my biggest concern is simply that, if you build it, they will drive it. Are we creating a problem by improving this corridor instead of solving one? When this route was considered in the 1970s it was deemed unsuitable for many reasons. Many of those reasons are still true—wildlife concerns are still an issue and the geology has certainly not changed.

- ◆ When the Canyon is closed there is a steady stream of traffic going by our property. The traffic goes SO FAST and there is no traffic control. This is a residential area with many residents and pets along the road. My wife occasionally rides her bike along the loop from Cottonwood Pass and Dagget Lane. The sharp turn at our corner is very dangerous.



- ◆ 1. What is the grade for the Catherine Store road (CR 100) access to highway 82 compared to the other roads which access highway 82 from Cottonwood Pass? (I've estimated an 8% grade over 1.4 miles and 600' elevation change plus 3 switchback curves) Is this the safest West entrance/exit to Cottonwood Pass from 82? Please answer this with I70 traffic (semis) in mind.
- 2. What would happen to the residences on that steep part of CR 100- both the residences directly adjacent to CR 100 and those accessed by CR100 especially those on the old dump road from CR 100?
- 3. Are the access points from 82 to CR 113 and CR 103 through commercial property vs residential property?
- 4. Referring to the area on CR 100 about 0.9 miles from Catherine's store in the short stretch between the two switchback curves when was the last time the culvert was enlarged on CR 100 and why? What is the flood potential on CR 100 vs other access/entry points on highway 82?
- 5. Since there is at least one large Willow and numerous cattails at the portion of CR 100 referred to in question #4 (0.9 miles from Catherine's Store) it is a "wetland" and a wildlife area. Has a wildlife study been done?
- 6. How much would it cost to put stop lights at CR 103 and CR 113?
- 7. There is no public transport on Missouri Heights. There is foot traffic from Missouri Heights to the bus stops on 82. Are there any plans to provide public transport with the Cottonwood Pass enhancements?
- 8. What is the cost comparison for all the potential entrance/exit possibilities from Cottonwood Pass to highway 82?
- ◆ We are property owners with land adjacent to Cottonwood Pass Rd. Our core values for the project include: 1) Any road improvements should protect the East Coulter Creek headwaters and riparian ecosystem. 2) Avoid negatively impacting adjacent private land. 3) Keep access to gates and entrances on ranch from Cottonwood Pass Road. 4) Protect the wildlife corridor on Cottonwood Pass. 5) Maintain the rural character and protect and preserve ranchland on the Pass. 6) Mitigate traffic and speeds, limit truck size, control erosion, and keep winter closure of road.
- ◆ Overall Project Concerns:
 - ✧ Avoid negatively impacting adjacent lands.
 - ✧ Protect the wildlife corridor on Cottonwood Pass. This includes permanently impacting/removing habitat and indirectly affecting wildlife in the area by increasing traffic volume of the road.
 - ✧ Maintain the rural character and protect and preserve ranchland on the pass.



- ❖ Mitigate traffic and speeds, limit truck size, control erosion, and keep winter closure of Cottonwood Pass.
- ❖ Our ranch Eagle County land has two important entrance gates providing access from 10A.
- ❖ It is important to protect the flow of East Coulter Creek as it provides important irrigation water to several ranches in the Coulter Creek valley.

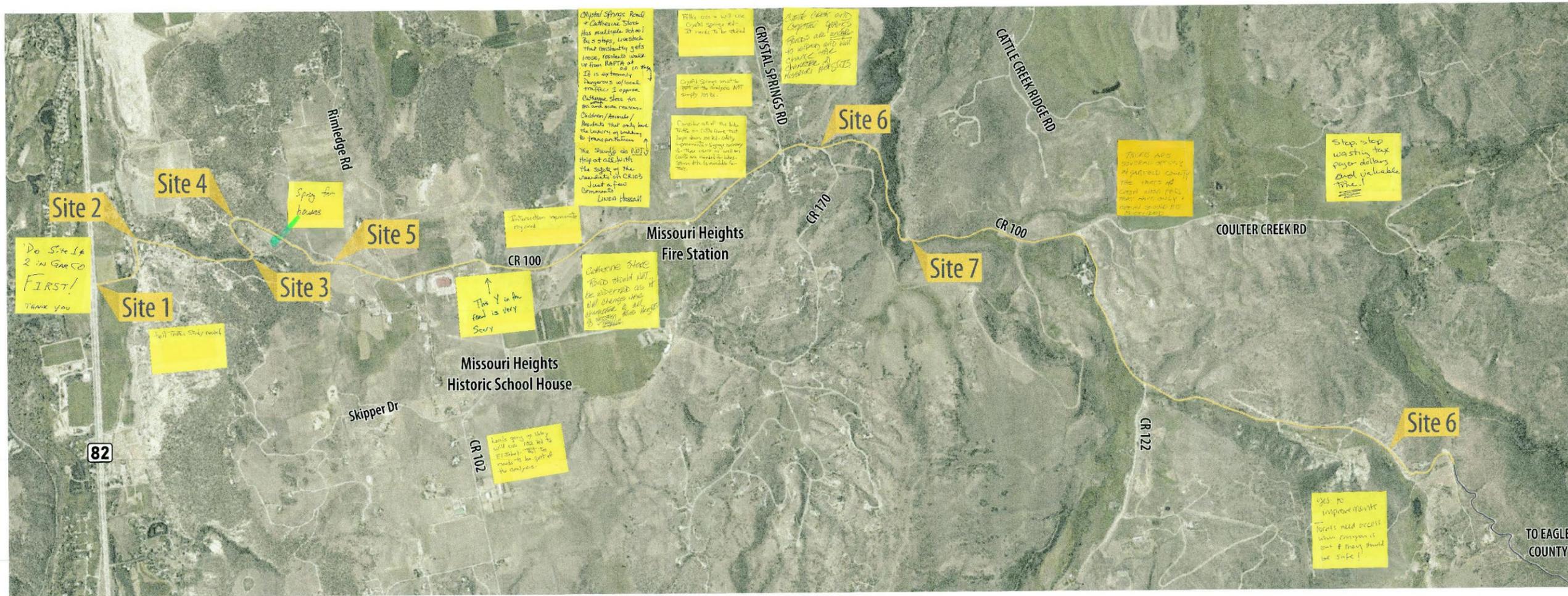
Specific Areas of Concern:

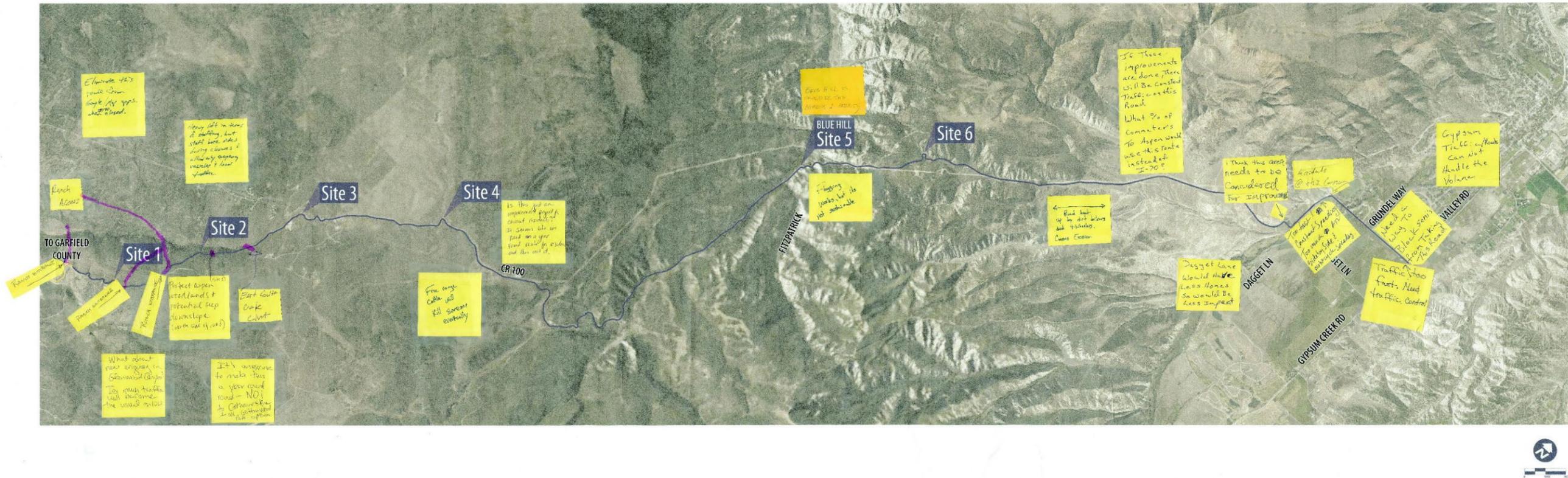
- ❖ Area 8 (Garfield County) - Continued access to the ranch property through access gate located off of Cottonwood Pass Rd. Avoiding acquisition of property adjacent to the road. Protect and preserve ranchland.
 - ❖ Area 1 (Eagle County) - Continued access to the property through access gate located off of Cottonwood Pass Rd. Protect and preserve ranchland.
 - ❖ Area 2 (Eagle County) - Protection of the aspen vegetation community on the northwest slope of the road. Protection of East Coulter Creek, East Coulter Creek Headwaters, and the riparian ecosystem surrounding the creek. Protect and preserve ranchland.
 - ❖ East Coulter Creek - Protection of this creek and its headwaters are a paramount issue for the project. Concerns include direct impacts to wetlands and riparian zones, erosion and subsequent sedimentation of water resources, and impacts to the water source itself.
- ◆ It is most important to maintain the corridor character which goes hand-in-hand with preservation of natural resources. If proposed improvements are truly for locals, then the locals who regularly use this corridor should be the best source of information to determine if, in fact, improvements need to be made. Was there a ground swell by locals to improve the corridor at any point in time prior to the Grizzly Creek fire or was this prompted by the counties because county resources were being strained with increased traffic caused by the closure of I-70? I occasionally use Cottonwood Pass and it is only marginally more hazardous than Independence Pass when the road surface is dry. When the surface is wet, it is like driving on glass. That is the real safety hazard and nothing, other than paving the entire pass, is going to fix the real hazard. The average detoured I-70 driver is not going to expect to be driving on such a surface or rural mountain road conditions with the occasional cow, and more than occasional wildlife, and there is nothing that can be done to prepare them other than bar them from this route, which cannot be done. There is no practical way to "improve functionality during I-70 closures" without destroying the corridor character. Put up a traffic signal light at the Blue Hill section (like what has been done on Independence Pass) and call it a day.



Appendix A

Round 1 Public Open House Comment Maps







PUBLIC COMMENTS RECEIVED SURROUNDING ROUND 2 PUBLIC OPEN HOUSE MEETINGS

Open Houses held March 22 and 23, 2023

The second round of public engagement for the Cottonwood Pass Concept Design project consisted of two public open house meetings. The meetings were held on March 22, 2023 (in Glenwood Springs, from 5:30 – 7:30 p.m.) and March 23, 2023 (in Gypsum, from 5:00 – 7:00 p.m.) to present design concept options and evaluation of those options.

A robust media campaign was used to spread the word to inform travelers in the surrounding area. Advertisements were placed in the print versions of the Glenwood Post Independent, Vail Daily, and Aspen Times that ran twice in the week prior to the public meetings. A digital campaign also ran in the online versions of those publications targeting Eagle and Garfield counties. This resulted in approximately 60,000 total impressions and more than 30 visits to the project web page.

To notify adjacent and nearby property owners and tenants, a postcard was mailed to 2,400 people. Other advertisements included a news release distributed to CDOT, Eagle County, and Garfield County’s contact lists, articles by Vail Daily, Denver Gazette, and 9 News, CDOT social media posts, emails to the project contact list, and notice on Town of Gypsum’s welcome board on US 6.



Approximately 45 members of the public attended the meeting in Glenwood Springs and 55 attended in Gypsum. Display boards focused on providing a project overview, presenting site design options and the draft evaluation, and outlining next steps.

Meeting display boards and handouts were posted to the project web page the day following the meetings and an additional week was provided for public comment. Comments were submitted on comment forms during the open houses, transcribed by project and county staff during conversations at the open houses and prior to the meeting, and submitted via email and letters. Following is a listing of comments submitted in March 2023.



SITE-SPECIFIC COMMENTS

EAGLE COUNTY

SITE 1

- ◆ Option 2 does not seem realistic. Option 1 is more realistic. These are tough turns. I like the proposed guardrail but the \$1M estimate for three areas of improvement seems low to me. If these can get done, great but I am guessing that we will need more modest improvements due to budget.

SITE 2

- ◆ Coulter Creek Crossing - look at ways to decrease sediment from cows.
- ◆ This stretch has reasonable improvements but I would look to lanes without shoulders to reduce cost and impacts. Same caution about increased speeds reducing safety improvements.

SITE 3

- ◆ Maybe I am misremembering but I thought there was a hill where the curve is being smoothed. If costs are an issue some widening at the existing curve and a guardrail could be a lower cost option. It is helpful to slow down vehicles going into the subdivision area. The refined option seems more viable but not sure if it would require a retention wall \$\$\$\$. I would consider a guardrail regardless.

SITE 4

- ◆ Looks good.

SITE 5 - BLUE HILL

- ◆ Blue Hill – curviest section is worst and should be highest priority – are there short-term improvements the County could do? Add guardrail?
- ◆ Blue Hill is #1 priority.
- ◆ Why don't they have traffic lights on Blue Hill to control one way direction?
- ◆ Is an on demand, intermittent stop light to control alternating traffic at Eagle County Blue Hill location a technical infeasibility (where County R&B / National Guard Flaggers have manned the switch back during I-70 Canyon Closures)? What are the obstacles to an alternating traffic stop light, i.e. power source? How does lighted control device compare to man labor costs and / or future two way improvement / or proposed road diversion around Blue Hill?



- ◆ I have spent many hours driving up and down the Cottonwood Road. My grandparents took up residence on this side of the pass in 1920. Since then, my family has owned and maintained our ranch on the pass. I have always considered the worst part of the road being the part going down Blue Hill, although the resurfacing a few years ago was a great help, there is still the matter of widening the road that needs to occur. The many narrow spots and blind curves are extremely dangerous. There have been several times when a vehicle has gone over the edge trying to avoid being hit by oncoming traffic. One of these accidents occurred in the forties when my great grandmother, aunt and uncle were coming down the road and met an oncoming vehicle, forcing my aunt, uncle, and grandmother over the edge and down the mountain to the valley below. They were all injured and taken to the hospital, but survived. That was 80 years ago, and the problem still exists! Blue Hill Road is dangerous because of no way to avoid oncoming traffic. With the increase in traffic, the problem has worsened.

In the past, county workers that have maintained the road have been frustrated because they feel the remedy to fix the problem spots could be easily solved. It doesn't take engineers, countless studies, public meetings, grants, loans, and unnecessary spending to remedy the problem. All it would take is practical wisdom, equipment, and men with experience to get the job done.

At one point, many years ago, the man who was in charge of maintaining the road decided to widen a spot so vehicles could pass. It took him, his maintainer, and a few days to widen an area that is still used today. He wanted to do more, but was told not to.

Since that time, it has appeared to take an act of congress to widen that treacherous road. I don't believe we need more studies, engineer planning, etc. to simply buy the necessary equipment and widen the road! As a footnote, the county once had the equipment they needed, but they sold it... another example of poor management. Stop wasteful spending and widen the road before someone is killed!

- ◆ Eagle County Site 5, I would choose the Option 2, maybe with a little less improvement where walls are required. We will need all the money for Blue Hill.
- ◆ I attended the public meeting in Gypsum yesterday. I've lived in Vail since 1974, driven Cottonwood Pass countless times, and often marveled that there has not, to my knowledge, yet been a fatal accident on Blue Hill. The \$55-59 million conceptual cost of Option 2 for that area makes me think it is highly unlikely to ever be built, and if it is built, it's many years from completion.

If a fatal accident occurs in the meantime, especially because of the attention the road is getting, I think there will be a huge public uproar about why nothing has been done for so many years. Therefore, I wonder if there isn't a much cheaper option, such as minimal widening of the current road and the addition of guardrails. Let's not make the perfect the enemy of the good. Thanks for considering this.



SITE 6

- ◆ Should eliminate curve. Connect straight through.
- ◆ Eagle County Site 6, Blue Hill is what it is. Once we start cutting back into the slope, we will find out how far we have to cut and how much money it will eat up. Ongoing maintenance will be an issue. For me, I would see whether I could get another 4 feet into the slope without starting the cascading grade chase, maybe with retention on the inside and guardrail on the outside to see if I could get an 18' platform and then declare victory.

GARFIELD COUNTY

SITE 1

- ◆ I think the best choice in my opinion is Garfield County Site 1. It's also cost effective too.
- ◆ Left turn phases should be added to the signal at CO 82 and Catherine Store Rd for the side street movements.
- ◆ The right turn lane at the intersection of Catherine Store and SH 82 is an important improvement. When value engineering takes place, I would encourage you to maintain this improvement in all cases.

SITE 2

- ◆ The proposed guardrail will build up sand debris and eventually cause problems with runoff when it can no longer sheet flow off the road. With this design there will need to be regular maintenance of the traction sand. At the southbound approach to Site 2, there is no shoulder and the road drops steeply away. There looks to be an attempt to shore it up with shotcrete or similar. The inside of the curve is bordered by a steep, cobbly uphill bank. This will make widening difficult without reinforcement on the bank. An advanced curve sign with additional speed guidance is a good idea.

SITE 3

- ◆ The driveways and culverts need more delineation. Many were missing or damaged.
- ◆ The realignment of the curve (Dryson) at Garfield County Site 3 does not meet a cost-benefit test. I would recommend some widening as per the previous curve. On the ground, one sees the topographic and drainage challenges of the proposal and I would hope that would rule this proposal out. There is an active wildlife crossing at the curve and slowing down traffic should be a priority for both curves.



SITE 4

- ◆ The addition of guardrail will not improve the crash problem at this curve and steps should be taken to reduce speeds. Property owner is not in favor of the guardrail downhill of his property. It will interfere with snow storage for both his driveway and Catherine Store Rd, and could change the runoff flow to negatively affect his driveway. The guardrail uphill from the driveway will border an uphill berm, and it does not need protecting. The snow will build up in the shaded areas of the guardrail creating a drainage and icing problem, unless the county does a more thorough removal job. The county had installed chevrons on the curve that made some improvement, but were later removed. They should be reinstalled. An advanced curve sign with additional speed guidance is a good idea.
- ◆ The guardrails at the curve on Garfield County Site 4 should only be proposed at the bottom of the curve where the semi flipped. The adjustments to the curve and widening would be helpful. The upper guardrails do not seem needed and may create a false sense of security that leads to speed increases. A portion of the road shoulder below the curve has experienced degradation, money could be spent here on safety and perhaps guardrail.

SITE 6

I do not believe that the changes on Garfield County Site 6 are needed and will only result in increased speeds, which will reduce rather than increase safety.

SITE 7

- ◆ The design is horrible for bicyclists. The existing layout is better. Think it will increase traffic overall and then more traffic will be on Cattle Creek Road.
- ◆ I would compromise a bit on the ideal to straighten it out some while minimizing cuts, retention, and fill. May not be a perfect T intersection but maybe somewhat better sightlines

SUPPORT FOR SAFETY IMPROVEMENTS TO COTTONWOOD PASS

- ◆ Like the intersection changes and signage that will send people to Catherine Store Road.
- ◆ Need an alternate route, totally agree.
- ◆ Will need huge improvements.
- ◆ I think this is a necessary road for everyone in the long run, especially for safety.
- ◆ Improving the pass to allow two lanes would be a big deal towards the safety of the pass. A minimal approach towards these improvements seems fair to lessen the concerns potential speeders, the owners who live there, and the wildlife.



- ◆ This is a fantastic and much needed project for our community. It will bring Eagle County together and provide employees relief, as Glenwood Canyon continues to close almost weekly.
- ◆ I appreciate your time and work on this project as I am a supporter of improving that road for summer use. As a resident I do use it and continue to appreciate any work to make it more drivable and safer.
- ◆ I support safety improvements, particularly Blue Hill, Site 5 Eagle County. I think this is the most dangerous portion of Cottonwood Pass. While other sections in Eagle and Garfield Counties may have had more fatalities, they were likely caused by driving too fast. While I think Blue Hill should be the first section fixed, all of the improvements would be welcome. If there is a chance of Cottonwood Pass becoming a year round option the more expensive option for Blue Hill should be selected. I understand the negative reaction of adjacent landowners. However, several of them work in Real Estate and development and they seldom care when their proposals impact others.
- ◆ Improvements to Cottonwood Pass are really needed. It would be nice if the entire length could be widened and paved.
- ◆ I am a Gypsum resident, and I like the proposed changes to Cottonwood Pass Road. I also think it could be a toll road for everyone except residents of that area in order to keep traffic to a minimum and help offset costs, unless that in itself would be too costly. We appreciate your working on this in a sensitive way. Thank you.
- ◆ I am a resident of Eagle County and commute through Glenwood Canyon to Glenwood Springs daily during the work week. Improvements in both counties along Cottonwood Pass are necessary. Extended closures of I-70 have huge impacts on the local economies and citizens. There is a strong link between the two valleys (roaring fork and eagle valley) and enhancing the only available secondary transportation link is critical to the wellbeing and safety of road users. The proposed options for safety enhancements are a good first step.
- ◆ I would very much appreciate improvements to the Cottonwood Pass connector between Eagle and Garfield counties.
- ◆ I think this is a great project and should move forward as soon as possible!!
- ◆ I live in the Eagle County portion of Missouri Heights in Red Table Acres (Upper Cattle Creek and Elk Range). I frequent Cottonwood Pass for professional (meetings in Eagle), volunteer (Eagle County Open Space Committee) and recreation uses (bike, hike, camp). Thanks for working on this. I never really supported improvements on Cottonwood but the repeated disruptions on Glenwood Canyon have convinced me that some level of improvements is needed. Not happy about that but it is reality.
- ◆ I support all the improvements as proposed. I also encourage CODOT to look at improving both sides of the intersection at Hwy 82 and Catherine Store Road on the Garfield County side. The road in front of Catherine Store needs drastic improvement, with many potholes and pour sight lines due to



grade, as well as including a left turn and right turn lane for traffic coming from Carbondale. I believe the state should consider improving the Cottonwood Pass route to State Highway Standards in the future to provide a more formalized detour route around Glenwood Canyon, as well as improve connectivity between the Vail and Roaring Fork Valleys. I understand the improvements at this time are for improving the route for local traffic, as well as to decrease the amount of vehicles who get stuck on Cottonwood Pass, requiring rescue or blocking the route for local traffic. I also understand that locals who live along the route are against improvements because they fear it will bring more traffic, but the route is already established on mapping software and the improvements are needed to keep the route open and safe. Furthermore a shorter detour is needed to bypass Glenwood Canyon. Perhaps the Federal Government could provide funding by rerouting US Hwy 6 over Cottonwood Pass, or designating it State Highway 182. I would recommend that until the state decides to improve this route to state highway standards, that they place signage at both ends of Cottonwood Pass warning of the dangers of the route, prohibiting semi trucks and advising local traffic only. Steep fines should be used for semi trucks over 35' in length that get stuck on the route or are not servicing local addresses, as seen on Independence Pass.

CONCERNS ABOUT ADDITIONAL TRAFFIC & SPEEDS

- ◆ Concerns with trucks being allowed in the corridor.
- ◆ Don't want more traffic.
- ◆ The improvements will lead to faster speeds, which may lead to more injuries from crashes if faster speeds.
- ◆ How do you control the speeds when you widen?
- ◆ Remove road from Google – make sure only passenger cars and pickups are allowed to use the road. Restrict!! Assist CDOT in I-70 improvements to make canyon safer and open.
- ◆ Remove road from Google. Eagle/Garfield/CDOT should all be working together to make this safer. Assist CDOT in I-70 safety improvements. Why isn't R&B county/sheriff's/state patrol here for input?
- ◆ Google maps is making this impossible.
- ◆ Restrict access! Use law enforcement at high need time – Passenger car and pickup only.
- ◆ Better signage at Glenwood to detour use of Cottonwood Pass – Restrict access travelers should not make it thru Glenwood headed to detour. Use law enforcement.
- ◆ Better signage! Stop traffic prior to Pass! Restrict use.
- ◆ Need to stop traffic to large and medium trucks either at Cottonwood Pass or improve I-70 with this money and not have that problem at all.



- ◆ Last time the canyon closed for several days we collected over 10 garbage bags of trash that had been thrown out of vehicles along Cattle Creek Road. It seems that just the traffic alone would affect Cattle Creek (the actual water, cattle creek) and along with this actual trash, this is another reason we must defer traffic. Please help keep non-resident traffic OFF Cattle Creek Road. Thanks for your help.
- ◆ Please do not encourage more traffic through this rural area.
- ◆ I don't support adding more traffic to Cottonwood Pass. It will always be too dangerous. Funds would be better spent in Glenwood Canyon mitigating problems there.
- ◆ When I-70 is closed, it simply moves to Cattle Creek. Cars speed at 50-60mph both directions. I've been nearly hit while standing at my mailbox, have had cars pass me on blind corners, have been honked at as I put garbage in my can, and run off the road while on my bicycle. Drivers have become more rude, self-centered, and un-caring. I know my neighbors feel the same we're all very frustrated that our quiet, rural neighborhood becomes an interstate. The signs directing people over Catherine Store to 82 are ineffective, because map apps send them down 113. I'm not a NIMBY, but I'm definitely not in favor of seeing more traffic, from commuters to tourists, and tractor-trailers on quiet rural roads. Missouri Heights is a quiet area, with safe roads, except when traffic is searching for a bypass, then it's a dangerous major thoroughfare, where pedestrians, cyclists, pets, and wildlife are at risk.

SPEEDING & ENFORCEMENT

- ◆ Speed limit signs need to be placed so they are more visible.
- ◆ Add ticket cameras.
- ◆ The proposed changes at these sites will not have an effect on speeding vehicles, which is the biggest problem. More enforcement is needed. There is no justification to spend the money on the changes identified on lower Catherine Store Rd.
- ◆ These improvements will increase the use and speed of users, I think that a max speed limit of 30mph and slower sections is needed. Enforcement with portable non manned speed guns with cameras in multiple changing locations might be effective. Even without improvements individuals dangerously speed now. This will only get worse if there are no consequences.
- ◆ Construction traffic has really picked up on the Eagle County section of this road and travel speeds have gone up with it. Safety and capacity improvements could lead to additional speed and need for expensive enforcement. It will need to be a balancing act.

CR 113 (CATTLE CREEK)

- ◆ Left turn from Hwy 82 on to Cattle Creek gets congested.



- ◆ Understand that any improvements would be more impactful with all the driveways and how narrow it is. Understand that signs won't slow people down.
- ◆ Must make improvements to CR 113 if this proceeds. It will be used more than CR 100. Intersection of CR 113 and Hwy 82 is too dangerous. Garfield would be more productive help CDOT with improvements to I-70.
- ◆ Improve 113 and 82 intersection because you will not stop the traffic to that dangerous intersection. Improve I-70 with this money to avoid this issue all together.
- ◆ CR 113 must be evaluated if this proceeds! CDOT must do safety improvement at CR 113 and Hwy 82!
- ◆ Intersection at 113 and Hwy 82 is horrible and dangerous and you won't stop people from using it with these plans.
- ◆ The work to date seems to funnel all of the traffic to Catherine Store Rd. Focusing the improvements on one road makes financial sense and can simplify improvements. At the same time, the additional traffic is concentrated on one route and that does not seem fair. For instance, paving the Eagle County portion of Upper Cattle Creek and widening where necessary would allow signage to direct travelers to Basalt and Aspen to that route. That would reduce the impacts on Catherine Store/Cattle Creek. I personally would not benefit from this as I bike the dirt section often and all of the roads in Missouri Heights, however I think it is only fair to distribute the traffic in logical ways to signalized intersections with SH 82.
- ◆ Regardless of the suggested Catherine Store route for those traveling west across Cottonwood Pass, many folks will decide to travel down Cattle Creek Road since it is the shortest route to Glenwood Springs and the lower valley. I suggest re-painting the right/left turn lane road lines at the intersection of Cattle Creek Road (113) and Hwy 82. This will make turning onto Hwy 82 there safer and more efficient. Many people turning left onto Hwy 82 use the right lane and those turning right often use the left lane slowing the flow of traffic. Another idea would be to install the solar powered beaded flashing red light ribbons around all the stop signs at that intersection since those driving down Cattle Creek and/or 110 Road often run the stop signs located above the actual Hwy 82/113 intersection creating a significant safety issue with anyone turning from Hwy 82. These are simple and relatively inexpensive solutions that should help improve safety and traffic flow at all times, but especially when the I-70 is closed. Thanks for your consideration.
- ◆ Thanks for the presentation last night. I want to know how you are going to keep traffic off Cattle Creek/CR 113 and can we please have speed bumps every mile between mile 2 and mile 6? We are a small, quiet community who uses the road like our park. The traffic we had during the closing from the mudslides triggered PTSD with many of us who live close to the road and whose driveways connect directly to the road. Closing our road would be great as would signs reading: Residence traffic only. Can you keep Cattle Creek off Google maps, etc.? You did not seem to be addressing our issues with the presentation.



- ◆ Cattle Creek is safer, little improvements needed, a good idea for the intersection is to include for a future alternate route for the other side of River fire escape route. Easier and faster access for fire and ambulance.

GLENWOOD CANYON

- ◆ We know there have been problems with how to pay for improvements. My wife and I suggest there would be a temporary adoption of something that can happen soon – having a follow-me car through Glenwood Canyon. Would stop people from thinking this is the Autobahn. More state troopers in Glenwood Canyon would help. It could be more user-friendly to the public than a pace car. The canyon is difficult for law enforcement due to lack of space. They shouldn't have made all of Glenwood Canyon asphalt. It should have been concrete originally. There wouldn't have been so many problems every spring.
- ◆ Adjust speeds through canyon.
- ◆ For Glenwood Canyon, use pilot cars more enforcement.
- ◆ The issue is needed speed enforcement in the Canyon – use photo-cameras.

WINTER ACCESS

- ◆ Concerns with road being open year-round.
- ◆ Would like Cottonwood Pass open year round (x 3).
- ◆ Live up Buck Point in Eagle County. Needs to be open in winter for residents to access Eagle County.
- ◆ To make all these improvements and not continue winter maintenance (not making this an alternate route year-round) doesn't justify the cost needed to improve the pass in the first place. There is needed discussion on this ruling. Having a 3-hour detour is not fair who those commute through the canyon.
- ◆ No winter use! (x2)
- ◆ As the representative of Vail Mountain Rescue Group (the agency that Eagle County Sheriff's office uses for search and rescue) in this matter I would request that an improved winter road closure gate be installed at the Gypsum side of the Cottonwood Pass road. Vail Mountain Rescue Group has responded to numerous winter rescues over the years on Cottonwood Pass when Glenwood Canyon closes and people ignore the current closure gate arrangement. The current gate has proven inadequate as it is easily avoided by motorists. Making this closure more difficult to avoid would greatly enhance safety by avoiding the need for rescues in the first place. The sooner this improvement could be implemented the better as rescues are a current safety issue. Thank you in advance for your attention in this matter.



OTHER COMMENTS

- ◆ We need a shorter I-70 detour.
- ◆ Suggestion to place porta potties to stop people from using driveways.
- ◆ Concern with wildlife and retaining walls. Will animals go up & over/under? Want to be sure the NEPA process happens.
- ◆ Wildlife concern from landowner.
- ◆ There should be more wildlife warning signs.
- ◆ Plows are not pushing the traction sand completely off the road in some areas, creating a 1'-2' buffer where understeering cars could lose traction. Drainage ditches and culverts are not being maintained enough.
- ◆ The area needs the delineation to be standardized and needs more of it. Several delineators exist on the approach to Site 2. Some are green metal posts with buttons and others were yellow plastic bollards with reflective tape.
- ◆ There are signs that do not meet standard for placement and height.
- ◆ By the way, the signs to Cottonwood Pass are still on lower Cattle Creek and at the 113/112 intersection. Can you try again to get them removed as soon as possible?
- ◆ There are many cyclists riding Catherine Store Rd. There should be more signage to share the road.
- ◆ Littering is a big issue and will only get worse with more traffic.
- ◆ I am not opposed to some minimal improvements on the road, but I am opposed to extensive paving and widening of the Cottonwood Pass Road. It would be very detrimental to residents and wildlife if this road became a major thoroughfare for people traveling between I70 and the Roaring Fork Valley. Please keep in mind the tremendous harm this would cause.
- ◆ I realize Cottonwood Pass is a county road shared by two counties. However, leaving the phased improvements of this road to two counties without coordinated construction phasing is folly. Neither county can be trusted to ever get anything done.
- ◆ I believe that this Cottonwood Pass project is a horrible idea. First, nature would suffer, and then developers would seek to further destroy our small towns along the route. A 300 million dollar investment into Glenwood Canyon would be best, no consultant studies needed. Contact Elon Musk. This is the perfect opportunity for his Boring Company to design a toll route through the canyon underground.



- ◆ Keep all I-70 out of Gypsum for the same reason you keep want to keep traffic out of Cattle Creek! If you can't enforce trucks from speeding on a four lane highway how are you going to accomplish it on Cottonwood? Install a height and length box at the beginning of each end keeping box trucks and over length campers out of it? How are you going to ensure safety on kids crossing valley road in the summer, and school times? How are you going to ensure there is adequate emergency responses?
- ◆ Viewing the 14 sites at the March 23 Gypsum open house, am more favorably supportive of seeing more lower cost safety improvements in multiple locations over a few high cost improvement sites.
- ◆ After going to presentation, reading articles, talking with neighbors, living here for 32 years, etc., we have come to the conclusion that the money for this project would be better spent on preventing accidents on I-70.

Keep Cottonwood Pass closed in the winter; don't make improvements which will just encourage traffic in the summer, save a ton of money, keep cattle creek (the actual creek) from being polluted by all the traffic that would come that way. If there is a long closure on I-70, only allow 10 vehicles at a time to go either way on Cottonwood.....possibly with a lead car since there's no room for pullover.

Use money for speed control on I-70, Cottonwood, and Cattle Creek and Catherine's Store Road, and for the 3-way intersection at Cattle Creek road and County Road 100 and the highway 82/100/113/ frontage road intersection.

These are the only improvements that make sense as spending millions to improve Cottonwood Pass is a real waste. It's a dangerous pass with no cell service and winds like a river. Work on keeping I-70 open and save Garfield County millions of dollars and diminishes the number of disgruntled neighbors and allows us to keep our active outdoor neighborhood.

COMMENTS MENTIONING MULTIPLE TOPICS

- ◆ What is the main objective? Traffic going west past Glenwood or traffic going to Basalt and Aspen?

Catherine Store at Highway 82 (100 Road) to Cattle Creek intersection heading over Cottonwood Pass. Time – 12 minutes. 3.6 miles. The hazards that you've addressed within the concept plan for 100 Road supports the decision of making Cattle Creek a far better alternative. 7 additional miles on highway 82 to intersect with Cattle Creek, for a total of 10.6 miles to the same point and additional time from 100 Road to Cattle Creek of approximately 10-15 minutes. Total time 22 to 27 minutes.

Cattle Creek intersection at base of Cottonwood Pass to Highway 82. Time – 13 minutes. 6.8 miles. Substantially less improvements needed - follows the bottom of the valley so there is no substantial hills or sharp corners. The road surface is well maintained and in good shape, bar ditches in place, visibility is more than adequate. At address 3335 on Cattle Creek road would be the only area of a major adjustment. Total time 13 minutes. This intersection could and should be designed for a future fire evacuation and alternative route for residents across the river.



Red Mountain and Crystal Springs Roads. Both of these roads have the same and or more of the same hazards as 100 Road.

1) Traffic road count and speed surveys - I initiated in 2017 showed 9000 plus vehicle trips over a 5 day period of which 95% were speeding, the top speed at 56mph and again in 2019. Additional traffic being added (which we believe this alternate road will become the preferred road for vehicles avoiding the canyon and rush hour in Glenwood Springs) will exasperate the current driving patterns assuming the same attention to maintenance and patrol will remain in place.

2) Channelization (the act of managing the road). County Road 100 was built and designed to handle traffic doing 25 mph and you state the speed limit won't change but the lack of maintenance and patrol has made 100 road a dangerous road. Alcohol is prevalent everywhere. The poor maintenance or complete lack of I addressed with Dwight, Joe, Wyatt, and Harry. The road needs to be brought up to standards. All aspects of maintenance is seriously lacking. I am not only bringing attention to the problems but I believe I am bringing solutions.

3) How did County Road 100 become the only "concept" road with a full scale concept plan? Cattle Creek Road is a more viable alternative because the road is already established with softer curves, defined bar ditches, site visibility (i.e.: vegetation), guard rail placement, no steep hills or sharp curves and access to highway 82 with acceleration and deceleration lanes.

4) My perspectives on sites of concept plan, Garfield County side. 1) Cost of turn lane with moving ditches and traffic lights but no change for the south side by Catherine Store. 2) Hughes corner - there is currently 6-8 feet of pavement under the sand and not striped correctly. The existing road surface to the existing guardrail is adequate for traffic traveling 25mph. Between sites 2 & 3 you have an area of No shoulder, a 25' drop off with inadequate signage and delineation. 3) Ochko corner - speed is the only adverse condition on this corner and softening the corner will only enhance the speed. 4) Again enhancing this corner (our driveway) will only increase speeds and every accident on this corner has been from excessive speed, without exception! Plus it will have a slingshot effect. The guardrail going down from and out of our driveway, there's some curb appeal for us. Do you know what we get from someone's insurance? Nothing, it's considered wilderness and the burden lies on us to clean up and repair our property. How long until a guardrail is beat up and tangled and looks like crap much less sand and snow building up in front of it, putting the run off onto the road creating a hazard in and of itself. The guardrail above and going into our driveway, there's a mountain and a bar ditch, this makes no sense. On the south side of this corner which is our property as well is an active wetland and natural spring which has not been addressed. An area between 4 & 5 north bound with a 50-60' drop off has no shoulder and is delineated with a bicycle reflector. 5) The worst possible development of this concept is to remove the hillside corner because this is a physical barrier that makes drivers slow down before heading down a steep graded mountain. The amount of material to be removed would be tremendous.

5) In closing I feel the need to state that regardless if it's county, state or federal funds, it's all tax payer money and doing the bypass down 100 Road is not the most viable route for the money and



should not be applied to redevelopment on the Garfield County side rather it should go to maintenance and patrol of the current road regardless if it is 100 Road or Cattle Creek Road.

- ◆ We are writing to comment on the proposed Cottonwood Pass Design Concept that was presented at the public meeting #2 on March 22, 2023. Our concerns with this project have not changed since it was first presented. In fact, as the project has proceeded, I find myself focusing on the cost/benefit of this entire project. This project was initially presented as a means for creating a safe alternative for travel when the I-70 corridor through Glenwood Canyon is **closed in the summer**. Now it is “to improve safety at 14 specific locations along Cottonwood Pass to make the county roads safer and more functional as a vital travel connection between the local communities.” On the FAQ sheet that was handed out March 22 it is stated that “Maintaining the road during the winter isn’t planned at this time, although this is a potential long-term goal if funding can be secured”. **WHAT?** It seems that what started as a study to address impacts and costs associated with maintaining a safe corridor during canyon closures has morphed into the potential beginnings of a much larger project.

We live in between Garfield County Sites 3 and 4. Proposed grade, lane, and shoulder ‘improvements’ will lead to increased speeds. Neither of the Design Options identified mentioned installing adequate signage. We are concerned that the improvements proposed will create more unsafe conditions due to the speeds at which users will travel. The average speed on County Road 100 is already well over the posted speed limit. How much faster will people drive? While locals know the curves exist, the targeted canyon closure detourees will not—what is the plan for identifying the sharp curves and steep grades? It seems that it would be significantly less expensive to work on signage before realigning curves. It might be more cost-effective to increase sheriff patrols to address the speeding issue than to make the area more conducive to speeding. One of the more interesting pieces of the study was the number of vehicle trips in 2019—well before the Pandemic and its influx of new homeowners, canyon fire, and closures due to flooding. What are the current numbers and what is the projected increase in traffic without or with canyon closures? We question whether the cost and scope of all identified improvements is supported by data and forecasts of future canyon closures.

If we were to select one piece of this plan that identifies a location that needs improvement to handle the current volume of daily traffic, it would be improvements to Blue Hill in Eagle County (Site 5). This steep, narrow, and slippery-when-wet piece of road creates bottlenecks and unsafe driving conditions—even more when the canyon is closed due to flash flooding and the dirt road is also probably rain-soaked (we avoid using cottonwood pass when the road is wet).

As an overall comment, we still question whether County Road 100 is the most appropriate road for this projected route. The Highway 82 intersection is unsafe—cars and trucks speeding along the straight highway often fly through long after the light has turned red. While sight distance is certainly a criteria for safety, the intersection at CR 114 has been designed to accommodate traffic from CMC. It is difficult to understand how this has been identified as a less safe intersection than CR 100. The intersection would bring travelers to Highway 82 at a point that would take them easily into and through Glenwood Springs. There is a functional traffic light already there as well as turn



lanes in all 4 directions. How much of the disrupted traffic using this route is estimated to be driving up valley and how much traffic will be forced to drive the extra 18 miles to rejoin I-70 in Glenwood Springs?

We have stated our concerns to you in person, via phone, and in letters. Those concerns have not changed. Widening the road/easing the curves is only one, very expensive, solution to creating safer travel corridors. Appropriate signage installed NOW would be a wise and low cost step to take while CDOT and the counties are searching for the enormous sums of money that it would take to complete each part of the proposed improvements. Is there a document that identifies sites in order of priority?

- ◆ I am a 44-year resident of Garfield County and reside in Missouri Heights. My family and I drive Catherine Store Rd., Crystal Springs Rd., and Cattle Creek as the primary access routes to our home. We also use Cottonwood Pass on a somewhat regular basis to access the Eagle Valley. We have used Cottonwood Pass during the 44 years we have lived in Garfield County. We have seen the incremental changes on the Cottonwood Pass Road made by Eagle and Garfield Counties over the years. In general, those changes have been to the road surface as opposed to any significant roadway alignment modifications. The improvements to the road surface certainly have helped drivability when the road is wet. Historically, the clay content in the road driving surface made it extremely slippery and sometimes impassable when it was wet.

I first became aware of the current effort to investigate improvements to Cottonwood Pass through a newspaper article about the I-70 Detour Act proposed by Third Congressional District Representative Lauren Boebert dated March 30, 2022. That Act specifically referenced costly impacts associated with closures of I-70 through Glenwood Canyon and identified “at least 1 alternative that includes the possibility of improving Catherine Store Road, as proposed by Garfield County, Colorado” as well as “improving an existing road down Cottonwood Creek, as proposed by Eagle County stakeholders and the Colorado Department of Transportation;”. This Bill never gained support but had the effect of initiating this current effort at a state and local level. I am aware of the prior investigation of Cottonwood Pass as a potential route for I-70 years ago when alignments for the highway were being investigated. I have been involved as a stakeholder with this Cottonwood Pass Concept Design Project from the beginning and have participated in the various Zoom meetings and open houses.

As an observer and participant, I saw this project reduced in scope from a detour for I-70 traffic during closures in Glenwood Canyon to road improvements targeted at Roaring Fork Valley locals commuting to the Eagle Valley. This is an important point because there is a drastic difference between local traffic on Cottonwood Pass and huge I-70 traffic volumes from Glenwood Canyon closures.

Cottonwood Pass is a rural roadway intended for very low traffic volumes and is wholly inadequate for handling very high traffic volumes associated with I-70 closures. I support limited improvements to make the roadway safer for low-volume local traffic during non-winter months only. Any consideration of improving Cottonwood Pass to handle I 70 traffic volumes during Glenwood Canyon



closures should be rejected outright. Cottonwood Pass Road and connections to roads in Garfield County traverse rural low density agricultural/residential properties. The pastoral character of these areas would be completely altered and irreparably destroyed by improvements to Cottonwood Pass and connecting roadways to accommodate interstate traffic volumes. I believe my opinion is shared by the vast majority of property owners in the rural portions of Garfield and Eagle County that would be impacted significant changes to the rural roadways necessary to handle huge traffic volumes. I believe there would be strong opposition to any such proposal.

The Cottonwood Pass Concept Design is simply a “concept”. This process included general public scoping and a low-level input process to get input on basic roadway modifications. There was no substantial engineering completed on the roadway modifications proposed. No traffic studies were completed to address current/future traffic volumes on existing roadways or intersections. No funding has been secured to complete roadway improvements. Potential costs range from moderate to very large costs. Garfield County has indicated that they have other higher priorities for roadway improvements. Eagle County may have some limited funding for improvements, but the costly work associated with addressing “Blue Hill” is unlikely to be available well into the future if ever.

Garfield County identified County Road 100 a.k.a. Catherine Store Road as their preferred route for traffic and for roadway improvements. It is my understanding that this decision was based upon anecdotal input and staff/elected official’s observations. No comprehensive analysis of roadway limitations, design capacities, or other engineering/scoping analysis was completed to make these determinations.

Local drivers using county roadways and Cottonwood Pass are familiar with the routes and their intended destinations. For example, an individual coming from the Eagle Valley to Glenwood Springs over Cottonwood Pass will not choose to use Catherine Store Road because it does not make practical sense and it is a longer distance. That driver will take Cottonwood Pass to Cattle Creek and turn north on Highway 82.

Improvements to Cattle Creek were not considered as part of this project. Similarly, Crystal Springs Road in Garfield County was not evaluated for improvements. Individuals going to Carbondale over Cottonwood Pass are going to follow that route as the shortest distance. These issues were not studied in any depth nor supported by any traffic analysis. There are other significant deficiencies in the overall project methodology. These inadequacies result in incomplete or deficient project conclusions. For example, in the Q & A section the following was included. *“Q: How will drivers know which route they should take to travel Cottonwood Pass? What will be done to keep traffic off Cattle Creek Road? A: This project is considering modifications to the geometry of the intersection of Catherine Store Road and Cattle Creek Road (Garfield Co Site 7) to a T intersection with free-flow through movements between Cottonwood Pass and Catherine Store Road, rather than the current configuration that naturally directs southbound traffic onto Cattle Creek Road. Other improvements such as signage will be considered to direct traffic and distinguish the routes.”* I know first-hand that reconfiguring the intersection at Cattle Creek and Catherine Store Road will do little or nothing to steer traffic away from Cattle Creek if that is the most direct route to the driver’s destination. It does



not make sense to force traffic out of their way when there is a more direct route. Navigation software such as Google Maps will show a driver the most direct route to a destination.

It is understood that the scope of work for the project was limited by funding. It is also understood that political pressures came to bear on initiating this work because of the substantial impacts resulting from closures of I-70 through Glenwood Canyon. Perhaps, the most valuable information that comes out of this concept design are identification of common sense/practical improvements to county roads to better serve local traffic.

It is important to recognize that use of this “Concept Design” for addressing future traffic beyond local volumes is completely inappropriate. It would be far more effective to utilize future public monies to improve Glenwood Canyon by tackling debris flow, traffic safety and other hazards that close I-70 instead of pursuing expedient solutions on country roads through very rural portions of Garfield and Eagle Counties. Poorly considered solutions to the I-70 closures utilizing Cottonwood Pass are prohibitively expensive and will destroy the pastoral character and qualities of the lands that will be impacted. The Cottonwood Pass Concept Design ideas should **only** be used to improve roads for local traffic during nonwinter months. This project objective should be clearly stated at the beginning of the document and in all conclusions to ensure that the information is not used inappropriately in the future to create an I-70 detour for Glenwood Canyon closures. Thank you for considering my input.

(The above comment was noted as endorsed and adopted by the Keep Missouri Heights Rural organization.)

- ◆ As long-time residents of Missouri Heights, we have many concerns regarding the proposed improvements to the Cottonwood Pass Road in Garfield and Eagle Counties. Those concerns go beyond those of safety and access that are the focus of the Design Concept presented in recent public meetings. Although the available design documents touch on some of these issues, those documents are not satisfactory in their discussion of the following points:

What signage and other directional instructions would be incorporated into any improvements? This is discussed briefly in the presentation material but needs much more investigation. As you know, Missouri Heights has myriad public and private roads, long driveways and dead-end forest access points. Due to the rural nature of the area, road signs are regularly vandalized, knocked over or otherwise obscured. It is inevitable that increased traffic over Cottonwood Pass will spill over into residential areas, backcountry dirt roads and dangerous routes like the Red Canyon Road even if signage is abundant and explicit.

The environmental impacts of the proposed improvements and the subsequent increased traffic are glossed over in the presentation material. Cottonwood Pass and Missouri Heights have historically been highly rural and undeveloped areas that provide important wildlife habitat as well as clean air, dark skies, good quality water, and relatively little noise pollution. All of these and more are at risk from increased traffic over Cottonwood Pass. The environmental impacts of road improvements and increased traffic and their mitigation must be incorporated into any further investigation.



What would improvements require in terms of added public safety, highway patrol and emergency response resources? With the traffic increases that can be anticipated due to road improvements, it is inevitable that accidents and emergency incidents will increase. In addition, an improved road will require more ongoing maintenance and monitoring. Repair and replacement costs will increase as will the cost of adjacent improvements like wildlife crossings, emergency telephones (or extensions of cellphone service areas) and fencing.

The design concept notes that there are no plans at this time to open Cottonwood Pass to year-round traffic or to large commercial vehicles. However, if the improvements mean that travelers can access the Roaring Fork Valley more quickly than travelling by way of Glenwood Springs and Highway 82, traffic will inevitably increase beyond the levels currently projected. If the road improvements lead to Cottonwood Pass becoming a highly-traveled and popular alternative to Glenwood Canyon, there will be enormous pressure to make it more usable both in terms of capacity and availability. What guarantees can be put in place to assure that the current seasonality and vehicle capacity of Cottonwood Pass remain in place?

How will local residents be compensated for the loss of value to their property resulting from increased traffic? Many residents of Missouri Heights, including those whose property is adjacent to the proposed route, are long-time residents whose financial future is bound up in their property value. These property values will certainly be adversely impacted if what is now a lightly-traveled rural road becomes a seasonal thoroughfare.

We recognize that the many hazards and stoppages that have plagued Glenwood Canyon in recent years have caused hardship and even danger to many local residents and that improvements to the Cottonwood Pass Road are needed. We also recognize that we are early in this process and that there will be many opportunities to discuss and debate these and other topics in the future. In the meantime, we urge you to consider the above points so that we can be assured that the full range of impacts and costs are taken into account as planning proceeds.

- ◆ Improving the Cottonwood Pass road will lead to more vehicles using the pass along with higher speeds. The comment in the CDOT Q&A handout stating, “There are no expected changes in average traffic volume ... from what is experienced today, ...” is blatantly false and unimaginative. Given the current growth patterns in the Eagle Valley, Roaring Fork Valley and the State of Colorado how can it possibly be thought that improving a road, that is in high demand, will not result in increased volume, speed, hours of use and of course increased associated problems. The naive idea that this road, along with its impending improvements, is to be used primarily for local commuter traffic is also a miscalculation. CDOT’s and the county’s own traffic figures show that when the canyon is closed there is a 10x increase in traffic volumes. Any traffic restriction in Glenwood Canyon will result in increased volumes on Cottonwood Pass. With road improvements on Cottonwood Pass the increased use will only result in more of the same problems that I-70 Glenwood Canyon now suffers from i.e., numerous traffic accidents resulting in delays and road closures, speeding & aggressive driving leading to increased traffic accidents, reckless or careless driving by oversize vehicles, unsafe road conditions caused by weather, rocks, flooding & snowslides. Many of these issues deal with



lack of enforcement that is caused by staffing &/or the inability to actually conduct traffic enforcement in a confined travel corridor. Instead of primarily dealing with these issues in Glenwood Canyon the state & county governments will now be taxed with dealing with them on a narrow 2 lane dirt road - thus doubling the issues that are currently in play today.

Will there be a NEPA process prior to work commencing on Cottonwood Pass? If the counties take it upon themselves to start improvement work will they go through any kind of increased analysis & public scrutiny?

Will there be any kind of agreement between the counties to coordinate the improvement work? In other words what happens if one county elects to proceed with improvements while the other county doesn't want to?

How will traffic be diverted to Hwy 82 by the Catherine Store? I know if I want to travel to Glenwood Springs, or further west on I70, I'm going to use either Cattle Cr or the CMC access roads. What's to keep others from doing the same?

I would like to see more specific comments regarding wildlife impacts and the mitigation proposed. From what I saw at the public meeting only generalized comments are used when discussing wildlife and environmental issues. What specifically has the CPW said in their comments? Have they stated the increased traffic volumes and speed will only lead to increased wildlife/vehicle accidents along with death & injury to both humans and wildlife? If so what is proposed for actual mitigation?

Has CPW indicated that wildlife movement & migration will be disrupted and negatively impacted? It has been my experience (50+ yrs) when dealing with the above two issues they are only discussed & inadequately addressed after the impacts have occurred. In some cases it has taken decades or not addressed at all, see I70 & Hwy 82 as they run through the Eagle & Roaring Fork Valleys for prime examples.

Other negative wildlife impacts that are going to occur on an improved Cottonwood Pass road include disruptions to solitude, feeding, breeding, & birthing. How will these impacts be dealt with?

The massive retaining walls proposed for sections of the improved road will create significant barriers to wildlife. Proper mitigation needs to be addressed.

- ◆ Stop the madness. You are single handedly destroying our homes and our property value by cramming this down our throats. One of those pictures you practically have cars in the homeowners living room. Whoever is making these decisions needs to step back and take another look. Widen a few spots, make a few spots safer, get this route off of google and keep it off. Put the majority of the money into I-70 where it belongs. Keep thousands of cars off of this rural road, it is a county road that is 25 MPH and you are allowing cars to drive 50 to 60 MPH on it this road is not intended to be an interstate. There are children out in the rural roads and animals it is no longer safe and nobody seems to care.



- ◆ Thank you for considering these comments. I am not in favor of any improvements on Cottonwood Pass please consider the following:
 1. Manage the existing conditions: Although there are some safety considerations and concerns, all of these could be addressed by drivers simply slowing down for the conditions of the road. One of the best solutions to slowing down traffic might in fact be to let the road deteriorate some. Potholes slow people down. Posted signs at each end that the road is NOT maintained and there is not cell service throughout.
 2. Widening and straightening Cottonwood will create other safety concerns: Speeds will increase causing similar safety issues which are present now. Policing speeds will still be a problem. Why not address those concerns now instead of investing the money to “improve” a road that will still need to be policed. Changing a road in order to facilitate faster driving seems like a backward solution when the area is clearly one where slower driving is necessary.
 3. Keep Cottonwood winding and mountainous: There already exists a wide interstate built for the purpose of moving large amounts of traffic. Please do not start the process of widening and straightening Cottonwood pass but instead use the money to continue to improve and manage I70.
 4. This is a mountain community...not a city. Keep it that way. Keep the traffic on I70. The population that has chosen to live in Eagle and commute to Aspen needs to slow down their speeds if they choose Cottonwood, or stay on 70.
 5. This is a mountain community....there will be rock slides and closed roads due to weather.
 6. This is a mountain community...Sometimes emergency care cannot reach folks as fast as in a city.
 7. This is a mountain community with unimproved roads. Stay off remote roads if the risks of driving them are not acceptable. If the reason for beginning these improvements is to “pave the way” for routing I70 traffic through Cottonwood. Consider instead that I70 needs improvements through Glenwood Canyon. Instead of investing in an entirely new route, improve the one that already exists. Thank you for considering these thoughts.
- ◆ I like the rural character and less traveled path of Cottonwood Pass. I've traveled the road May-October for both pleasure and work commute for over 20 years. I don't encourage nor expect Cottonwood Pass to become a paved 2 lane high traffic roadway, and don't expect it to absorb the traffic load and brunt of future I-70 / Glenwood Canyon closures. I'm sensitive to rural experience for private landowners in that area. With the more recent traffic impacts from I-70 road closures since 2021, my prevailing observation and concern is with human driver behavior habits during detours. Have routinely seen incidents of inappropriate passing, exceeding speed appropriate for road surface and road width conditions, and a gross unwillingness to slow or moderate forward speed to observed oncoming traffic conditions. While improving road width and overall safety to keep vehicles on the road and in their lane is good -- improved road may result in higher speed and no improvement in driver judgment. I don't favor speed bumps or anything like that. I would be



interested to see if any segment of Cottonwood Pass would introduce signage to designate who has right of way and who shall yield to oncoming traffic. Ultimately, I remain skeptical in regards to human driver behavior, and therefore, where CDOT Garfield County / Eagle County funds are allocated, favor road designs that are of lower price tag.

- ◆ I live on lower Cattle Creek and witness semis (Amazon Prime to be specific) going past my house to access Cottonwood Pass. This is over the legal limit for length and how are you going to enforce that? The speed limit is 35-40 and people go past my driveway going 60mph at the least. How are you going to enforce that? Can speedbumps or dips be put in so we can safely exit our driveways without getting hit by a speeding vehicle? I have also seen 10 to 15 cars backed up at the bottom of Cattle Creek where there are 5 intersecting roads trying to access Hwy 82 and it is probably the most dangerous intersection in the valley. How is that going to be addressed? Even though the route shows improvements from Catherine Store, that is only for up valley travelers. All people down from there will use Cattle Creek so they don't have to drive to Catherine Store to access an improved road. I move to promote CMC road for people to use instead of Cattle Creek, as there is a stoplight there already in place. County road 113 is a rural road with joggers, walkers, baby strollers, bikers and dogs, not a route for semis and very fast drivers!
- ◆ My husband and I attended the meeting in Glenwood Springs. Thank you for hosting. As you can tell we live on CR 113 and are highly impacted each time the Interstate is closed. I would like to see warnings on the interstate as one approaches the canyon stating, please obey speed limit through this menacing canyon. Use cameras to photograph license plates and fines \$1,200. -\$1,400. will be issued to those executing caution. Hopefully this would assist in limiting some accidents that are caused by speeding. Widening the pass and making it safer will only cause drivers to go faster. During Interstate closure it should be patrolled and possibly pilot cars hired to lead. I would hope an environment study to assess the impact on wildlife would be incorporated into the monies spent. There's no stopping traffic from following their GPS and using CR 113 instead of Catherine Store Road. Therefore a traffic light must be installed at intersection of Hwy 82 and CR 113 and 110. That is total mayhem, not only when the Pass is heavily used but constantly. CR 113 was never built to be a major throughway. Like Cottonwood Pass it is a rural road and very few people foreign to this area of the country know how to navigate these roads. I've been known to be a flagger when pulling our RV out of the driveway onto CR 113 as the traffic moves too fast for our hidden driveway. Personally I think the money coming to this project should be concentrated to fixing the issues on I-70. Lastly, I want to acknowledge Garfield County Road and Bridge for taking great care of CR 113 and the surrounding roads. I'm very pleased with the maintenance they provide in keeping us moving. Best of wishes with this humongous task.
- ◆ Thank you all for your efforts on this project. We live off of lower Cattle Creek Road and use it frequently to get from our home to Glenwood and back. We use Cottonwood Pass to get to Gypsum and points east when traffic volumes, canyon closures, or weather affect Glenwood Canyon. Additionally, I am a firefighter with Carbondale & RFPD and respond to and from Station 85 on CR 100 as needed.



Cottonwood Pass needs to be improved: it is a lifeline for locals. During the Cottonwood Pass closures during the Grizzly Creek fire and the next year's mudslides, it would have been quicker for us to go to Costco in Salt Lake City than to take the Steamboat detour to get to Gypsum. My wife gets her prescriptions there and had to jump through some hoops to make alternate arrangements. More than once, having Cottonwood open has saved us from taking the detour when returning home from points East. Our regular life includes friends and events in Eagle county East of Glenwood Canyon. Like most people, we have to go to Denver sometimes, or have people from the Front Range come visit us. In recent years, we have begun attempting to schedule these visits in the shoulder seasons between snow closures of Glenwood Canyon and rockfall closures of Glenwood Canyon. It is a noticeable impact to our lives. Some of our visitors from the Front Range are city people who I wouldn't send over Cottonwood pass in its current condition.

Improving Cottonwood Pass is only helpful if measures can be taken to prevent it being used more by interstate traffic. I like the current effort to maintain the rural character of the route. Nobody who lives around here wants to induce more traffic onto Cottonwood Pass - it would be better to leave it as-is. Many of the problems with Glenwood Canyon are caused by drivers with no common sense. When there isn't a closure, we don't see many of these folks on Cottonwood Pass. When there is, the prevalence of bad drivers goes up, not just the traffic counts. The widening and softening curves will help with this. I frequently encounter people up there who don't seem to understand how wide their little sedan is. We have to try to keep this to a minimum as well as improve the road conditions to accommodate the unavoidable folks with challenges. Cattle Creek: It is imperative to try to keep non-local traffic off of Cattle Creek. Even those of us who live here drive too fast on it. I have personally responded to 3 rollovers including 2 fatalities on that road in the last 2 years. All locals. During the I-70 closures, I personally turned around several interstate semis who were headed up Cattle Creek. In each case the drivers were blindly following their GPS, which wanted to take them over Cottonwood. I think the realignment of the intersection at CR113/CR100 will help. I think the project will also need some fairly intense signage throughout regarding: no semis, no through traffic, local traffic only, etc. I do appreciate CDOT and the 2 counties working on this.

- ◆ Thank you for the open house in Glenwood last week, we appreciate it. From what I can tell the decision has been made to increase traffic over Cottonwood Pass. I would like to request that you consider putting in multiple electronic speed monitors that automatically send a ticket to offenders. My suggestion is for the ticket to be substantial, I would vote for \$500 plus. This high ticket will get the message out that we will not tolerate drivers going over the speed limit. The amount of road kill including people's pets, livestock and possible children will be greatly reduced if we monitor drivers speed. I would estimate many drivers will hit 60 MPH easy once they get to the top of the hill near the turn to the Strang ranch coming from Catherine's Store. I am very serious about this, the deer, elk, coyotes, bobcats, mountain lions etc... do not need more humans in a hurry using this road because we have now made it easier to drive. I feel very sad about the direction the planners are going. The ultimate goal appears to find an alternative to I-70 when it is shut down which I understand is more often these past few years. I moved to Carbondale in 1989. Do we know what percentage of the canyon shut downs are due to human error? Accidents - it seems like truck accidents are the biggest problem, drivers driving too fast, swerving in and out of traffic to get to



their destination 5 - 7 minutes earlier, not paying attention, dragging chains that cause fires. Increasing traffic control on I-70 would be a terrific way to minimize road closures. One way is to have two patrol cars drive side by side through the canyon at or 5 miles below the speed limit to control speed. A silly thing to have to do but it seems to be the only way to slow them down. This would be much less costly than the millions or will it hit billions to give the speed racers yet another road to shut down due to reckless driving. Thank-you for your consideration and response.



PROPERTY OWNER/RESIDENTIAL ISSUE TASK FORCE MEETING #1 SUMMARY

August 15, 2022

The first meeting of the Property Owner/Residential Issue Task Force (ITF) was held via Zoom videoconference on August 15, 2022, from 2:30 – 4:30 p.m. This meeting was interactive and combined a presentation by the project team with comment opportunities. The information presented was largely the same as was displayed at the July public open house meetings, with discussion focused on issues important to property owners and residents along Cottonwood Pass. Participants were asked to provide thoughts about the Core Values and issues and opportunities for improvement at each of the project sites through an interactive survey with real-time results shown on screen. The final portion of the meeting was reserved for answering audience questions and gathering comments.

All ITF members (including those unable to attend) received a link to the presentation following the meeting and the survey was open through August 16th. The presentation and survey results are attached to this summary in Appendix A. Questions and comments from the meeting chat and the open discussion are listed below, along with those sent during or following the meeting via email. Written comments are listed as typed by the participant with some minor spelling and capitalization errors corrected. The comments/responses and questions/answers in the group discussion section were summarized without compromising the speaker's intent.

CHAT AND EMAILED COMMENTS

Core Values

- ◆ Interruption of our rural quiet and traffic jams.
- ◆ Core Value: County Road 113 will end up being the preferred route, as is.
- ◆ 2 [Respecting Corridor Character] & 3 [Natural Resource Preservation] are really the same or very closely connected, 4 [Collaborative Improvements] is process not outcome, so 1 [Safety] and 2/3 are both very important.
- ◆ All of the above. Natural resources are part of the corridor character and without safety we get more wildfires like the one on 100 road last week and if we don't respect each other's needs we lose our community.
 - ◇ Yes, I agree.
- ◆ I want to reiterate that the Safety Core Value should be defined and should include not only road safety, but safety from fire, emergencies, for school busses, bicyclists and more. Safety for animals, both cattle crossings and wildlife should also be considered. There is no cell service for much of the route, making calling for emergency services impossible.



Cattle Creek Road/CR 113

- ◆ Cattle Creek will be the route taken by everyone coming off of I-70. You can't push people to go 10 miles out of their way when their GPS says its quicker to go up or down CR 113.
- ◆ The Cattle Creek intersection is dangerous on a daily basis. Four roads converge at the intersection with 82.
- ◆ Speed humps on a particular section of CR 113 - between 1375 and CR 112 intersection?
 - ◇ Please remember that it is the locals who will be the ones who have to deal with these "improvements" on a road that we already like, on a daily basis. It just doesn't seem fair to the homeowners who picked to buy in this area to now have speed bumps and construction "improvements".
 - ◇ I understand what you're saying. I live along the area that I've suggested for speed humps. People along Midland in Glenwood Springs have speed humps on a certain section. I'm talking about wide and low humps, not bumps, that are designed to allow cyclists through.
- ◆ People will continue to use CR 113.
- ◆ Couldn't we use infrastructure road money to put stoplights on 82? 113 and Cattle Creek?
 - ◇ 113 and 103 both need stoplights. Has anyone investigated Federal infrastructure \$\$ for this?
 - ◇ I have to second that cattle creek to 110 intersection... there are a couple people who must live up there and in their sports car often exit off highway 82 at speeds in excess of 55 mph driving like madmen. It sure would be nice if Garco would not look the other way about this entire intersection. But... that's not part of the scope of this. Sure would be nice if it WAS included.
 - ◇ Sounds like a letter writing campaign to both State and Federal level to get a stoplight on 113 and 103 if the \$\$ is too silo'd to touch.
 - ◇ Just really concerned about CR 113 and that our concerns will not be taken seriously.
- ◆ How are you going to keep people OFF CR 113 (Cattle Creek Road)? Will there be new signage at the 3 way of 100/113/UPC roads AND at the 82 entrance? Our road is much more narrow than CR 100 and we live much closer to the road than people who live on CR 100.
- ◆ Ignoring alternate routes from the pass to Highway 82 in terms of identifying some potential issues, dangerous curves, intersection at Cattle Creek and 82, may prove to be a mistake down the road. Despite well intended efforts, drivers will find these alternate routes. Better to be safe than sorry.

Support for Glenwood Canyon Improvements

- ◆ In my opinion, the Glenwood Canyon requires much more extensive fencing, webbing, etc. to keep the rocks/mud, etc. from sliding into the road or river. It's not very well protected. CDOT and the Feds could spend more \$\$\$ on strengthening the protections and perhaps close the Canyon less.
- ◆ It should be suggested that dollars are invested further to do what is needed to improve I-70 to mitigate issues that cause closures in order to minimize the need for any extra traffic over Cottonwood Pass.



General Comments

- ◆ It is very difficult to make it to meetings in person please make sure they all can be attended by zoom.
- ◆ The re-routed traffic is already in a rush because they are delayed. How to keep it below 45 mph?? Preferably keeping it 35 mph.
- ◆ You'd have to take away people's ability to drive the 4 by 4s seeing this is incorporated Carbondale on the Garfield side.
- ◆ There was a wreck last month in front of my house involving a cyclist and 2 trucks. One driver just couldn't wait until the other truck passed before he tried to pass the cyclist. Truck flipped but no one was hurt.
- ◆ People get lost up here all the time. Really lost.
- ◆ The driveways with changing the yield going to Coulter Creek areas has made it difficult to get through that intersection of CR 121. Again this is changing our, the locals, for the highway traffic needs.
- ◆ Mapping and Google can still show the route. People can still see the options!
- ◆ Lots of four wheeler traffic in this area.
- ◆ Make it a toll road for all but locals, locals can get a pass at their County, everyone else pays!
 - ◇ Agreed
 - ◇ I like the toll road idea.
- ◆ Please invite Roaring Fork Conservancy [to the Natural Resources Issue Task Force] who has studied the actual Cattle Creek.
- ◆ Wilderness Workshop works on public lands issues. Not sure if this is in their wheelhouse.
- ◆ Super dangerous I think even more dangerous than it was before. Who is making these decisions?
- ◆ The lights in Independence Pass are timed for 3 cars only- which adds about 45 minutes to the trip if there are a lot of cars at the same time.
- ◆ Nextdoor and Facebook is how we get our wildfire news - and the Roaring Fork Road and Weather on FB gets road condition information faster than any other social service- County, City or State.
- ◆ National Guard and State Troopers didn't work- trucks blew right past them.
- ◆ Catherine's Store 100 road grade is too steep for safety in this scenario.
- ◆ Three schools connect to Valley Road-- lots of safety/congestion issues during pick-up/drop-off.
- ◆ Is no one concerned about Crystal Springs Rd.?
- ◆ Crystal Springs road has some significant wildlife- talk to Audubon.
- ◆ The more drivers you have over this route, the more potential risks you will have. The more transient drivers you have, the less likely they are familiar with the road which no matter how much



it gets improved, will still be curvy and steep in places, and the less likely they will be familiar with fire restrictions, the more you have risks of disasters and problems difficult to resolve quickly. The perfect solution would be to strive for very little additional traffic over what currently exists for local usage (when the Canyon is open) and making minimal safety improvements to serve that usage. Just enough to prevent local accidents, and to ensure protection of property owners and wildlife along the route, and to preserve the character of the area.

- ◆ Road surface when wet. Serious safety issue. After the ITF meeting we drove the pass to confirm the issues we saw. It was raining and we were in a 4WD F150. The surface quickly turned to slick mud and water was running in torrents, creating instant ruts. Our tires were sinking down a couple of inches and not really making contact with a hard surface. I can't imagine driving the pass in the rain in the dark. Especially if not familiar. This is something that needs to be experienced first hand by the team. Thank you.
- ◆ I don't envy you all for trying to please as many as possible. But thank you for your efforts!
- ◆ Thank you all.
- ◆ Thank you for doing this.

CHAT QUESTIONS

(Answers added subsequent to the meeting for those questions that weren't answered within the meeting chat.)

- ◆ Is there a study as to who drivers are that are involved in accidents? Are they "locals" or those detouring off of the interstate?
 - ◇ Answer: That is part of the data the project team is currently gathering/assessing from the counties. More defined details will be presented at the next ITF meeting. It may be hard to discern where the drivers live and/or to where they were traveling.
- ◆ Will CDOT share initial design alternatives in the next Property Owner Residential Task Force meeting?
 - ◇ Answer: Yes.

Chat questions not responded to during the meeting (responses added following the meeting):

- ◆ Is there a study on volume when canyon is closed vs when it is open? Expected volume if improvements are made?
 - ◇ Answer: Traffic counts were collected on Cottonwood Pass Road during Summer 2021 (mid-July through August). The average daily traffic volume on Cottonwood Pass Road when Glenwood Canyon was open was about 400 vehicles/day. When Glenwood Canyon was closed, the average daily traffic volume on Cottonwood Pass Road was about 3,700 vehicles/day. The largest increases in traffic volumes occurred on weekdays (Monday-Thursday). The improvements being considered by this project would not allow year-round use of Cottonwood Pass or access



by vehicles over 45 feet. While the site improvements will improve safety at specific locations with smoothed curves and increased road width to accommodate two-way traffic, the overall corridor will remain mountainous with steep grades and low speeds. There are no expected changes in average traffic volume along the Cottonwood Pass corridor from what is experienced today, with the canyon open and closed, due to the site improvements.

- ◆ Are residents allowed to participate in Nat. Resources group? How does one sign up for the Natural Resources Task Force?
 - ◇ Answer: The Natural Resources ITF group membership was limited to regulatory agencies at this stage. Input from other groups may be helpful as counties move into design and implementation. These Property Owner/Residential ITF meetings are intended to facilitate coordination between the project team and residents between the general public open house meetings.
- ◆ Are you evaluating how the road is when wet?
 - ◇ Answer: Modifying the road surface (i.e., paving) is not currently being considered with the site improvement options. Mountainous rural road standards, which were developed considering varying road surface conditions, are being consulted in the concept design of the site improvements.
- ◆ Can you provide any information on the results of the environmental surveys and evaluations?
 - ◇ Answer: This concept design project includes a high-level review of environmental conditions in order to document issues to be considered by the counties in the future. Available data was compiled about conditions of streams, water quality, wetlands, wildlife/threatened and endangered species (T&E), and cultural resources. This information was presented at the first Natural Resources ITF meeting held in September 2022. The presentation is available in the agency coordination section of the project web page.
- ◆ Can you extend the comment period?
 - ◇ Answer: The public comment deadline of August 16, 2022 refers to the date by which comments must be received to be included in the summary of public comments received surrounding the first round of public open house meetings. Comments are welcome at any time via the project web page (<https://www.codot.gov/projects/cottonwood-pass-concept-design>) and will be included in the next summary document if received after August 16, 2022.

Open Discussion

- ◆ Question: Is the project on schedule?
 - ◇ Answer: Yes, the project is on schedule as of right now.
- ◆ Question: Will Wilderness Workshop be invited to the Natural Resources ITF meeting?
 - ◇ Answer: Those agencies with expertise or that have done studies regarding wildlife and natural resources in the area will be considered. Please send suggestions for group members to dot_cottonwoodpassconceptdesign@state.co.us.



- ◆ Question: There were white painted dots on Catherine Store Road last week. Was that related to the aerial survey? If so, is there a way to give the residents notice of visible work? Next Door is used by a lot of people in Missouri Heights. Eagle County uses that platform, so even if CDOT doesn't use it possibly Eagle County could convey the information.
 - ✧ Answer: Survey was being conducted at that time. The project team will look into how the surveyors mark the pavement and mention this to the counties. This may be the end of the survey work at this time.
- ◆ Question: I read on the website that making Cottonwood Pass a full year open road is stated as a long-term goal. I don't think anybody here would like to see that. Who's long-term goal is that?
 - ✧ Answer: This was mentioned by the counties at one point as a potential. If all of these work areas were improved, the counties may choose to pursue that in the future. Right now, it isn't on the horizon.
- ◆ Question: Why is this plan ignoring the intersection of Cattle Creek and Hwy 82? It would make sense to put a stop light here as the first priority. Everyone coming off I-70 getting directed to Cottonwood Pass is going to take Cattle Creek since it is first. They aren't going to travel further to go to Catherine Store.
 - ✧ Answer: Garfield County selected the Catherine Store route as preferred. The Cattle Creek intersection with Hwy 82 is challenging and at a strange skew, which is part of the reason Cattle Creek wasn't chosen as the alignment. CDOT isn't considering it as part of this effort. CDOT discussed this with Garfield County. They don't intend to operate or flag it differently. They are trying to change Google Maps to send people in safe directions.
 - » Another resident noted she asked this question of Commissioner Jankovsky at the public meeting and he thought it would be a fifty million dollar expenditure and is out of the question.
- ◆ Comment: I live on Cattle Creek as well. I asked the same question about what will be done for Cattle Creek at the public meeting. Commissioner Jankovsky and a project team representative told me "people will be people". I don't think that is okay. I think we may need speed humps to allow cyclists to come through or some type of traffic calming/reduction on CR 113. Living here is like living on Grand Avenue in Glenwood Springs and the road isn't meant for it.
 - ✧ Response: Karen Berdoulay mentioned that she also talked with Commissioner Jankowsky at the public meeting and he noted the amount of widening that would have been needed along Cattle Creek Road would have required multiple full property acquisitions, which was one of the major considerations in choosing the Catherine Store route.
- ◆ Comment: The situation at the bottom of Cattle Creek is ridiculous and dangerous. The more people who come off I-70 onto Cattle Creek will get somebody killed. Four roads converge here. People come on Hwy 82 towards Glenwood and hit CR 110 to go to CR 114 and they don't stop at the turn. People come down Cattle Creek to get to I-70 rather than going to Catherine Store Road. People are turning off Hwy 82 and there are two frontage roads. It is ridiculous that they don't think a traffic signal is worth it but they will straighten Catherine Store Road. It doesn't make any sense.



- ✧ Response: These comments will be compiled and given to the counties.
- ◆ Question: What was the impetus to start this study?
 - ✧ Answer: Eagle County has been considering Cottonwood Pass improvements for a long time, especially for the Blue Hill section. The ability to move local traffic, commuters, and those such as hospital workers and emergency responders along this route is beneficial to the counties. The road system on the Garfield County side is mostly paved, but they also noticed issues impacting local traffic once additional traffic was using the pass. This became more apparent and impactful during the closures of I-70 through Glenwood Canyon during the flooding in 2021, when local traffic was using Cottonwood Pass as a local detour. Eagle and Garfield counties were spending a significant amount of money flagging and respond to incidents, and at one point the National Guard was involved. The 14 areas in this study were identified as problem areas during this time.
- ◆ Comment: I-70 through the Glenwood Canyon needs to be better improved/protected from rockslides, etc. so that the Canyon does not close as often.
 - ✧ Response: CDOT is focusing on making I-70 more reliable and has been doing that for the last year. However, CDOT realizes that there are safety issues on Cottonwood Pass now, so CDOT is partnering with the counties to find solutions to those issues. CDOT will step away from Cottonwood Pass once this concept design effort is complete and hand the progress to the counties to decide next steps. CDOT would help them apply for grants for the safety issues. This is a county road and CDOT wants it to stay a county road.
- ◆ Question: Could a definition of safety be added to the Core Values? For instance, additional traffic may increase fire danger with cigarettes or sparks and there is no cell service along the route. There are other things that are safety-related that aren't only going off the road.
 - ✧ Answer: This is a very good point and other safety aspects like this were also mentioned at the public meetings.
- ◆ Comment: At CR 113 and Full Throttle Ranch, Garfield County moved the yield sign to the road that goes to CMC. Now there is a non-yield coming up the pass that could cause a T-bone situation.
- ◆ Question: Surveyors left paper plates along the Eagle County portion of the road and they are blowing around. Should we start picking up their trash for them?
 - ✧ Comment: I stopped and asked a worker about the white circles. He confirmed it was for drones.
 - ✧ Answer: The project team will follow up on this with the survey crew. *[Subsequent to the meeting, it was confirmed these were drone markers for survey work. The material is biodegradable but surveyors are to collect as many of them as possible before leaving the work area. Surveyors were reminded to leave no trace as much as possible.]*
- ◆ Question: If the recommended improvements are too expensive for the counties to handle, will this become a state or federal project using infrastructure bill money?

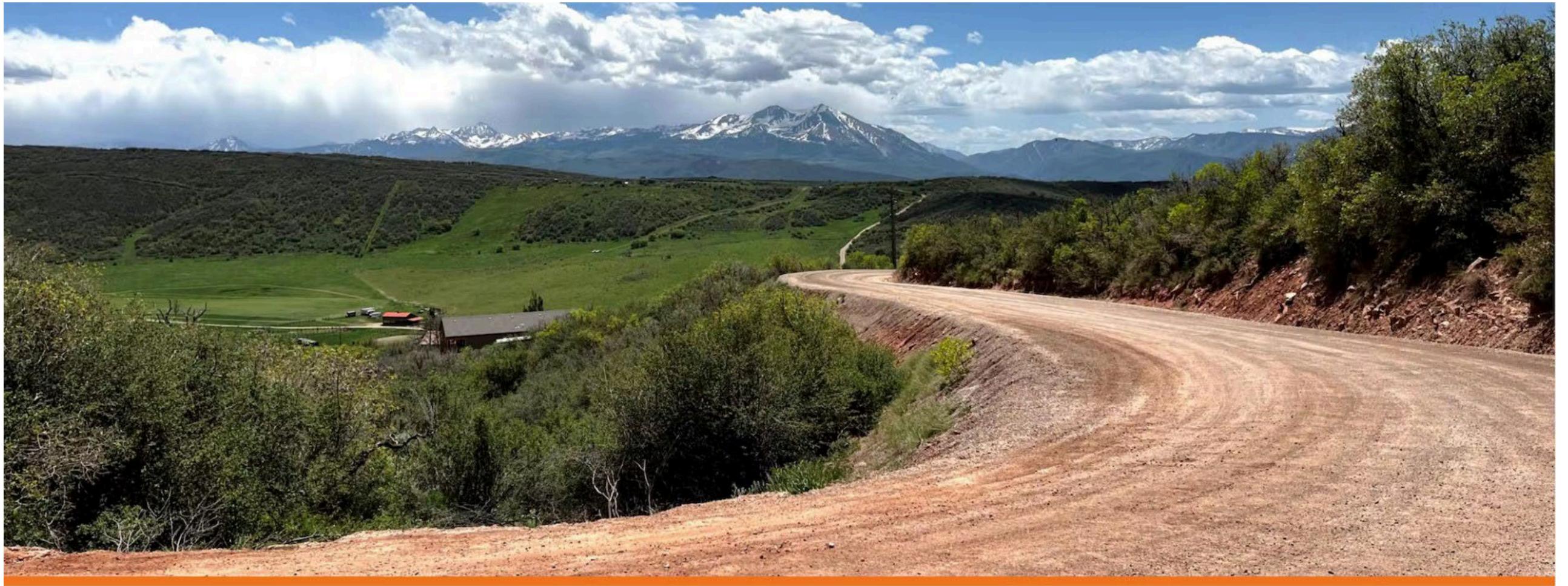


- ❖ Answer: The door is open for any type of funding the counties would like to pursue. Local agencies submit a very set scope and detailed cost estimates when they apply for grants. The Federal Highway Administration or CDOT wouldn't change the scope.
- ◆ Question: This meeting was in the middle of the workday. What will be shared with the public?
 - ❖ Answer: The meeting is being recorded and the recording will be shared on the web page as quickly as possible. The Mentimeter link will be active for an additional day. An email will be sent to the group members who missed this meeting with the presentation so they are aware of the opportunity to respond to the Mentimeter questions. In addition, this meeting presented very similar information to that presented at the public meeting and the exhibits have been available on the project web page for comment for nearly two weeks.
- ◆ Question: Do you feel comfortable that the people who will be most impacted have had an opportunity to participate? Have you matched up the people who have commented with addresses along the corridor?
 - ❖ Answer: Not everyone commenting or participating has shared their contact information. CDOT has followed a more robust outreach process than would typically be done for safety improvement projects such as this. This cross-referencing isn't planned since this would be a fairly substantial effort and the residents and property owners have been informed through multiple communication channels.
- ◆ Question: Do you still intend to shut off public comment tomorrow? Is that only for this part of the process?
 - ❖ Answer: The comment deadline of August 16 is only for comments to be included in the round 1 public meeting summary. Comments are accepted at any time but comments received after August 16th will be incorporated into the next engagement point summary.
- ◆ Question: Has anyone considered the impact on Crystal Springs Road? Once traffic is fed onto Catherine Store that will come into play.
 - ❖ Answer: This has been discussed with the counties.



Appendix A

Property Owner/Residential Issue Task Force Meeting #1 Presentation and Interactive Survey Results



COLORADO

Department of Transportation

Cottonwood Pass Concept Design
Property Owner/Residential
Issue Task Force (ITF) Meeting #1
August 15, 2022



Welcome!

AGENDA

- Project introduction
- Existing issues and opportunities by site
- Next steps
- Group discussion/Q&A

WHAT TO EXPECT

- Information presented similar to public meetings
- Focus on topics of interest to residents and property owners
- A mix of presentation and interactive polling
- Respectful communication
- ITF input used to develop concept designs at each site



Project team presenters



Karen Berdoulay
CDOT Region 3
East Program
Engineer



Jacob Rivera
CDOT Region 3
Project Manager



Kara Swanson
David Evans and
Associates, Inc.
Planner

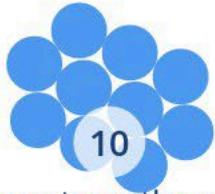


**Sarah Rachal-
Dormand**
David Evans and
Associates, Inc.
Engineer



Leah Langerman
David Evans and
Associates, Inc.
Public Engagement

Have you been involved with this project before today?



Submitted comments on the project web page



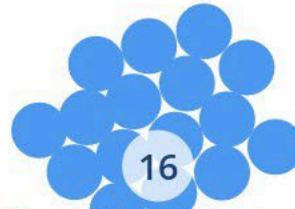
Attended July 19th open house in Glenwood Springs



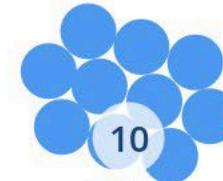
Attended July 20th open house in Gypsum



Called or emailed with a project representative



Visited the CDOT project web page



Other



Project Introduction





Project purpose

FOCUS

- Cottonwood Pass between Gypsum in Eagle County and CO 82 in Garfield County

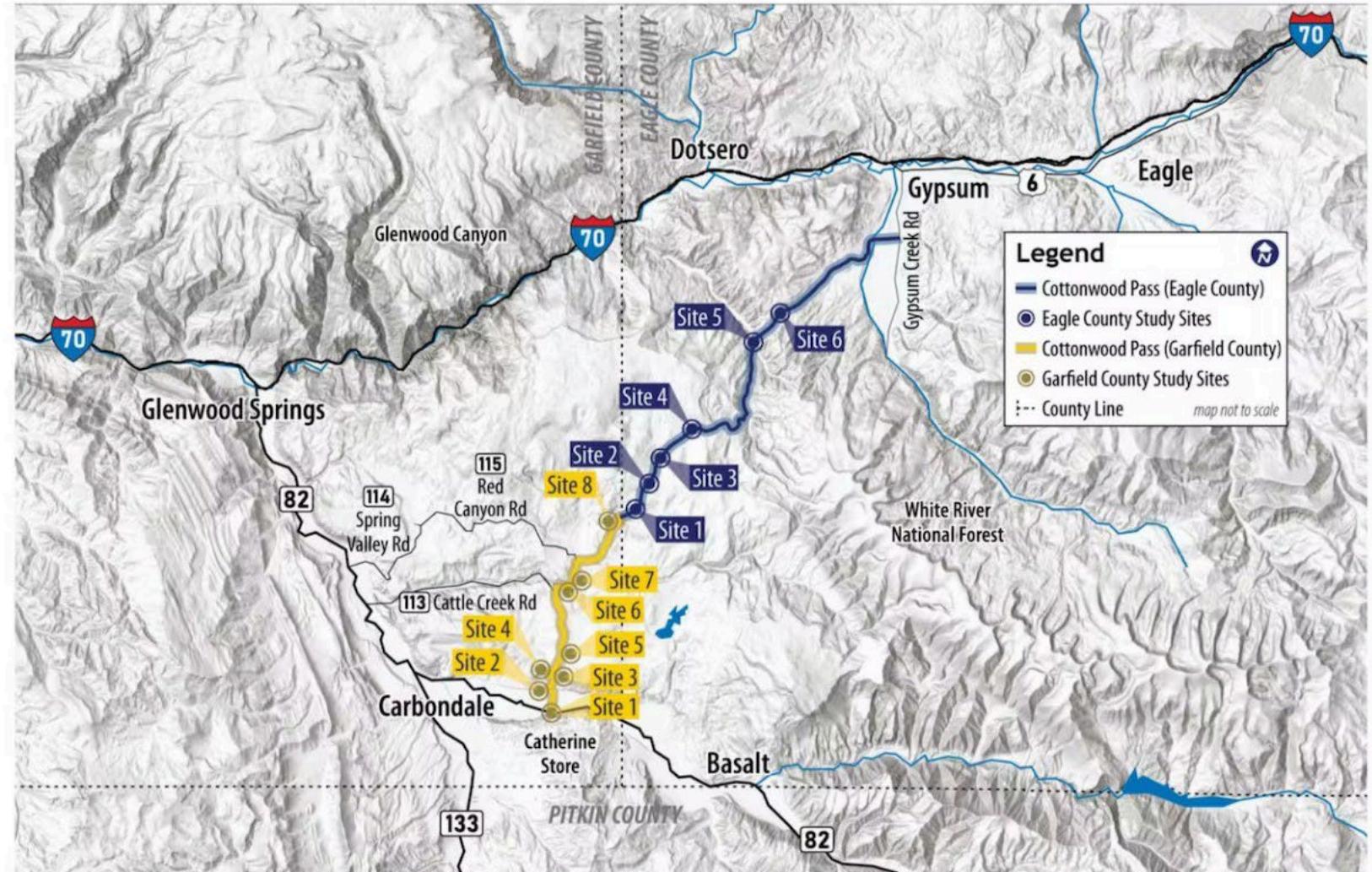
PURPOSE

- Safety improvements to make the county roads safer and more functional as a vital travel connection between the local communities



Project site key map

- Focus on 14 specific sites:
 - 6 in Eagle County
 - 8 in Garfield County
- Project sites account for 14% of total length of Cottonwood Pass
 - Corridor-wide improvements are not being considered with this project





Context Sensitive Solutions process

- Context Sensitive Solution is a process that involves all stakeholders to implement transportation improvements that keep in mind the context in which the project is located.
 - Context Statement
 - Core Values
 - Project teams
 - PLT/TT
 - ITFs

I-70 Mountain Corridor CSS
Partnerships Powered by Context

The I-70 Mountain Corridor Core Values Decision Making

Methods for decision making must be fair, open, equitable, and inclusive. Collaboration moves decision making beyond individual and agency interests. New ideas will always be considered with respect and an open mind.

The I-70 Mountain Corridor Decision-Making Process is consistent with the Colorado Department of Transportation (CDOT) National Environmental Policy Act (NEPA) Manual, CDOT's Planning and Environmental Linkages (PEL) Program, and the Life

I-70 Mountain Corridor CSS
Partnerships Powered by Context

Project Leadership Team Checklist

The Project Leadership Team (PLT) is a multidisciplinary team that includes community representatives and experts in planning, design, landscape architecture, operations, environment, and safety. The PLT will facilitate the team through the project and will lead the project, champion the project, and facilitate decision making. Each member of the PLT shares responsibility for the project.

The PLT does not make the final recommendation(s).

The following checklist should be used to ensure that all responsibilities are met.

- All members will commit to the project throughout the project.
- Identify and review all responsibilities.

limited to:

I-70 Mountain Corridor CSS
Partnerships Powered by Context

The I-70 Mountain Corridor Context Statement

The I-70 Mountain Corridor is a magnificent, scenic place. Human elements are woven through breathtaking natural features. The integration of these diverse elements has occurred over the course of time.

This corridor is a recreational destination for the world, a route for interstate and local commerce, and a unique place to live.

It is our commitment to seek balance and provide for twenty-first-century uses.

We will continue to foster and nurture new ideas to address the challenges we face.

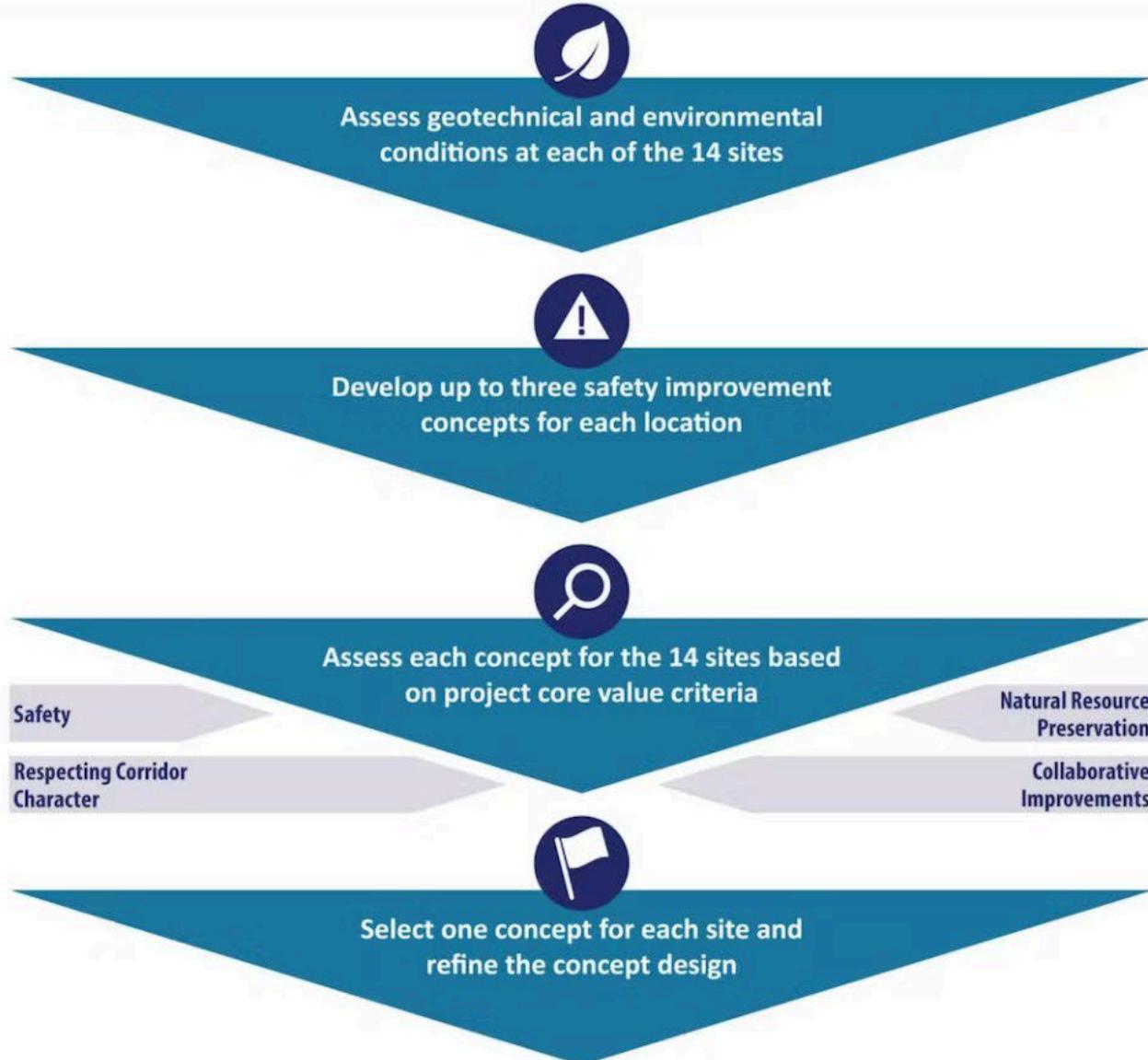
We respect the importance of individual communities, the natural environment, and the need for safe and efficient travel.

Well-thought-out choices create a sustainable legacy.

The I-70 Mountain Corridor Core Values



Project process



- Two general public engagement points:
 - In-person public meetings in Glenwood Springs and Gypsum
- Property Owner/Residential Issue Task Force:
 - 3 meetings
- Natural Resources Issue Task Force:
 - 2 meetings



July public open house meetings

- Attendees
 - 59 - Glenwood Springs
 - 44 - Gypsum
- Comment themes
 - Safety and respecting corridor character are most important
 - Speeding/trash/need for enforcement
 - Concern improvements will draw traffic, increase speeds, and ruin the rural way of life
 - Support for improvements to improve safety and/or provide a safe route when canyon is closed

Reminder!
Submit comments on open house materials by end of day Aug. 16 to be included in the round 1 public engagement comment summary





Core Values

The core values identified below are intended to be used to evaluate safety improvements at 14 locations as part of this concept design project.

WHAT IS IMPORTANT?

SAFETY

Improve safety by making improvements at critical areas of geometric deficiencies

RESPECTING CORRIDOR CHARACTER

Maintain the rural feel of road

Minimize impacts to private property

Mitigate visual impacts from improvements

NATURAL RESOURCE PRESERVATION

Minimize impacts to nearby wildlife habitat and waterways

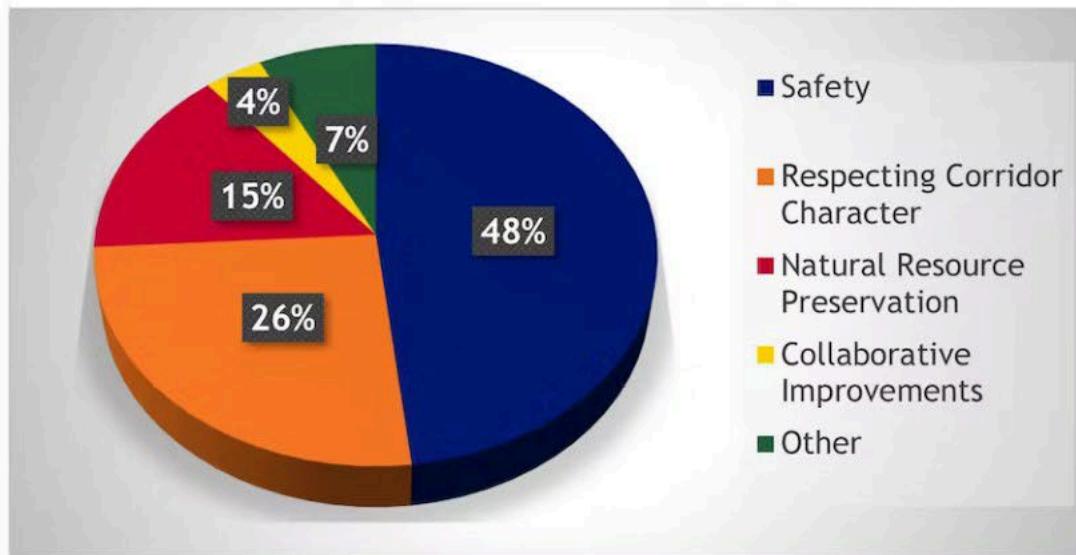
COLLABORATIVE IMPROVEMENTS

Engage public and stakeholders to provide meaningful input into the concept design process

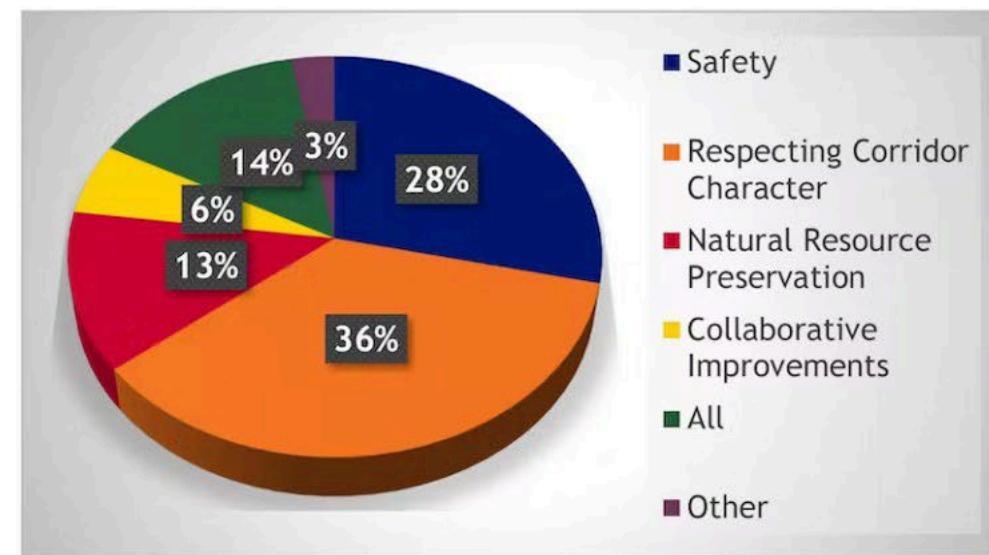


- Core Values will be used to help evaluate design options
- Opinions shared during round 1 open house meetings:

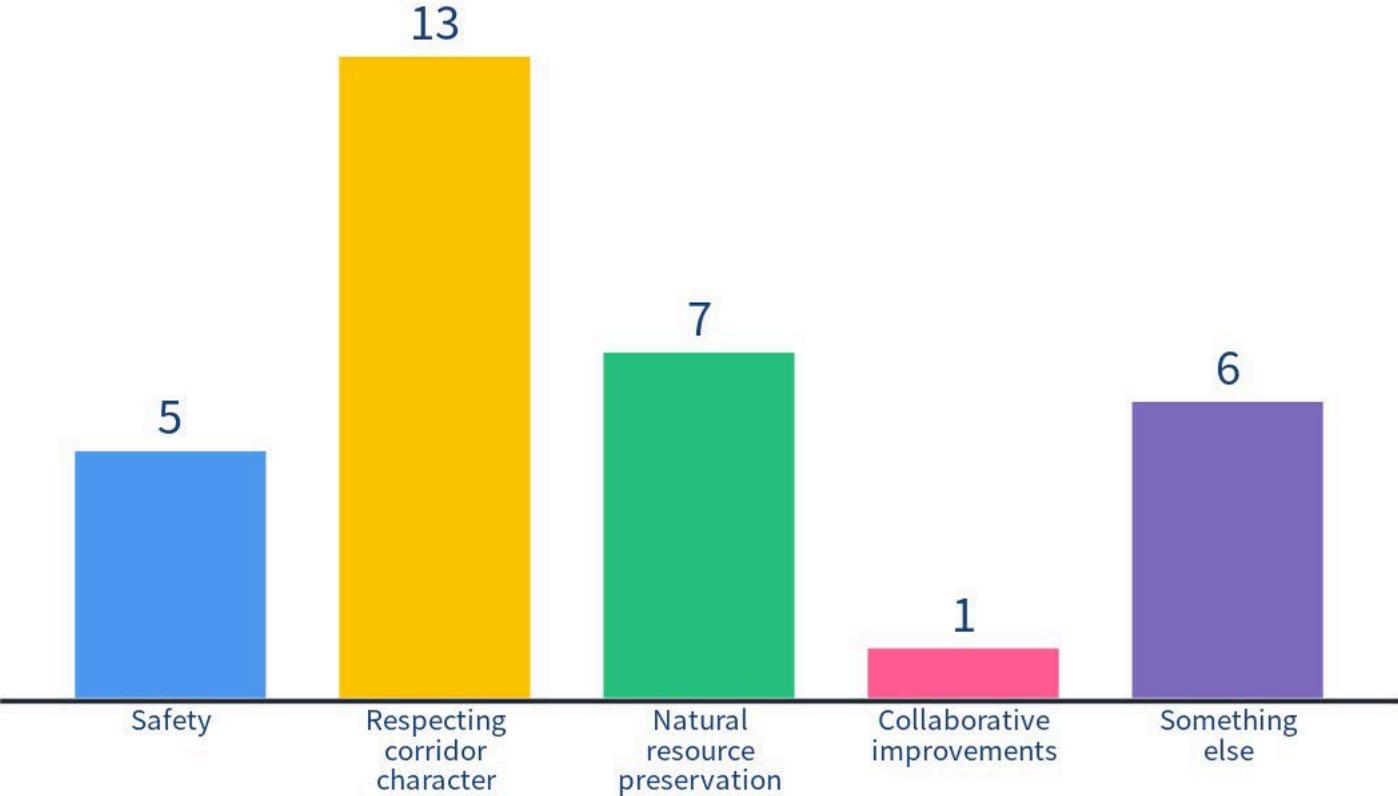
COMMENT FORMS



STICKERS ON DISPLAY BOARD



Which Core Value is most important to consider when determining improvements?



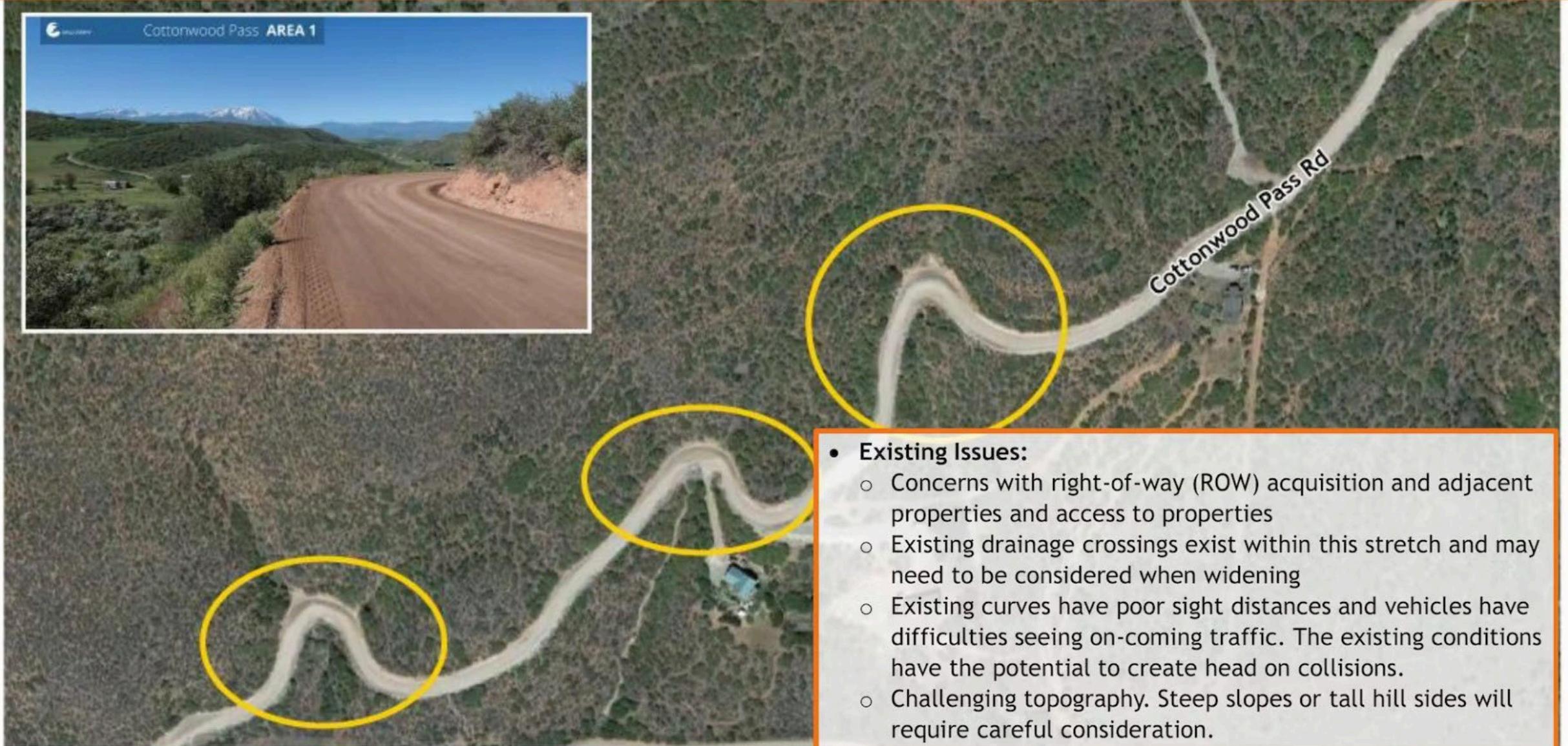


Issues and Opportunities by Site





Eagle County - Site 1



- **Existing Issues:**
 - Concerns with right-of-way (ROW) acquisition and adjacent properties and access to properties
 - Existing drainage crossings exist within this stretch and may need to be considered when widening
 - Existing curves have poor sight distances and vehicles have difficulties seeing on-coming traffic. The existing conditions have the potential to create head on collisions.
 - Challenging topography. Steep slopes or tall hill sides will require careful consideration.



Eagle County - Site 1



- **Opportunities:**

- Realign curves to enhance sight distance and visibility of on-coming traffic
- Smooth curves to improve overall user experience



How would the potential improvements being considered for Eagle County Site 1 benefit or impact nearby private properties?

Some people go too fast around the switchbacks but at least with the curves the majority of the cars go slower I'm concerned with the straightening out of the curves.

continued access to the property through access gate located off of Cottonwood Pass Road Protect and preserve ranchland.

No services-- cell, gas, restroom. Potential conflict with trespassing

Construction reclamation, protection of natural resources, ranch land health.

Potential acquisition of property adjacent to these areas would affect private landowners.

I just don't know how you can keep semis and trailers away. Independence wasn't a problem when it was gravel.

big curves might benefit from guardrails

The improvements are going to hurt the value of our properties when hundreds of cars are running through them every day.

Transport of materials to build up and augment the road is problematic. Driver speed is very problematic. Lack of concern for wildlife has been noted,

How would the potential improvements being considered for Eagle County Site 1 benefit or impact nearby private properties?

no issues

This area has alot of four wheeler traffic. I think the improvements will harm this recreational area.

No

Isn't this the major elk migration area? When does the wildlife study happen?

None of this addresses the impact of increased traffic going thru two school zones in Gypsum, I think your missing a huge part of the community impact this project would have.

Improvements are needed, widening the road for the increased traffic will increase speed impacting home owners.

Traffic Volume.

This area is a ATV/UTV/dirt bike and camping area. Increasing traffic on this area will have a huge impact to this way of life and enjoyment of the area

I am not informed enough to answer this question



How would the potential improvements being considered for Eagle County Site 1 benefit or impact nearby private properties?

I am not informed enough to answer. I am just getting this information for the first time

Not informed enough to answer

These curves often have washboarding that can cause some vehicles to lose traction.

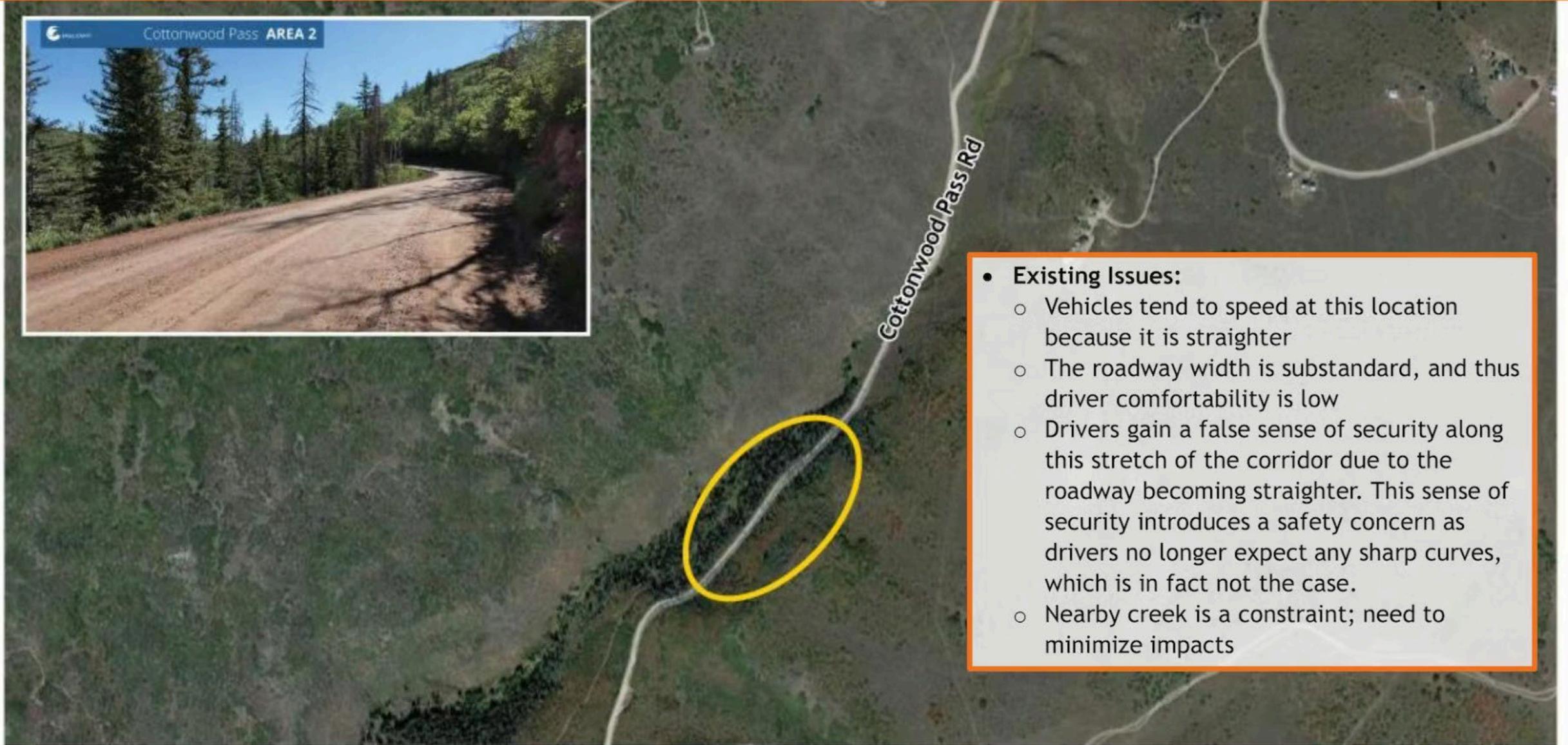
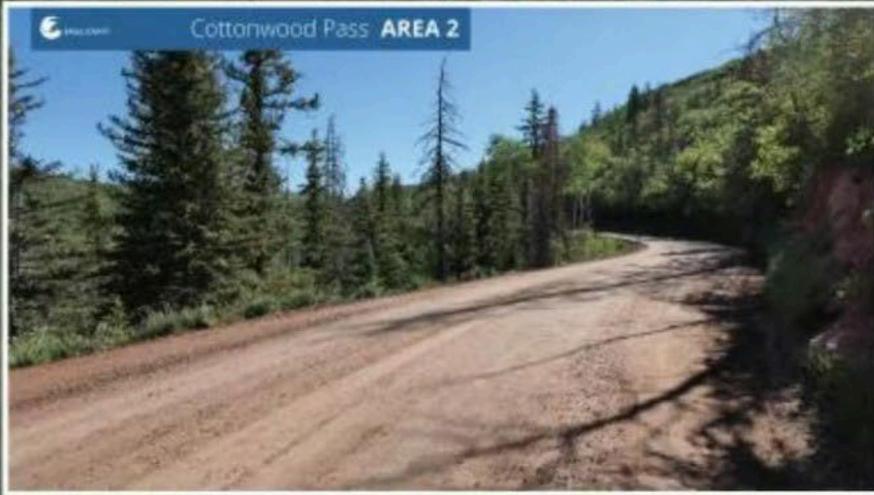
I live in El Jebel and absolutely support this access being paved or improved. Obviously traffic will increase with the canyon shuts down and that's ok for the benefit of the greater good.

When the curves are straightened my sense is that people will just drive even faster. My observation during a bike ride today is that vehicles are already speeding through there. Perhaps people just need to slow down.

Drainage is an issue on those curves. crowning would improve the durability of those areas.



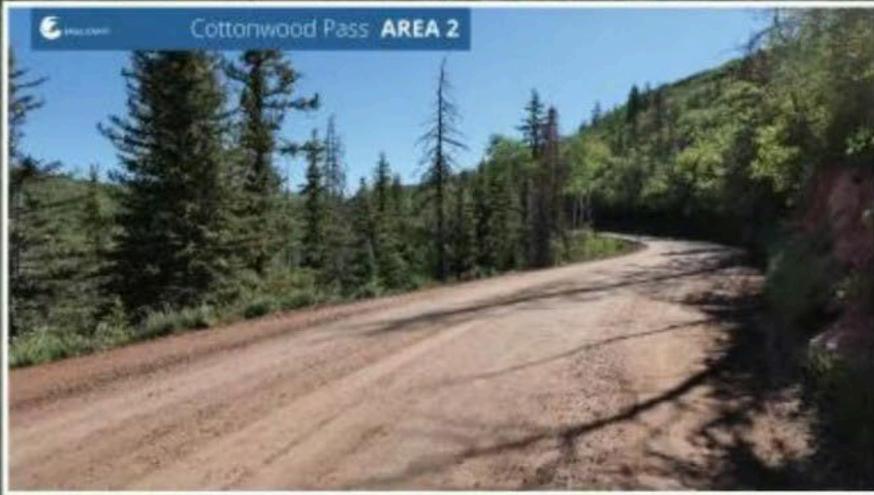
Eagle County - Site 2



- **Existing Issues:**
 - Vehicles tend to speed at this location because it is straighter
 - The roadway width is substandard, and thus driver comfortability is low
 - Drivers gain a false sense of security along this stretch of the corridor due to the roadway becoming straighter. This sense of security introduces a safety concern as drivers no longer expect any sharp curves, which is in fact not the case.
 - Nearby creek is a constraint; need to minimize impacts

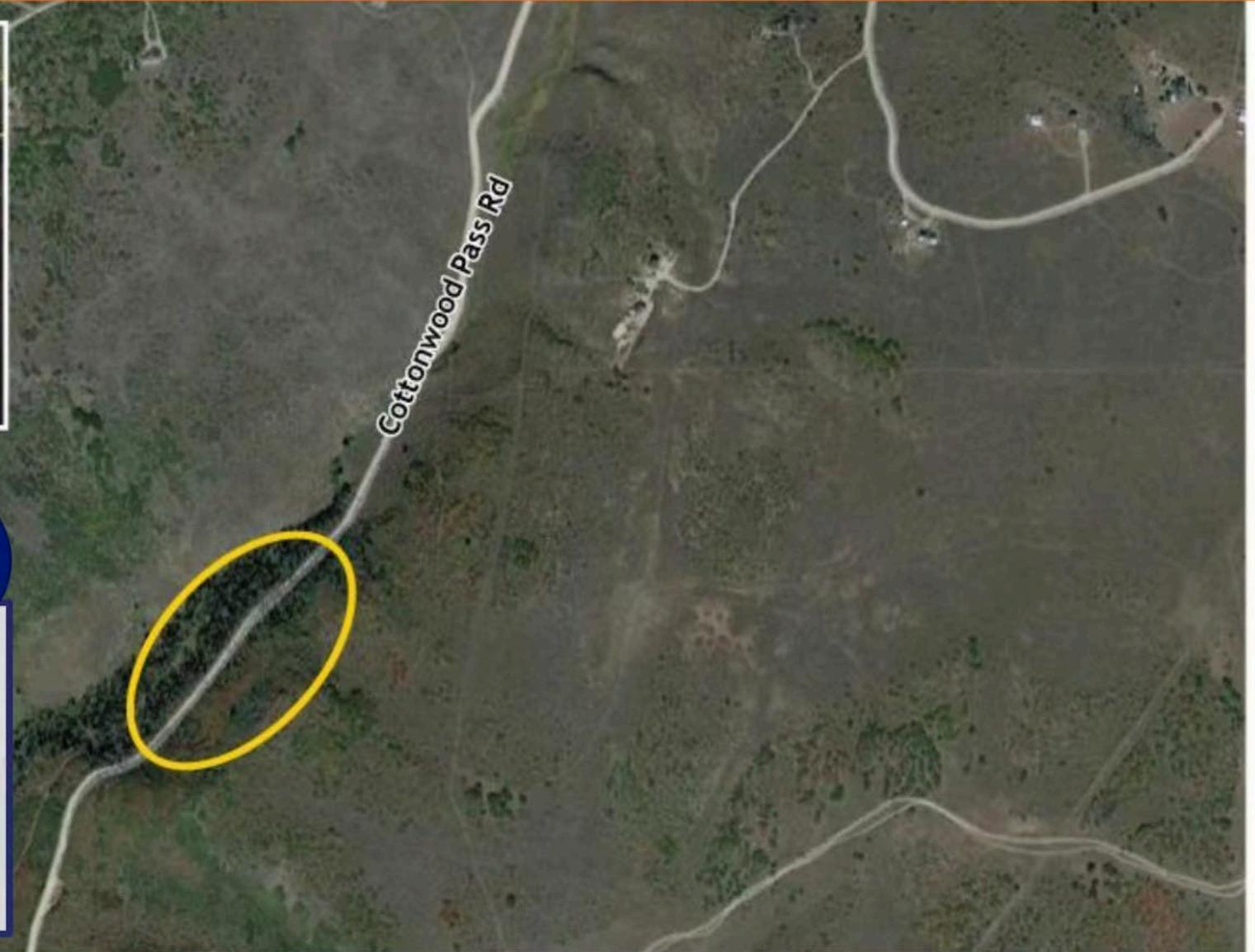


Eagle County - Site 2



- **Opportunities:**

- Introducing guardrail will protect errant vehicles from going off the road. Additionally, guardrails promote safer driving speeds.
- Placing signs or other visual cues could result in drivers being more aware of the upcoming road conditions (curves).



How would the potential improvements being considered for Eagle County Site 2 benefit or impact nearby private properties?

Guard rails needed. Speed limit signs. Speed bumps?

Make sure the road is graded throughout the summer/fall so motorists have a level road.

Guardrails, signage, are both good remedies that don't have significant negative impacts. Speed is the most concerning. Speed bumps or dips might be worth considering at this and other sites.

Protection of East Coulter Creek, East Coulter Creek Headwaters, and the riparian ecosystem surrounding the creek

Concerns about the conditions when wet is also something to consider

Protect,, East Coulter Creek Headwaters, and the riparian ecosystem surrounding the creek. Protect and preserve ranch land.

Speed humps are a great idea in more than one section of the route!

Site 2 is wide enough for two cars however it could use a guardrail especially on the end that is narrow. That is where a majority of the cars go off the road. I've even seen an Eagle county police car go off there.

Rails

How would the potential improvements being considered for Eagle County Site 2 benefit or impact nearby private properties?

Again it's just going to hurt our values

Protection of the aspen vegetation community on the northwest slope of the road.

Protect and preserve ranchland

Isn't this the elk migration corridor? Close it during migration?

na

Keep speeds low and accident prevention

Guardrails are not the answer in my opinion and will make clearing snow off the road very difficult for the road and bridge crew. I think they will just increase speed as the guardrail will give drivers a false sense of security. ENFORCEMENT.

When people drive fast they raise more dust.

If traffic flows smoothly people get less impatient and less likely to make stupid passing decisions

How would the potential improvements being considered for Eagle County Site 2 benefit or impact nearby private properties?

This question has been asked a few times :) I'm in support of improving the access and safety. I do live in El Jebel and it's needed for the greater good when the canyon is closed even if it is uncomfortable a few times a year.

Somehow you need to figure out how to get drivers to slow down!



Eagle County - Site 3



- **Existing Issues:**
 - Existing utilities such as an overhead power line run adjacent to the roadway and may conflict with potential widening or re-alignment
 - East curve has low visibility and is narrow
 - Adjacent property owner is concerned with well permits and potential easements that may need to be established



Eagle County - Site 3



- **Opportunities:**
 - Smooth curves and/or re-align roadway to enhance visibility and safety



How would the potential improvements being considered for Eagle County Site 3 benefit or impact nearby private properties?

maintain and enhance existing culverts

no issue just to advance to the next question

These do not discuss the impact of the traffic on property values from all the way up Valley road as well as Cottonwood Pass.

The first curve is too narrow and needs widened even the second could be widened but again keep the curves

How will realignment slow traffic down?

No

Pullouts for slow/disabled vehicles

I feel just limiting access to cotton wood pass to locals only will eliminate most of the safety issues.

Speed is already a concern as traffic from the South is already exceeding the posted 25mph as the road is a downhill grade and straight. Any further straightening would have a negative impact on my property as I believe it would increase accidents.

How would the potential improvements being considered for Eagle County Site 3 benefit or impact nearby private properties?

Widening the road but keeping the curves and enforcement would have the least impact on my family and property. The approach from the North is already a 3/4 mile straight away, if the curves go away the speeds will stay fast past BuckPointDrive

Just learning about this I can't answer.

The previous road section is straight and, according to the slides, encourages speeding. If you ease these curves you will create more opportunities for speeding. I doubt the adjacent landowners will appreciate speeding cars.



Eagle County - Site 4

- **Existing Issues:**

- Several crashes have occurred in the downhill direction
- Road tends to get wash boarded and eroded as vehicles are frequently braking in the downhill direction
- If a re-alignment is proposed, right-of-way will be a primary concern





Eagle County - Site 4



- **Opportunities:**
 - Potentially re-align to the SE and/or widen and smooth out curve



How would the potential improvements being considered for Eagle County Site 4 benefit or impact nearby private properties?

maintain and enhance culverts

Site 4 It will cause cars to continue speeding and there is a private drive in the area that is had to see out of

How will realignment slow traffic down?

n/a

Na

curves slow down traffic

If they impact property owners, I would not agree unless the owner consented

I don't know

As noted, the wash boarding is a concern.



How would the potential improvements being considered for Eagle County Site 4 benefit or impact nearby private properties?

Once again, I have to point out that road improvements encourage drivers to go faster. Impacts on nearby properties from speeding drivers include noise, dust, dangerous intersections.



Eagle County - Site 5



- **Existing Issues:**
 - Incredibly challenging slopes. One side of the existing road is very steep and the other is a very large hill side.
 - Existing materials are insufficient to construct a roadway on; constructing this section of roadway would require a substantial earthwork/hauling effort
 - Existing roadway is both narrow and steep, which presents with passing vehicle nearly having head on collisions as a result of insufficient sight distances and width
 - Obstructions and the substandard roadway don't allow for continuous traffic flows resulting in the need for flaggers and traffic control
 - A high-pressure gas line is near the roadway and will need to be considered during the evaluation of the earthwork



Eagle County - Site 5



- **Opportunities:**
 - Realignment of roadway to enhance visibility
 - Widen roadway and improve/smooth curves to promote free flowing traffic
 - Raising or lowering the roadway to mitigate steep grades



How would the potential improvements being considered for Eagle County Site 5 benefit or impact nearby private properties?

n/a

Hard to comment on "widening roadway" when we don't really know how that is done, when there are geological issues and steep slopes on both sides.

This area is probably one of the only areas that needs a lot of work. It is the most dangerous area on the road. It does need widened and needs guardrails.

the lights they have put on Independence pass are working well for limiting 1 lane of cars, but may not be feasible here. And might be a negative idea for local homeowners.

Over-fixing this particular area really opens the option for this to be a mini-I70. Keep adjustments minimum.

I think the best improvement would be to make this a permanent traffic light site. One way traffic and slowing things down.

agree keep improvements minimal so as to balance need for safety but not draw extra traffic

n/a

Is it possible to bring material from Gypsum side as it is more "industrial" and open?

How would the potential improvements being considered for Eagle County Site 5 benefit or impact nearby private properties?

Na

I don't know

There is a valley between Dotsero and blue hill. Would it be better to build a road through that area. There would be less impact to the town of gypsum traffic.

This is extremely challenging when there is traffic. Minimally sight lines need to be improved.

Guardrails.

Good luck with this site. The road was not designed to be a highway. It is what it is, a rural county road. The cost of construction/realignment/improvement far outweighs the benefits of a seasonal bypass.



Eagle County - Site 6





Eagle County - Site 6



How would the potential improvements being considered for Eagle County Site 6 benefit or impact nearby private properties?

Site 6 I thought the idea was to keep semi's off of this road.

No semis

Slowing things down with bumps and dips.
Speed measurement signs etc etc....

Keep the curve-- no semis

The ditches do help keep the water off the road

Need a right turn lane or fix the existing one (which is State authority) regardless of whether this project ever materializes.

Keep semis off road

Keep the character, just make it a little safer. If people go slow, it's not unsafe.

Signage about no semis

How would the potential improvements being considered for Eagle County Site 6 benefit or impact nearby private properties?

The only good thing I can see out of improvements to Cottonwood pass road is so that Fire fighters can make it up there easier.

so much construction would be needed that would hugely impact nearby properties and wildlife

Forbid semi traffic and ENFORCE IT!

People tend to enter this curve pretty fast and go over centerline, so maybe a center visual cue.

The road is not open to semi-trucks. So why design for them?



Garfield County - Site 1

- **Existing Issues:**

- Irrigation ditch on west side of roadway will need to be re-routed or piped
- Inadequate storage and lane assignments for anticipated traffic volumes
- Existing utilities on east side of roadway could require relocations or adjustments





Garfield County - Site 1



- **Opportunities:**
 - Install dedicated right turn lane to accommodate volumes



How would the potential improvements being considered for Garfield County Site 1 benefit or impact nearby private properties?

How do you force the traffic to go to this location. Everyone still is turning on cattle creek this year even after the signage was put up

It's going to throw a huge volume of cars in this area which is already dangerous. Cattle creek could use a light at 82 which would alleviate some traffic at Catherine store.

Anything you do that will increase traffic will effect properties along the corridor negatively. The only improvement that you can do that would be positive for neighbouring properties if you can slow things down rather than improve roads.

I think this intersection is already maxed out at "rush hour"

Increased traffic making it harder for locals to get places. I don't see a benifit to those who live and use this road regularly.

There is no benefit to property owners from an improvement to intersection, only benefit to drivers headed south on Catherine Store turning west onto HWY 82.

Signage clearing up NOT to utilize Cattle Creek that exist at highway 82 and County road 113. We can't undo the history of folks who know about this route but removal of the current signs and coordinate with google maps, cotrip & mapping vendors

Would take away property and re route water ditches. Increasing traffic and noise pollution.

Wildlife impacts have been really high the last couple of years

How would the potential improvements being considered for Garfield County Site 1 benefit or impact nearby private properties?

The only people who will use this access are coming from CR 100 up valley to Aspen, the bulk of the traffic being re-routed will be coming from I-70 and will take Cattle Creek

Google blindness hasn't worked for hagerman or independence

Cyclists also use this. VERY dangerous. You'd likely have to re-route, taking ROW of private property.

It would be a WIN-WIN. The pass becomes safer but less attractive to use. Less traffic = safer in itself, plus slower is safer all well.

The right turn lane needs to be fixed regardless of this project. It's a State issue so the county wont do it.

I don't know

First, an irrigation ditch can't always. Simply be realigned or relocated. Secondly, how many people will drive an extra 13 miles to go up Catherine Store Road? Maybe upvalley folks will use it but those coming from GWS will continue to use CR 113.

People don't read

Stacking at this light is an issue at times with it backing up into the travel lanes.

How would the potential improvements being considered for Garfield County Site 1 benefit or impact nearby private properties?

This is one of the most dangerous intersections on highway 82. Needs blinking signs to help drivers anticipate light changes/red lights as they speed down the straight section.

Putting more cars onto 82 is not in anyone's best interests. The highway corridor is already over-travelled.



Garfield County - Site 2



- **Existing Issues:**
 - Vehicles, specifically in the downhill direction, are entering the curve at high speeds and there have been instances where vehicles have lost control
 - Poor sight distance around curve; visibility of on-coming traffic is limited
 - Steep grades to the west may require a retaining wall or substantial grading to tie in widened roadway



Garfield County - Site 2



- **Opportunities:**
 - Introduce curvature on the downhill approach to reduce speeds, similar to a roundabout design
 - Widen curve and shoulder to improve safety of curve as well as provide emergency vehicle access

How would the potential improvements being considered for Garfield County Site 2 benefit or impact nearby private properties?

If people are going the speed limit it isn't challenging.

Even at 5mph, going up, it's hard to stay in lane if you haven't driven this before.

I don't care if people run off the road if they are driving too fast. The curve keeps cars moving slower.

Cars flip on this curve and the drives are hidden and there is a lot of foot traffic between the store and here

Re-designing Catherine Store road is a waste of taxpayer money. Spend the money to fix the canyon.

Seems to be slopes on both sides, hard to make better. they just did this road. wouldnt they have tried those ideas?

A roundabout?! How would that be constructed there?

Again you are talking about taking local property owners property away to benefit i-70 traffic. that's horrible.

No benefit at all

How would the potential improvements being considered for Garfield County Site 2 benefit or impact nearby private properties?

Looks like there would be significant impact to private property to widen road. Locals know this road and know that they need to slow down. Only those who don't live in the area don't have requisite knowledge.

Electronic signs showing the speed does slow people down. Again its about getting people to drive slower rather than adjusting the road to the speed people like to drive.

Site 3 has a big drop off inside the curve and a house on the other side. Seems like it would be very hard to widen. Site 4 has private property on both sides that might not enable improvements so easily.

There is not much room for change there without huge impacts on the house above the corner.

I don't know

I don't think people coming downhill are prepared for that curve, maybe guardrail?

If the curve is eased or changed landowners will lose land. Cars will still speed down the hill. Better signage indicating sharp curve and steep grade. The guardrail seems to work. Geography makes it difficult to widen the road.



Garfield County - Site 3 & 4

- **Existing Issues:**

- Residents are concerned with speeding within the area
- Large culvert and drainage crossing may conflict with proposed widening
- ROW will be a concern at these sites as there are several adjacent driveways and homes along each site





Garfield County - Site 3 & 4



- **Opportunities:**
 - Realignment and/or widening to improve geometry and sight distance



How would the potential improvements being considered for Garfield County Sites 3 & 4 benefit or impact nearby private properties?

Reflectors and or widening much like everywhere along the way. Not sure additional guard rail would help for the home owners or some abatement technique for light and noise?

There was an actual flood down the more eastern curve within a couple of years

This area has a high impact on property owners. Could be a deal breaker.

You keep using the term 'improvements' but to home owners that isn't an improvement to increase traffic for others benefit.

Huge impact bringing more traffic to a rural area

Property owners must be in on the plans and able to participate in the design. Also wildlife use this area...

N/A

Again you are talking about taking away peoples properties to improve for others who don't live there or pay taxes there.

Large impact to private homeowners with any improvements and locals know these roads.

How would the potential improvements being considered for Garfield County Sites 3 & 4 benefit or impact nearby private properties?

My answers for this went to Site 2.

Even if I repeat myself. Making improvements that will allow higher speeds will have negative noise impacts, higher traffic impacts and will overall not increase absolute safety with the higher traffic load. SLOW TRAFFIC DOWN not improve roads ;-)

Last week there was a fire (I believe) here. How can we prevent human caused hazards outside of basic road use? Increase in traffic increases fire danger.

Would this be an eminent domain issue?

Very large impact and who is benefiting?

those curves slow people down. There is significant wildlife in that area due to orchard.

Big slope/ hole inside curve at site 3 and home on other side

Is the only reason this is preferred because of the stoplight on 82?

Keeping the centerline marked with the short sight distance may help.

How would the potential improvements being considered for Garfield County Sites 3 & 4 benefit or impact nearby private properties?

It will negatively impact my property. Construction will create noise and dust in the short term. Easing those curves would allow drivers to drive faster. It is already hazardous to pull out without looking up and down multiple times.



Garfield County - Site 5



- **Existing Issues:**
 - This site will require balancing geometry improvements and ROW acquisitions
 - The curve at this sight is not as severe as other curves along the corridor but many vehicles are unable to negotiate it because they have increased their speeds on the straighter roadway sections approaching it



Garfield County - Site 5



- Opportunities:
 - Introduce guardrail
 - Realign curve and/or widen to improve geometry



How would the potential improvements being considered for Garfield County Site 5 benefit or impact nearby private properties?

The curve where we had a fire last week? That curve?

Speed bumps.

Aka "dead horse curve."

'The large trees there should not be touched

Guardrail is a good idea here. Often think that when on this stretch. Speed is the only issue. Widening not really needed. Need to enforce or better sign for speed.

You have to find a way to slow down the traffic then there is no need for the so called improvements. It would help if we ever saw a police vehicle in the area but we don't.

This is rural country and not speeding country. Why does the character of these roads need to change? Its the users that need to made change. Moneys should be spent on these efforts. El Jebebel road is now 30 mph.

Yes, fire wa s close to this spot last week. Fire is a big issue we havent addressed re: safety

A local group shut down an application for a n autistic youth camp recently mostly b/c of traffic concerns. Not sure the locals will stand behind the traffic influx of these changes...



How would the potential improvements being considered for Garfield County Site 5 benefit or impact nearby private properties?

These are working ranches around here. Increased traffic and ranch life do not mix

I agree with what was stated.

I can only repeat myself. Improvements will make it more hazardous for residents to pull out onto the road.



Garfield County - Site 6 & 7



- Existing Issues:
 - Poor sight distance at Panorama
 - Cliff on west side between Panorama and Lower Cattle Creek, causes vehicles to reduce speeds and limits capacity
 - Narrow in some portions of the corridor between Panorama and Lower Cattle Creek
 - Existing stream near Lower Cattle Creek will need to be considered during concept development
 - Existing stream could present environmental concerns at this intersection





Garfield County - Site 6 & 7



- **Opportunities:**

- Introduce guardrail to enhance safety along areas with steep side slopes and narrow cross sections
- Realign intersection at Panorama to be a t-intersection to improve sight distance and overall intersection operations
- Additional signage at Lower Cattle Creek would promote better way finding for vehicles unfamiliar with the area
- Re-configure Lower Cattle Creek intersection to better direct traffic onto the recommended CR-100 route



How would the potential improvements being considered for Garfield County Sites 6 & 7 benefit or impact nearby private properties?

100 road and 113 road, realign the intersection and stop only traffic from 113? Creating a direct flow of traffic on the intended route with out the stop sign? Open a sight line for safety to allow 113 traffic to merge more safely? To little space?

This area often has bear crossing. Same with the rest of the road there are a lot of elk and Deer crossing between fender and crystal springs road

Nothing needs to happen in this area 6-7.

Bad horse trailer event back in the day.

Use of traffic flow (avoid stop signs on intended path) to mitigate reasons to turn down cattle creek?

Ridiculous speed as they come off the curvy road and hit the more open access at Panorama and gain speed to Hwy 82

Tons of bicycle traffic on a very narrow blind curve

If you are going the speed limit there are no issues here.... I've driven it every day for 6 years it makes no since to change it and waste money and ruining the esthetic of the area.

There is no sign pointing toward Glenwood

How would the potential improvements being considered for Garfield County Sites 6 & 7 benefit or impact nearby private properties?

Better signs

Cattle Creek does not need anymore stress on it as result of road construction. Also , maybe put a gate like ones used on I70 that closed off lower Cattle Creek Rd when the GW Canyon is closed so people coming from the East will not use CR 113.

I meant the actual creek that doesn't need stress. Roaring Fork Conservancy has done studies on it.

I am hearing MORE TRAFFIC. I thought the aim was to make safer and not to make the road to accommodate more vehicles. I am confused by your motives. No resident wants more traffic. And you are ONLY creating negatives for property owners.

Slow things down and you help everybody. Safety is improves, noise levels are lower. Traffic will not increase and property owners will be happy.

I agree with the stated suggestions.

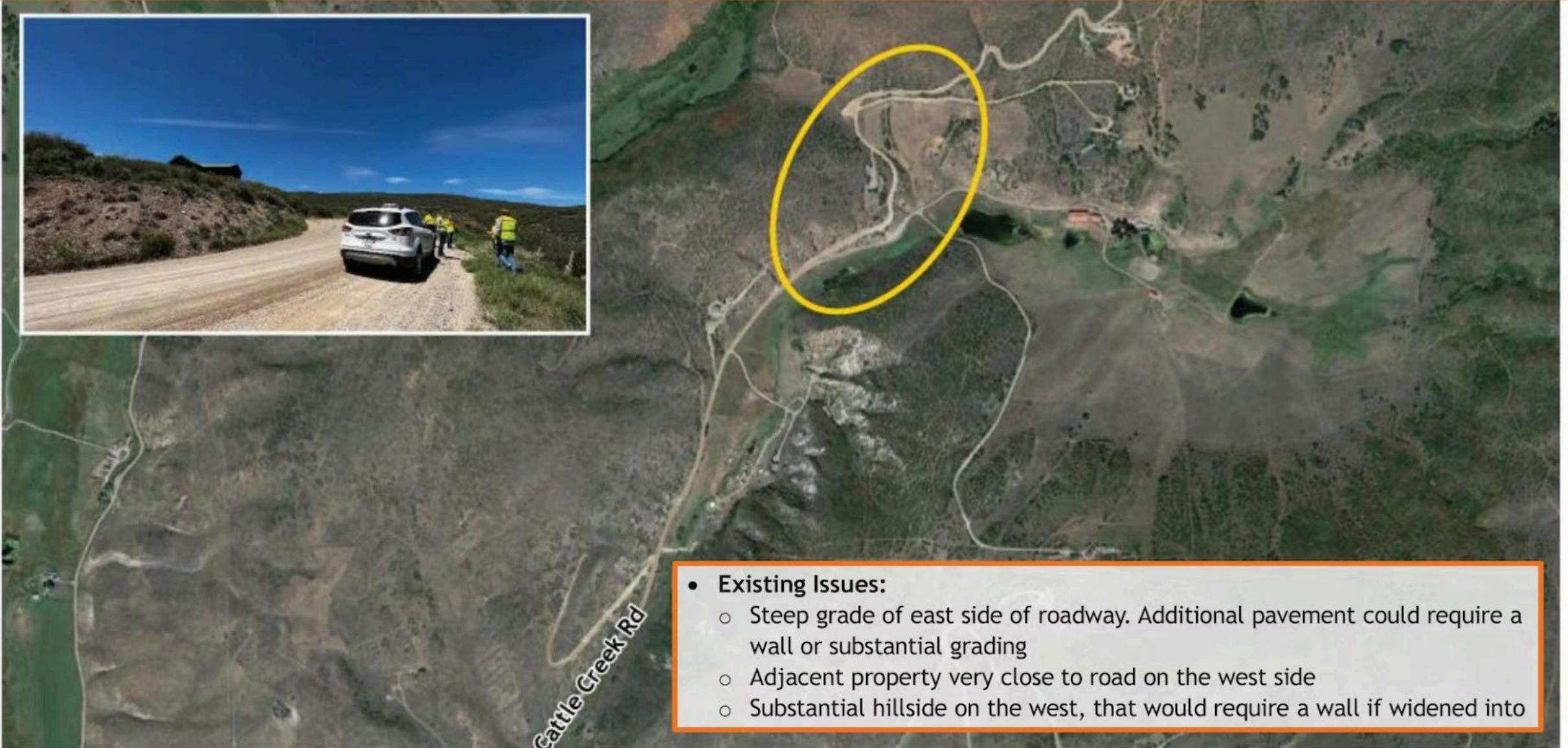
The "stream" is our water source and need to stay uncontaminated and clean. Many bikers on this route that needs to be addressed as well

Has the river conservancy been brought into this seeing it is water shed?

If the existing grade caues vehicles to slow down, perhaps that is the answer! Other nearby 'properties' should include the aquatic environment and its inhabitants. The stream should not be disturbed. Riparian habitat is too important.



Garfield County - Site 8



- **Existing Issues:**
 - Steep grade of east side of roadway. Additional pavement could require a wall or substantial grading
 - Adjacent property very close to road on the west side
 - Substantial hillside on the west, that would require a wall if widened into



Garfield County - Site 8



- **Opportunities:**
 - Vertical profile adjustment would help steep grades in area
 - Re-align roadway and smoothing curves could improve sight distance and overall drivability

How would the potential improvements being considered for Garfield County Site 8 benefit or impact nearby private properties?

Coming from Gypsum they're going to get lost and go toward the gravel pit.

Additional pavement isn't an improvement to those of us who own here... again benefiting others...

Avoiding acquisition of property adjacent to the road.

Bicycle traffic up here is ... in an opinion nightmarish. Mixing -i-70 over flow with 2 bikers taking up a full lane. We are inevitably going to have injuries and deaths with that. It is a very popular route, can it be removed from bike use?

Continued access to private property through access gate located off of Cottonwood Pass Rd.

Cattle is an issue too up here - need to keep those crossings safe for animals and owners/ workers

No pavement it only makes it more dangerous for the residents

All property owners should be given equal consideration regardless.

Not to mention the speed on pavement is much higher. This is a nightmare for residents.

How would the potential improvements being considered for Garfield County Site 8 benefit or impact nearby private properties?

Protect and preserve ranchland

Very damaging. It feels like we have no say at all on what is happening to our properties.

Cows, horses, dogs, they all get out on the road.

All this realignment will be a nightmare for residents and those traveling during construction.

No cell service up here too

it would make life miserable for those who live there.

Continued access to the ranch property through access gate located off Cottonwood Pass Road. Avoid acquisition of property adjacent to the road. Protect and preserve ranchland.

I agree that residents/property owners must have a role on design!

I agree with what was stated.



Next Steps

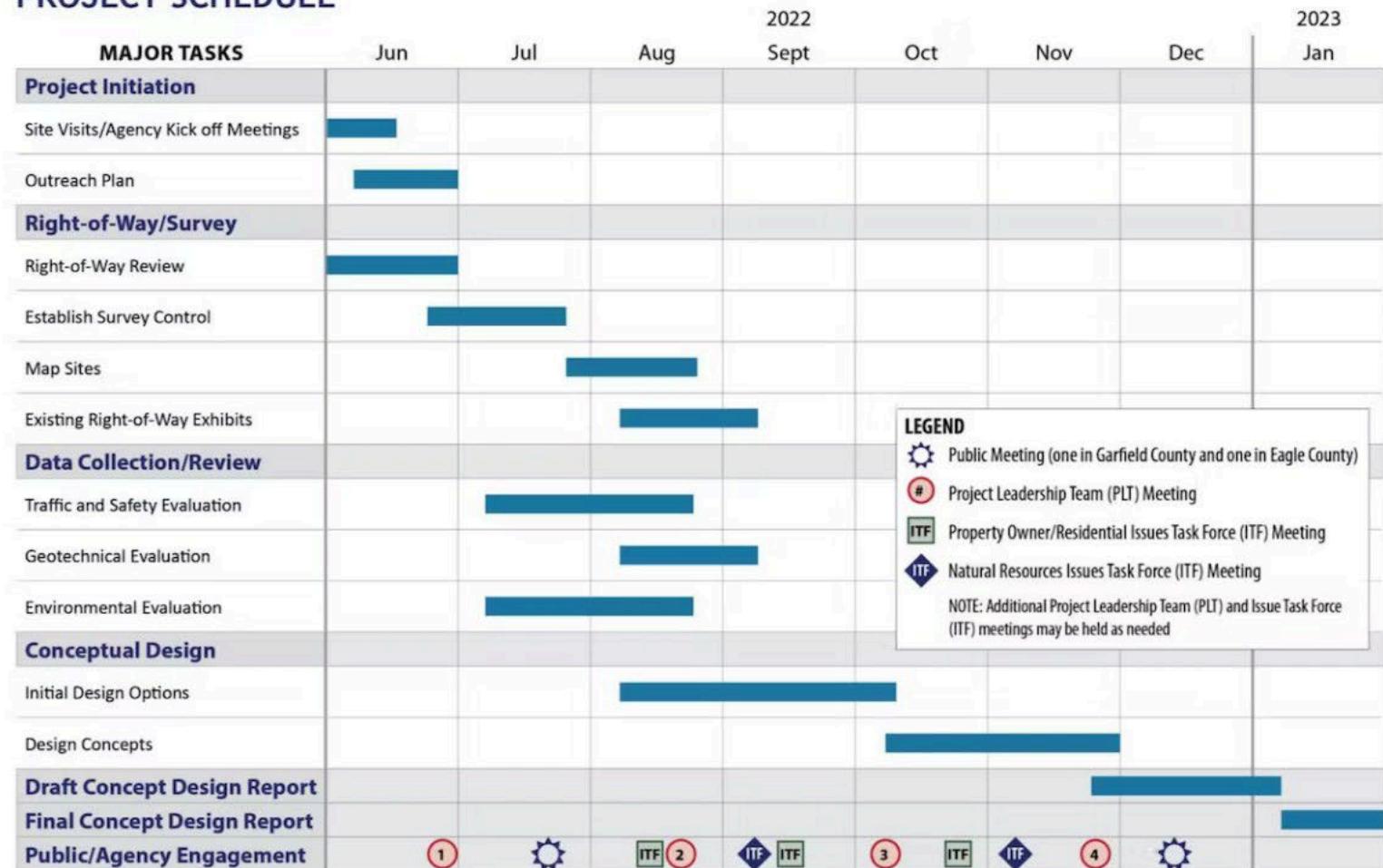




Next steps

- Site mapping by drone
- Geotechnical and environmental evaluation
- Use public input to develop initial design options
- Next meeting of this group in mid-Sept. to discuss initial design options

PROJECT SCHEDULE





Group Discussion/Q & A





Thank you!

www.codot.gov/projects/cottonwood-pass-concept-design



PROPERTY OWNER/RESIDENTIAL ISSUE TASK FORCE MEETING #2 SUMMARY

November 15, 2022

The second meeting of the Property Owner/Residential Issue Task Force (ITF) was held via Zoom videoconference on November 15, 2022, from 3:00 – 5:00 p.m. This meeting was interactive and combined a presentation by the project team with comment opportunities. The draft concepts for each site were shared, along with a summary of existing conditions being considered. Participants were asked how improvements at each site would benefit or impact private properties, and suggestions for design tweaks were solicited. Real-time survey results were shown on screen. The final portion of the meeting was reserved for answering audience questions and gathering comments. Nearly 20 members of the public attended the meeting.

All ITF members (including those unable to attend) received a link to the presentation following the meeting and the same in-meeting survey was open for two additional days. Comments were accepted via email or the web page comment form through November 30th. The presentation and survey results are attached to this summary in Appendix A. Questions and comments from the meeting chat are listed below in the chat and emailed comments section, or listed in the open discussion portion if they were addressed at that time. Written comments are listed as typed by the participant with some minor spelling and capitalization errors corrected. The comments/responses and questions/answers in the group discussion section were summarized without compromising the speaker's intent.

CHAT AND EMAILED COMMENTS

- ◆ CR 100-Hwy 82: fix ongoing pothole too.
- ◆ If the group hasn't done this yet, I would invite them to observe when I-70 is closed. The group could see people speeding, potential accidents, travelers stopping wherever to relieve themselves and throw their garbage out. I am not sure there is enough enforcement capabilities to address the increased traffic. The team mentioned specifically that they can't promise increased enforcement.
- ◆ Thank you for the opportunity to hear directly about the sites.
- ◆ Thank you all.

OPEN DISCUSSION

- ◆ Question: What happened to Lauren Boebert's I-70 Bypass Act?
 - ◇ Answer: In April of this year, information came out about Boebert's bill. CDOT members of this project team haven't heard more details so we've reached out to some folks. *[Subsequent to the meeting, the CDOT legislative team confirmed the bill was introduced in April 2022 but has not had any movement. They don't anticipate it will move forward prior to the end of the year.]*



- ◆ Question: At Garfield County Site 5, there is a spring that comes under the road that feeds 5 homes, which is definitely a concern for all of those homeowners. Who will make sure that isn't impacted?
 - ◇ Answer: As funding is identified and improvements at sites move forward into design, there will be a requirement to conduct a field investigation for wetlands, springs, streams, etc. If the resource is deemed "jurisdictional" with the Army Corps of Engineers, it will go through a detailed site investigation. The goal no matter what is to avoid impact as much as we can, and minimize any impacts that aren't avoidable. Knowing the spring is present is good information that will be documented and considered during future design and environmental permitting. This is true for all the sites. For this concept design project, an environmental scan was conducted, which involved a high-level site visit and review of available mapping. During design, adjustments to the design could be made to avoid or minimize impacts to the spring, such as adjusting the alignment of the roadway or adding walls.
- ◆ Question: Is the project skipping the 102 junction near Garfield County Site 6?
 - ◇ Answer: This was not identified by the counties as one of the 14 sites that this concept design project needed to look at. That doesn't mean the site can never be considered, so we will pass that comment about the traffic on 102 for the sod farm and the schoolhouse events to Garfield County to make sure that they are aware of that concern.
- ◆ Question: Are cyclists are being considered?
 - ◇ Answer: We have heard many comments explaining a lot of these roads are heavily traveled by bicyclists, including Catherine Store Road. This project isn't recommending specific improvements for bicyclists, such as bike lanes. This project is not looking at corridor-wide linear improvements along the entire the corridor, which would be required for something like bike lanes or paths. However, at each site, the types of improvements being considered should improve safety for cyclists and vehicles because people will be able to see better around curves. Widening shoulders and increasing lane width in the areas will provide more room through the curves for cyclists.
- ◆ Question: Will these improvements allow Cottonwood Pass to stay open all year round?
 - ◇ Answer: This is a high-altitude road with heavy snow, drifting, and very steep grades. Maintaining the road during winter isn't planned right now.
 - ◇ Comment: If winter-time access ever happens, communications would be needed for emergency service because people would not have communications if they get stuck.
 - ◇ Chat Comment: I am not supportive of this happening and although supportive of increasing safety for local traffic, I am very worried about the traffic and speed that this will bring to my neighborhood and the impact to our rural way of life, increased traffic, noise, potential for impacts to property values, wildlife, cows, increased litter, etc.. Awareness and use of Cottonwood Pass already has had a huge impact on our neighborhood. I live on CR 103.
 - ◇ Chat Comment: I sure hope not.
- ◆ Questions: I've been driving the pass for 22 years every couple weeks when it's open. The blind curves with narrow roadway is the most dangerous part of this road. Anything to help mitigate that would be greatly appreciated and help. To me that is the biggest issue of all. The question is, in



California in the Sana Cruz Mountains, there are a number of places with past slides. The roads almost look like what I call the hairy part of Blue Hill. They have one-way traffic signals at each end, similar to what was done during the closure of the canyon with flaggers at each end. I'm not saying the whole section would have to have this, but if the part that's really one-way, very dangerous up-and-down-hill, that takes about a minute to drive, could be signalized, I think that would be one solution temporarily until that other section is rebuilt down-hill. My question is actually a recommendation.

✧ Answer: Thank you very much for that.

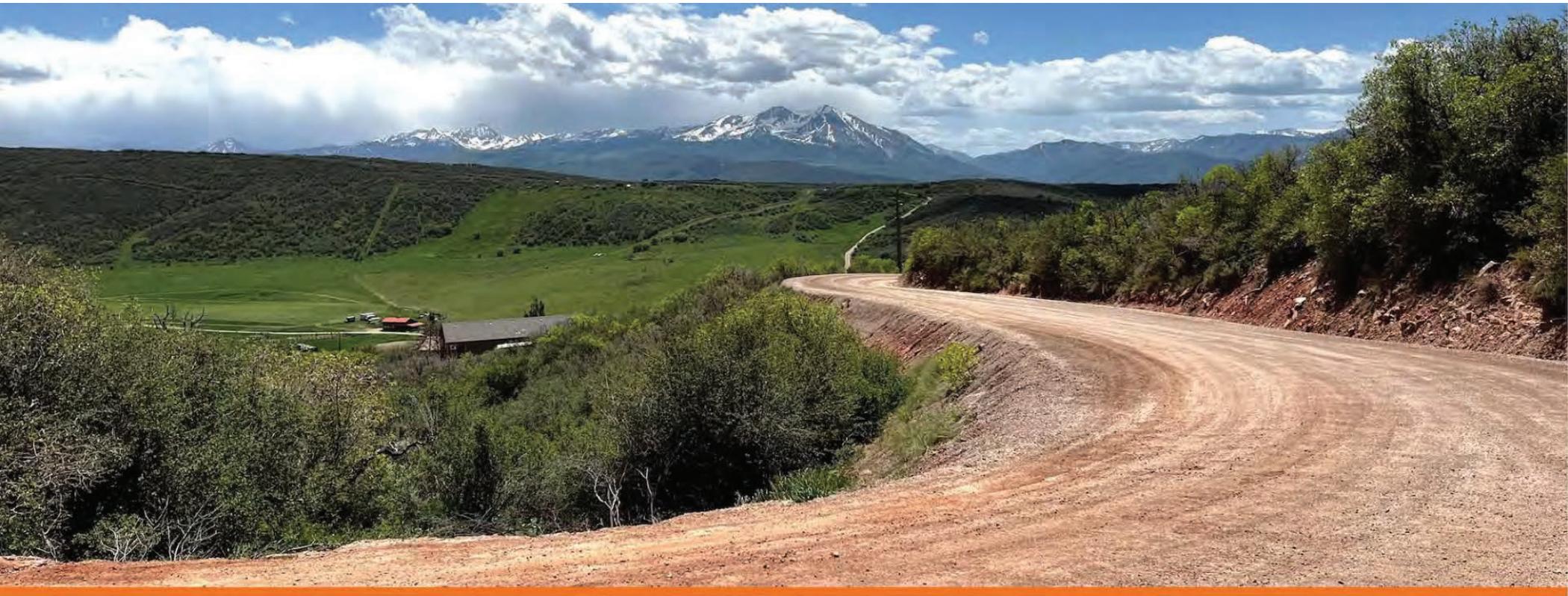
- ◆ Question: I understand that Garfield County has stated they don't have the financial resources to contribute to the project with their other priorities. How will this play into the process if they are not able to substantially contribute?

✧ Answer: CDOT can't speak for the counties and their finances. At the end of this project the deliverable will be information provided to the counties so they can make decisions regarding projects moving forward. This is intended to give them a high-level look at environmental and design issues and possibilities for the sites. In addition, this project will be providing high-level cost estimates at each of the locations. So, in the end, each county will have information to consider whether they want to move forward with a project or not, how they would fund it, and the order and schedule in how they would move forward.



Appendix A

Property Owner/Residential Issue Task Force Meeting #1 Presentation and Interactive Survey Results



COLORADO

Department of Transportation

Cottonwood Pass Concept Design
Property Owner/Residential
Issue Task Force (ITF) Meeting #2
November 15, 2022



Welcome!

AGENDA

- Project overview
- Design options and existing conditions considerations
- Next steps
- Group discussion/Q&A

WHAT TO EXPECT

- A mix of presentation and interactive polling
- Respectful communication
- ITF input used to inform evaluation and refinement of concept designs at each site



Project team presenters



Karen Berdoulay
CDOT Region 3
East Program
Engineer



Jacob Rivera
CDOT Region 3
Project Manager



Stacy Tschuor
David Evans and
Associates, Inc.
Project Manager



**Sarah Rachal-
Dormand**
David Evans and
Associates, Inc.
Engineer



Leah Langerman
David Evans and
Associates, Inc.
Public Engagement

What is your main interest in the Cottonwood Pass Corridor?



I own property adjacent to one of the site design options



I own property/live somewhere else along Cottonwood Pass



I own property/live along CR 113, 114, or 115

0

I commute along Cottonwood Pass

0

I bike along Cottonwood Pass



Other



Project Overview





Project purpose

FOCUS

- Cottonwood Pass between Gypsum in Eagle County and CO 82 in Garfield County

PURPOSE

- Road safety improvements to make the county roads safer and more functional as a vital travel connection between the local communities

IMPETUS

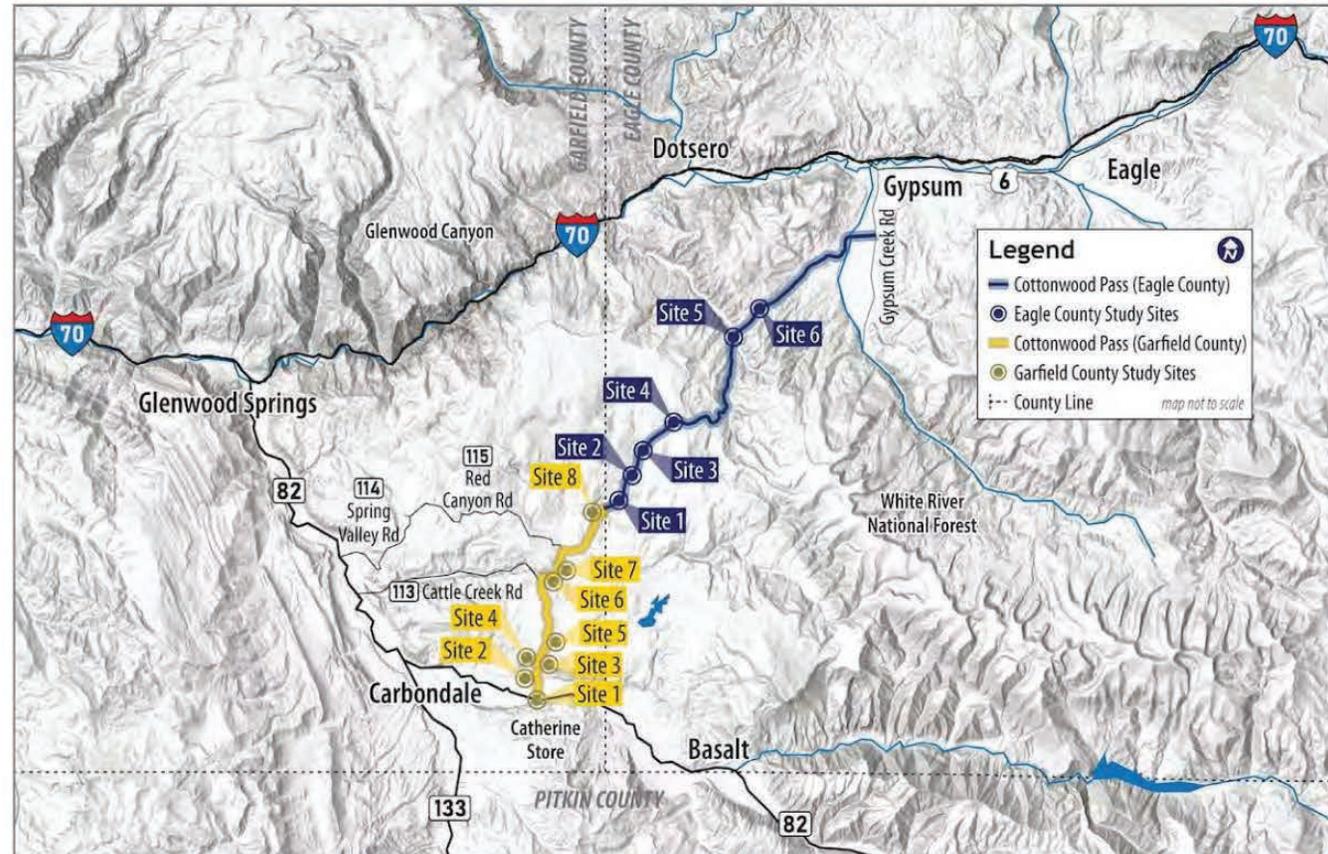
- Eagle and Garfield counties recognized the need for safety improvements
- This need became more apparent during Glenwood Canyon closures

*This project IS NOT preparing Cottonwood Pass to be a detour route for I-70 traffic!
The detour will remain north of I-70.
Cottonwood Pass improvements are needed for the safety of local travelers.*



Project site key map

- Focus on 14 specific sites:
 - 6 in Eagle County
 - 8 in Garfield County
- Potential improvement areas account for 14% of total length of Cottonwood Pass
 - Corridor-wide improvements are not being considered with this project



Where do you live?





Progress to date





Adjacent owner comments

- Concerns about additional traffic using Catherine Store Road
- Agreement some improvements are needed (stepped implementation)
- Concerns improving curves could worsen speeding issues and negate the safety benefits
 - Desire for other ways to slow traffic
 - Need for enforcement for speeding
- Many errant vehicles go off the road causing private property damage and road erosion when they are pulled back up
- Need more road maintenance (washboard surface)
- Daily commuters cause more problems than detour traffic



Improvement concepts

- Concepts focus on balance of improved driver safety without increasing traffic volume or speeds
- Safety - curves and narrow areas with known concerns
 - Curve paths
 - Lane and shoulder widths
 - Sight distance
- Traffic - hot spot improvements only
 - Overall corridor mountainous with curves, steep grades, and narrow areas
 - Current vehicle length and size restrictions remain



Addressing speed concerns

Project team considering other ways to address speeding concerns that could be implemented with projects as they move forward at individual sites



Increased Signage

- Pros:
- Reduced speeds, especially unfamiliar drivers
- Cons:
- Maintenance



Enhanced Signs

- Pros:
- Interactive
 - Reduced speeds
- Cons:
- Cost
 - Maintenance
 - Visual impacts



Speed Feedback Signs

- Pros:
- Interactive
 - Reduced speeds
- Cons:
- Cost
 - Maintenance
 - Visual impacts



Rumble Strips

- Pros:
- Promotes drivers to stay in lane/slow down
- Cons:
- Cost
 - Noise impacts



Context Sensitive Solutions (CSS) process

- ✓ Establishing project goals
- ✓ Establishing participant roles and responsibilities
- ✓ Establishing criteria for evaluating alternatives
- ✓ Developing options for improvements
- Evaluating design options based on established criteria
- Documenting the process and final recommendations



Evaluation criteria - Core Values

Core Values

The core values identified below are intended to be used to evaluate safety improvements at 14 locations as part of this concept design project.

WHAT IS IMPORTANT?

SAFETY

Improve driver safety by making improvements at critical areas of geometric deficiencies

RESPECTING CORRIDOR CHARACTER

Maintain the rural feel of road

Minimize impacts to private property

Mitigate visual impacts from improvements

NATURAL RESOURCE PRESERVATION

Minimize impacts to nearby wildlife habitat and waterways

COLLABORATIVE IMPROVEMENTS

Engage public and stakeholders to provide meaningful input into the concept design process



Evaluation criteria

Core Value	Criteria/Measure
Safety	Assessment of changes to vehicular safety concerns at site (speed, off-road vehicles, two-way traffic conflicts)
Respecting Corridor Character	Ability to maintain rural feel of road
	Potential right-of-way impacts to private property
	Potential visual impacts
Natural Resource Preservation	Potential impacts to wildlife habitat and waterways
Collaborative Improvements	Concerns and support from adjacent property owners
	Concerns and support from corridor travelers and general public



Design Options and Existing Conditions Considerations by Site





Existing conditions - all sites

TRAFFIC

- Catherine Store Road - April 2019 count
 - Average 1,240 vehicles/day (weekday = 1,390; weekend = 930)
 - Mean speed = 34.6 mph; 85th-percentile speed = 39.6 mph
- Cattle Creek Rd - June/July 2019 count
 - Average 330 vehicles/day (weekday = 345; weekend = 310)
- Cottonwood Pass Road - Summer 2021 counts
 - With Canyon open: Average 400 vehicles/day (weekday = 370; weekend = 470)
 - With Canyon closed: Average 3,700 vehicles/day (weekday = 3,790; weekend = 3,650)



Existing conditions - all sites

ENVIRONMENTAL

- High-level overview with available information, windshield survey, and input from regulatory agencies and area stakeholders
 - Field survey verification needed with future design
- Federal, State, and BLM listed species with potential to occur require further evaluation to determine potential impacts with future design
- Roadways (CR 100/Catherine Store Rd and Cottonwood Pass Rd) are cultural resources, but a site project option is unlikely to result in adverse effects to the resource

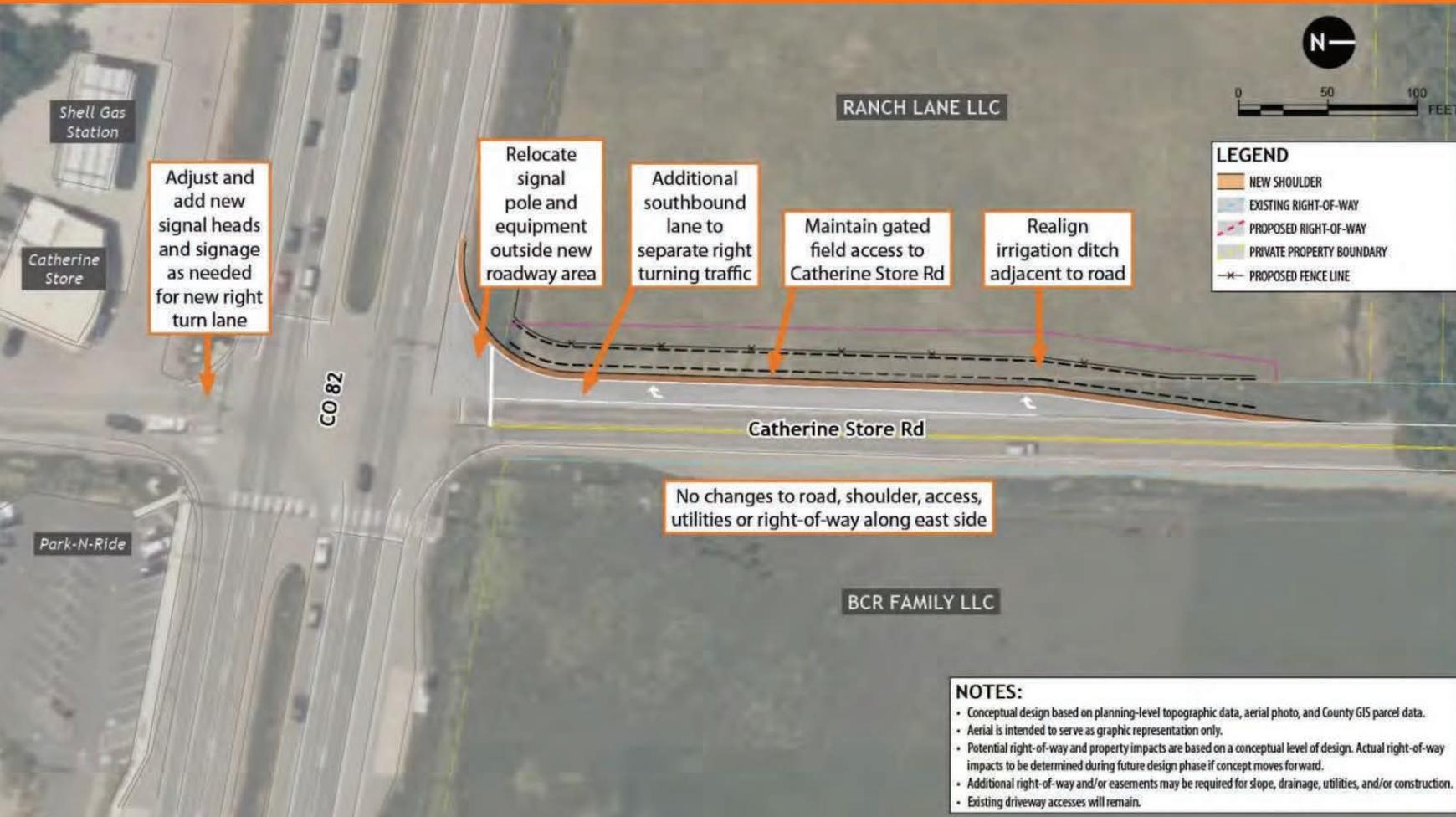


CONCEPTS

- Conceptual design based on planning-level survey data, aerial photo, and County GIS parcel data
- Potential right-of-way and property impacts are based on conceptual design
 - Actual right-of-way impacts to be determined during future design
- Driveways and access will remain



Garfield County Site 1



CONSIDERATIONS

- **Environmental**
 - Irrigation ditch presumed to be a non-jurisdictional water
 - No federal or state-listed threatened & endangered species habitat
 - Cultural resources - Patterson Ditch, CO 82, Catherine Building, 1972 residential building
- **Geotechnical**
 - Collapsible and evaporite soils

NOTES:

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- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

Share Your Thoughts Garfield County Site

1

Accommodate parking on the east side of CS road. It happens.

Agree right lane needs to be able to go thru straight as well as right turn.

Designated turn lane for south to Aspen and west bound from opposite side of road. A 3 lane needed on either side of light.

The right hand turn lane should also allow to go straight across

The left turn signal needs to have longer green based on traffic. Lots of folks blow through the red light at 100-82, so a longer delay on the yellow should be considered.

Other than routine maintenance; chip and seal and shoulder repair after winter plowing, leave Cattle Creek (CR 113) alone.

CR100-Hwy82: fix ongoing pot hole too. Otherwise good. Lots of buried utilities on up valley side of CR100, so your choice to widen down valley side is good.

Good point about parking on Cath Store Rd- it happens on both east and west sides. The dedicated right lane would impede those parking on the west side.

I drive this area multiple times a day. Gas station side, the left turn impacts traffic not the right turn. On other side, typically only one car turns right when the light is red. biggest problem is people not using turn singles & constant potholes



Share Your Thoughts Garfield County Site

1

Getting rid of the constant potholes on both sides. Consider N side left signal and S side left signal would be much more beneficial to traffic flow over proposed. Based on 6 years experience driving this area multiple times daily.

Signage is very important. Roaring Fork Valley, and especially CDOT highways are notorious for no signage, inadequately small signage, etc. Realize that motorists are traveling at a high rate of speed and need proper advance notification.

Widen and straighten the road. Longer sight lines make for greater safety.

Shorter right turn lane along fence line, proposed is HUGE for at most 2 cars a light trying to turn right. Both sides are held up by people turning left not right.

The most dangerous turn on CR100 is about 1 mile from Rt 82 intersection. I don't think additional standard signage will convince speeders to slow down. Speed bumps or maybe flashing warning signs with the speed indicated might work.

There is foot traffic across 82 to access the bus stops- I don't see anything to make that crossing safer for pedestrians. There is a lot of bicycle traffic crossing 82 here- will there be a dedicated bike lane? How many accidents here since 2020?

Great idea adding a northbound turn lane!

Add bike lanes to Catherine Store and Cattle Creek Roads.

good as is

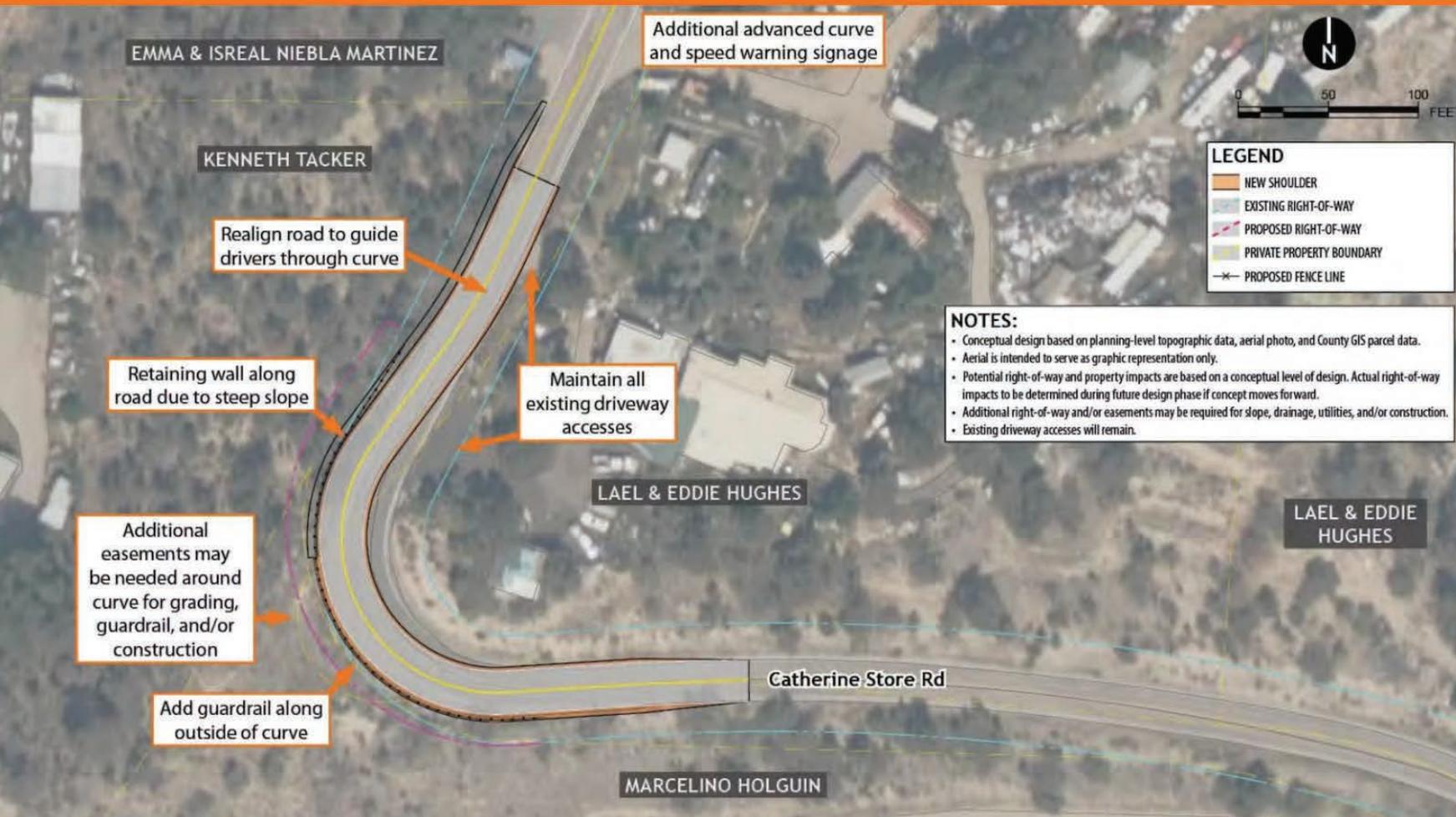
Share Your Thoughts Garfield County Site

1

Right turn from CSR to west 82 is so needed, this is a very good addition. Ensure there is adequate opportunity to get into that lane if the light causes a back up further up the road.



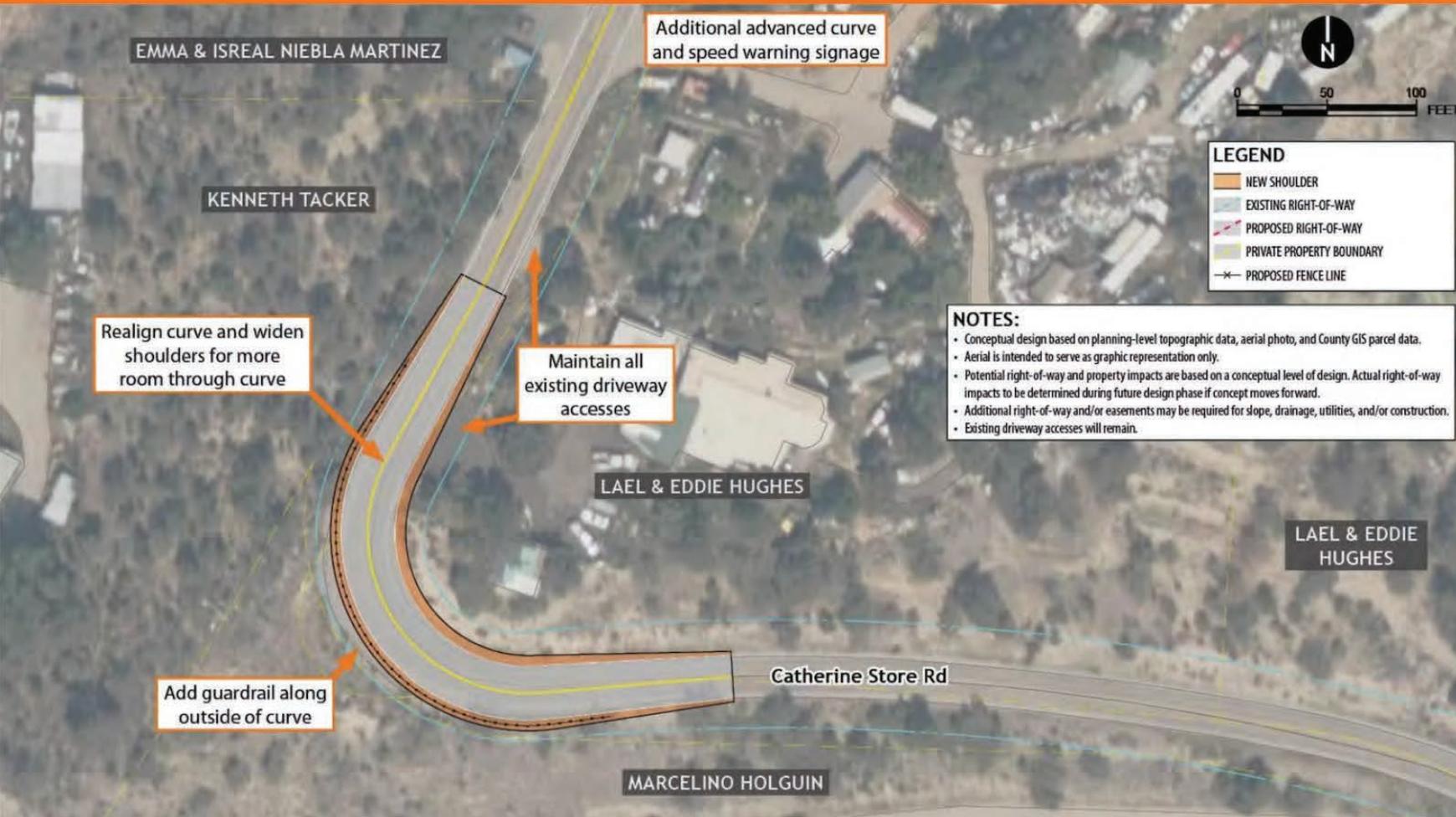
Garfield County Site 2 - Option 1



- CONSIDERATIONS**
- **Environmental**
 - No mapped streams or wetlands
 - No federal or state-listed threatened & endangered species habitat
 - Cultural resource - 1960 residential building
 - **Geotechnical**
 - Collapsible and evaporite soils



Garfield County Site 2 - Option 2



CONSIDERATIONS

- **Environmental**
 - No mapped streams or wetlands
 - No federal or state-listed threatened & endangered species habitat
 - Cultural resource - 1960 residential building
- **Geotechnical**
 - Collapsible and evaporite soils

Share Your Thoughts Garfield County Site

2

Option 2 (no wall) seems easier and just as beneficial.

Winding the curve will increase speeds. You can hear as they come out of curve they romp on the gas. And coming down they won't worry about oncoming traffic.

There are herds of deer in the area.

What CR100 mile marker is this? I know two curves that look like that -- before the hill and before the old landfill.

Who pays for the driveway extensions?

Widening seems like a waste of money. The biggest issue here is when someone pulls into the first drive that's on a blind corner. Today I past a 5th wheel going down while I was going up w out issue. IMO both are money wastes

Option 1 is better because the inside of the curve is very tight. The Hughes driveway intersects 100 on a blind turn and should be mitigated to minimize conflicts with uphill traffic.

Who would pay for my land you are taking ?

Option 1 is preferred. By expanding the turn to the west you also give the up-hill drivers a bit of advance warning as to upcoming downhill traffic. This turn as it exists today is a blind corner.

Share Your Thoughts Garfield County Site

2

Straighten out this hairpin turn. It's quite dangerous at its present configuration.

Widen & straighten.

Will need to go through the dump of the landowner at the hairpin turn.

Widen & straighten.

Neither option addresses the blind driveway entrances. Neither option addresses speeding and rolling the car when going downhill.

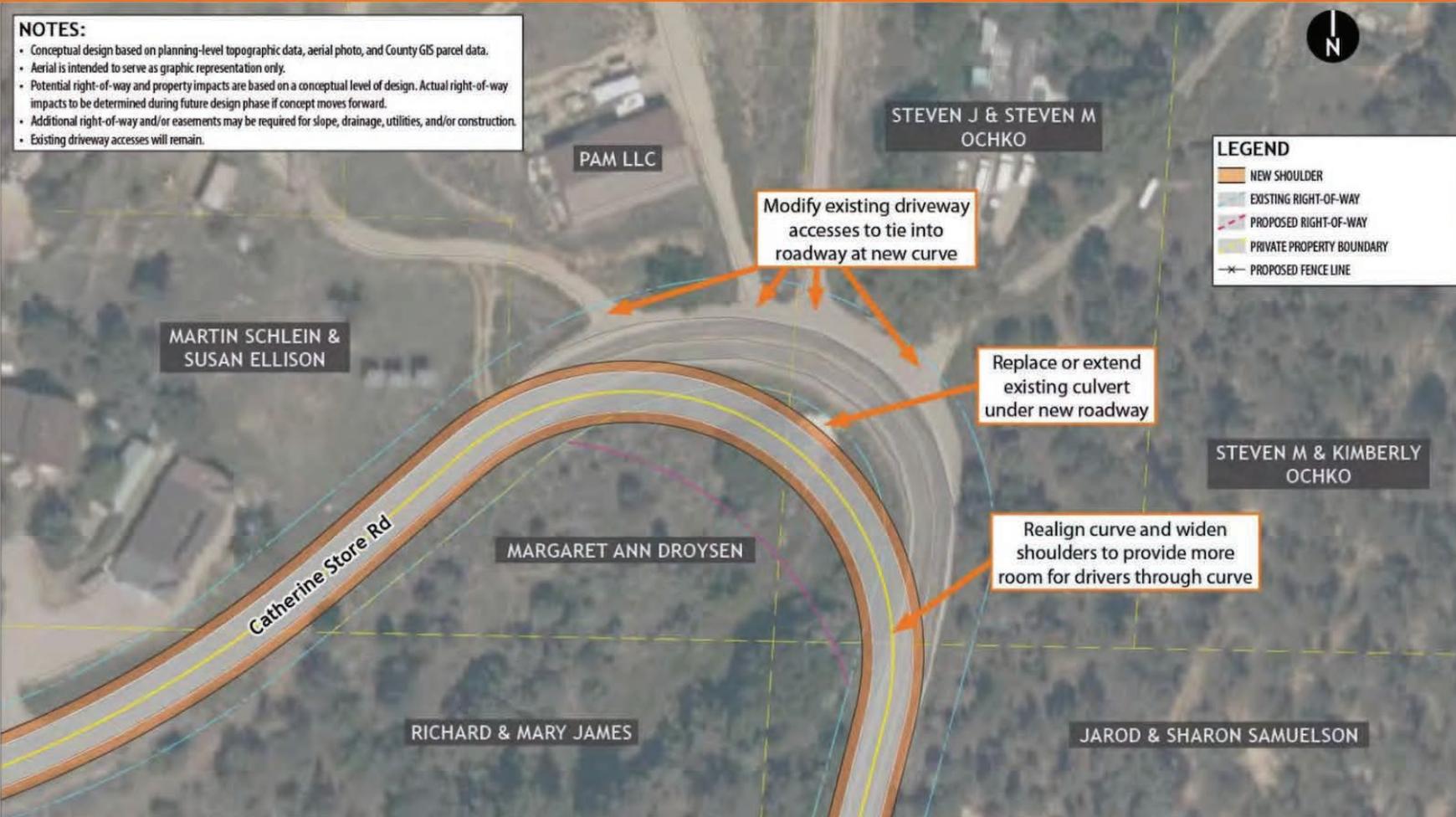
Not much difference between options. Signage is key. Is curve is not significantly smoothed, slow speeds here are paramount. Safety wall and guardrails are good.



Garfield County Site 3

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



CONSIDERATIONS

- **Environmental**
 - Potential jurisdictional mapped stream (unnamed)
 - No federal or state-listed threatened & endangered species habitat
 - No cultural resources near site
- **Geotechnical**
 - Collapsible and evaporite soils
 - Site within mapped landslide, but no evidence of slope failure or movement

Share Your Thoughts Garfield County Site

3

There was considerable work a few years ago to improve the culvert and road. Plan seems OK. Not sure what it really does but maybe makes the curve less sharp?

Property owner impacts on inside of curve, mostly.

Who pays for driveway extensions and who pays for my land that is being taken for the realignment?

That change seems unnecessary and cuts pretty deep into the Droyson property.

Any straight of the road you want to increase traffic up to 5000 cars a day on a road at 25mph where 85% speed now.

Do not want to have noise related traffic control installed. Sound rises and it would be extremely disruptive to my enjoyment of my home and property

If the radius of the curve does not change, I wonder what the benefit of modification is.

Doesn't it make the curve even more pronounced?

None other than leaving Cattle Creek Rd. (County Road 113) alone.

Share Your Thoughts Garfield County Site

3

Signage would be much more cost effective over moving the road. I get changing the angle a bit bc it is sharp but again is it really needed?

Widen & straighten.

Widen & straighten - add a bike lane.

Good improvement

Widen & straighten - add a bike lane.

Widen & straighten - add a bike lane.

Widen & straighten.

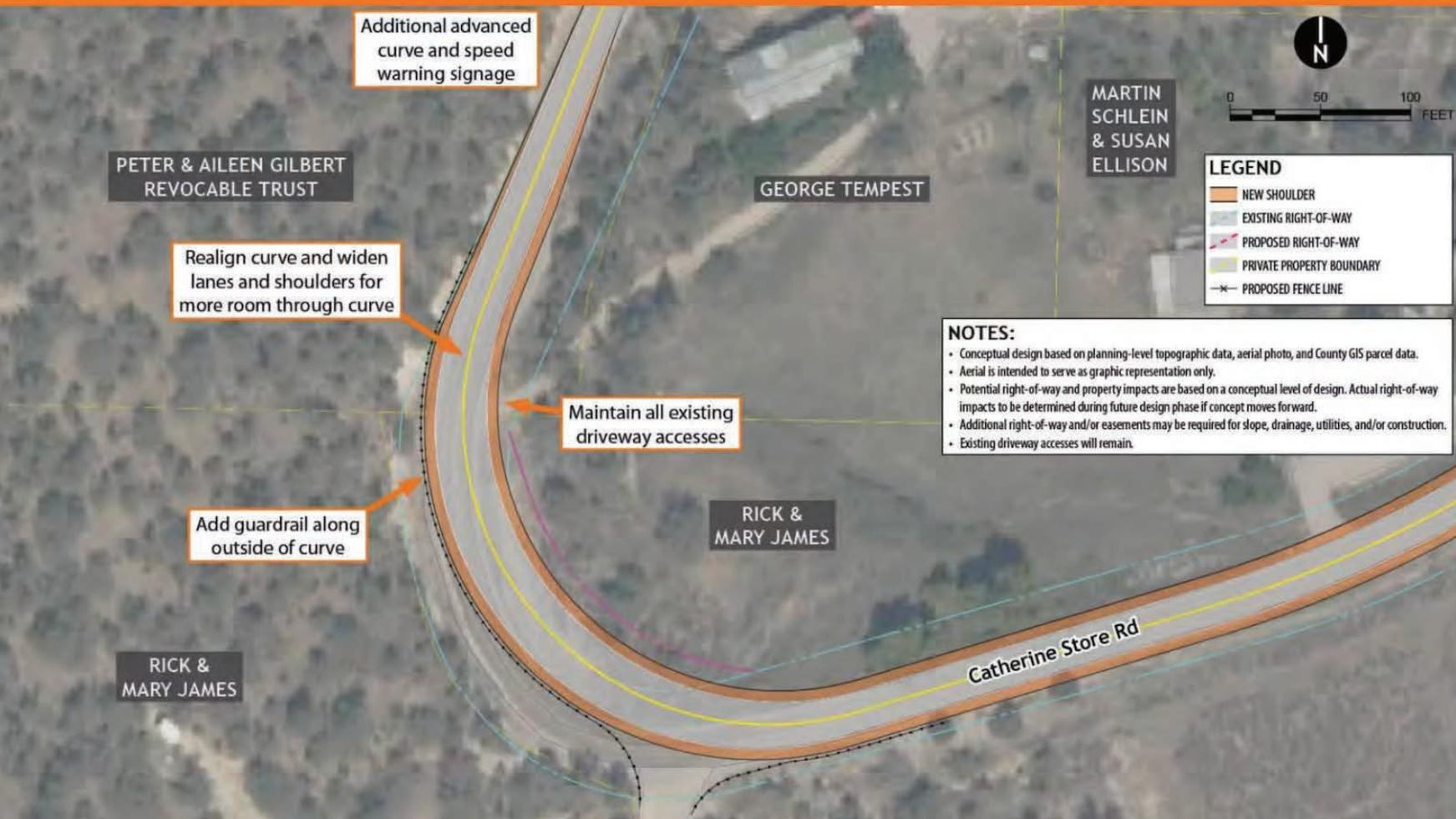
Widen & straighten - add a bike lane.

Better.





Garfield County Site 4



NOTES:

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- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

- CONSIDERATIONS**
- **Environmental**
 - No mapped streams or wetlands
 - No federal or state-listed threatened & endangered species habitat
 - No cultural resources near site
 - **Geotechnical**
 - Collapsible and evaporite soils
 - Site within mapped landslide, but no evidence of slope failure or movement

Share Your Thoughts Garfield County Site

4

Active wetland on north side.

Expanding shoulders. Are cyclists being considered in these alternatives?

Trees, water, wells all impacted by salt, ice, sand etc.

Not a Cottonwood Pass issue, but for winter this is an ice nightmare coming downhill. So making wider really is a good thing.

Guardrail after impacts and buildup of sand etc will become hazardous. High concern of well water and natural spring.

Speed bumps do work look at midland in Glenwood. Plow drivers would not be hindered. Permanent damage done to our property with every accident. Have a road next to county Plowed down trees and broken trees, sagebrush, litter from accident. Oil, gas

That seems like a good option.

Guardrails shown above the old dump access. Vehicles going off the road there just going to the ditch. Below the old dump access there is a serious drop-off and guardrail must be added there

Federal, state, county-M&S standards must all be met. Signage, delineation, guardrails are not maintained now to existing or are non existing. When there is an accident and this corner is notorious road is closed. Then what? Patrols are non-existent.

Share Your Thoughts Garfield County Site

4

Trained personnel in NIMS hazardous material cleanup. Cops won't give a ticket unless exceeding 10 mph over speed limit. Not enough personal and they would have to go to court taking away from patrol.

Safety for children. School bus route. I have personally seen bus passed and car off road 7 feet from bus stop. Noise control. Who will be responsible for everyday maintenance? Man power is down by 50% or more now.

CMC road is already established with 90% of the "improvements" your proposing and most traffic coming through the canyon is headed further than Glenwood so why add an additional 7 miles by 100 road. Feasibility doesn't make sense.

As property owners we strongly oppose this project. There are better alternatives and it seemed on this meeting minds are made up already our concerns and lives are being brushed aside or disregarded. Speed, alcohol & general safety. No answers.

In my 6 years experience this is the dangerous curve. Especially in winter. I think it's a good idea to create a bit more 'wiggle room' especially for the down hill traffic. Signage with your speed flashing might be helpful for those who are unaware

Widen & straighten - add a bike lane.

Not better. Coming downhill off a steep grade with a hidden drive and resident wild turkeys needs wider shoulders- enough to avoid a crash or slow a truck without brakes.

Between this curve (aka dead horse curve) and 102 road is where the elk migrate every October- November and they come back for Christmas.

Curve changes don't seem very significant, but if they are these are all good changes. Guardrails and signage long overdue.



Garfield County Site 5



CONSIDERATIONS

- **Environmental**
 - No mapped streams or wetlands
 - No federal or state-listed threatened & endangered species habitat
 - No cultural resources near site
- **Geotechnical**
 - Collapsible and evaporite soils
 - Site within mapped landslide, but no evidence of slope failure or movement
 - Rockfall analysis and protection may be required with excavation into rock outcrops

Share Your Thoughts Garfield County Site 5

I know dreams and now Lng back the Cutti

Cutting into rock outcroppings, rock fall considerations as you said.

Cutting back the hillside in the west side 100 Road as shown is a good idea for sight distance and to improve the turn.

Our spring comes under the road near that location... cannot tell from the small map. The spring feeds 5 homes. Who will make sure our spring is not affected?

You give them more vision they speed even more, unknowing around the corner slows people down. Right now only another bumper currently slows speeders down.

The stream may feed our spring... will the path be affected?

X

Option 1

X

Share Your Thoughts Garfield County Site 5

This would just increase traffic speeds heading down hill IMO

What's the cost of doing this? Is it really worth it??

Widen & straighten - add a bike lane.

It's the bicycles- none of these improvements address the bicycle loop from Catherine's store to 102 to Fender to Cattle Creek to El Jebel.

This is one of the biggest area for speeding when heading "down" towards 82. Better speed mitigation needed here.



Garfield County Site 6



CONSIDERATIONS

- **Environmental**
 - Potential jurisdictional mapped stream (unnamed)
 - Potentially suitable habitat for federal threatened & endangered species (yellow-billed cuckoo and Ute ladies'-tresses orchid)
 - Cultural resource - Panorama Dr
 - Cultural resources (Hopkins-Basalt Section 15kv Transmission Line and Needham Ditch) to be avoided
- **Geotechnical**
 - Collapsible and evaporite soils
 - Site within mapped landslide, but no evidence of slope failure or movement

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
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- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

Share Your Thoughts Garfield County Site 6

You missed the sharp bend around the big tree just before that intersection.

I completely support the realignment of the intersection to a 90 degree intersection.

I think this is a good idea. It will reduce close calls from people merging

I support this.

This will make a left turn from Panorama Dr to downhill direction of CR100 more dangerous from traffic coming downhill on CR100.

Again it seems like a waste of resources, but it will force the families on Panarama to actually stop instead of pulling out without looking like they do now

I live closer to cottonwood so drive this intersection a lot and can see the benefit to this. Always wondering if people can see me coming down towards 82, but the flow going up hill is very nice and again doesn't seem to be that big of a problem.

The scarier intersection where I've MULTIPLE times almost gotten hit is the intersection with CR 103. That intersection needs to be straightened and changed to a stop sign before any of the other proposed work.

This seems like an unnecessary "improvement". Monies could be better utilized elsewhere along the route.

Share Your Thoughts Garfield County Site 6

Widen & straighten - add a bike lane.

As most traffic leaving Panorama Dr. makes a left turn I think this is a great safety improvement.



Garfield County Site 7 - Option 1

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
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- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



CONSIDERATIONS

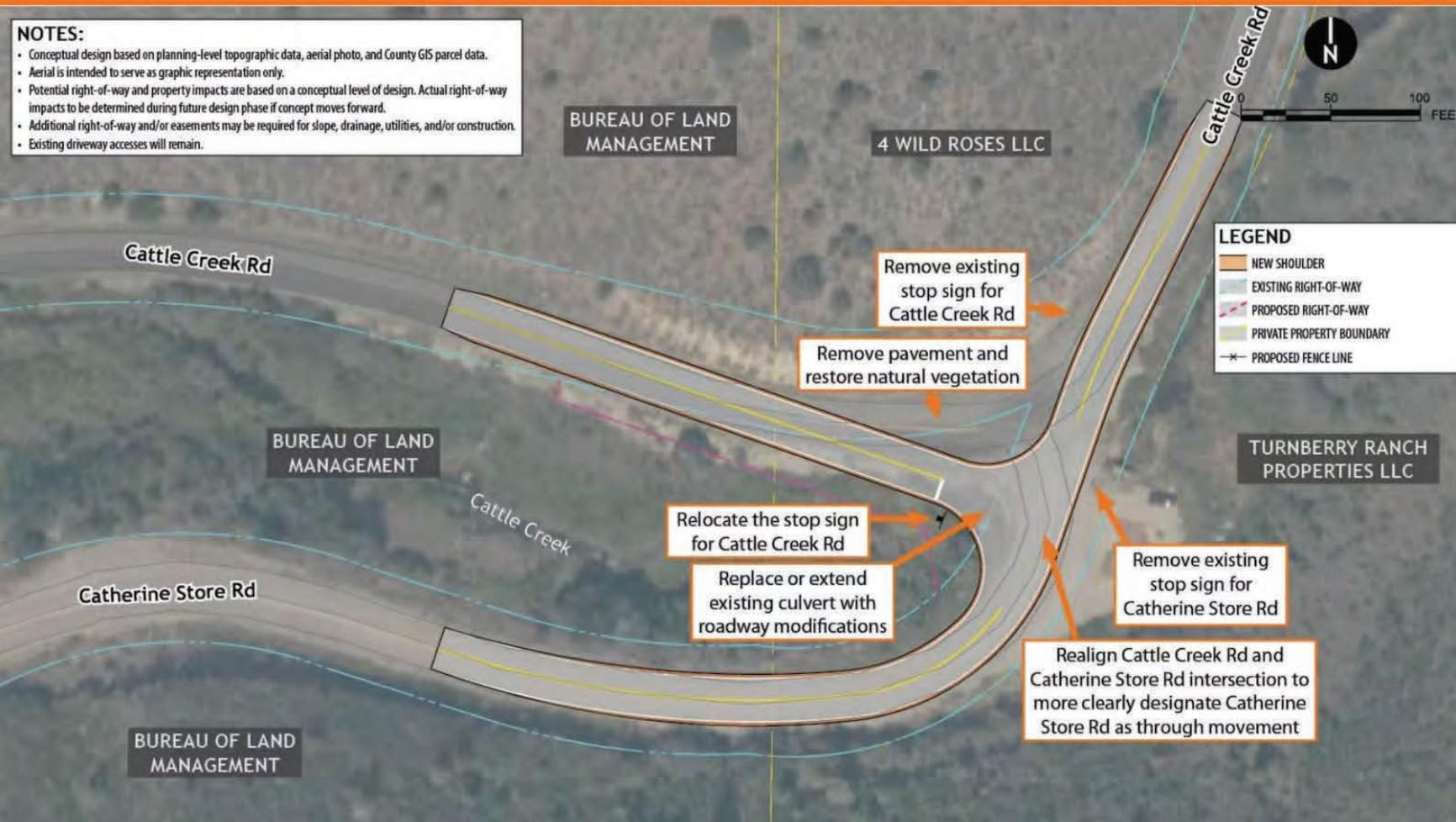
- **Environmental**
 - Cattle Creek and associated wetlands presumed to be jurisdictional waters
 - Potentially suitable habitat for federal threatened & endangered species (yellow-billed cuckoo and Ute ladies'-tresses orchid)
 - Cultural resource - Cattle Creek Rd
- **Geotechnical**
 - Collapsible and evaporite soils
 - Site within mapped landslide, but no evidence of slope failure or movement



Garfield County Site 7 - Option 2

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
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- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



- CONSIDERATIONS**
- **Environmental**
 - Cattle Creek and associated wetlands presumed to be jurisdictional waters
 - Potentially suitable habitat for federal threatened & endangered species (yellow-billed cuckoo and Ute ladies'-tresses orchid)
 - Cultural resource - Cattle Creek Rd
 - **Geotechnical**
 - Collapsible and evaporite soils
 - Site within mapped landslide, but no evidence of slope failure or movement

Share Your Thoughts Garfield County Site

7

Removing the stop sign for N/S traffic makes lots of sense as does the road realignment.

Option 2 looks better.

No thru traffic sign going from cattle creek to Catherine store, 82 traffic turn right . Want these signs .

Option 1: No one stops -- no one -- at the sign anyway. But really not a bad idea to really clarify what is the way to go. Most coming from Gypsum would initially shy away from the uphill look going south.

I think the 90 degree angle for option 2 makes it better defined

Option 1 encroaches on private property? Option 2 look like a more difficult right turn at the stop

important environmental concerns to be considered to protect Cattle Creek riparian area

Option one has less impact on the creek. Removing the stop signs doesn't change anything, nobody stops anyway.

Prefer option 2. But i think removing the stop signs is just asking for more issues w people traveling s, towards 82, and speeding up hill. And for N bound traffic increasing people going too fast and ending up in the creek



Share Your Thoughts Garfield County Site

7

I get that you want to take away the temptation of people turning at that stop sign down cattle creek but unless you take it off Maps then that is still going to happen. And it will increase speeds and accidents on Catherine store road.

Removing the stop signs will make it challenging during canyon closures to make a left hand turn from Cattelcreek , also line of sight is not good weather you are turning Rt. or Lf. Currently nobody stops if no traffic is present but they slow us.

Option 1 is preferred

Widen & straighten - add a bike lane.



Garfield County Site 8



CONSIDERATIONS

- **Environmental**
 - No mapped streams or wetlands
 - Potentially suitable habitat for federal threatened & endangered species (yellow-billed cuckoo and Ute ladies'-tresses orchid)
 - No cultural resources near site
- **Geotechnical**
 - Collapsible and evaporite soils
 - Rock outcrops were observed and bedrock appears workable for cut slopes

NOTES:

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- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

Share Your Thoughts Garfield County Site

8

That makes sense, it is fairly narrow at this site.

Yes, this is really dangerous, particularly with sliding on rock a times of year. More sight around will help.

Sight distance regardless of speed limit the speeding will naturally increase.

a straighter alignment is a good idea.

Just along 1/2 mile of our property line I pick up several 30 gallon trash bags full of alcohol containers. Again no patrols.

No opinion on this area, I don't drive it often

Widen & straighten - add a bike lane.

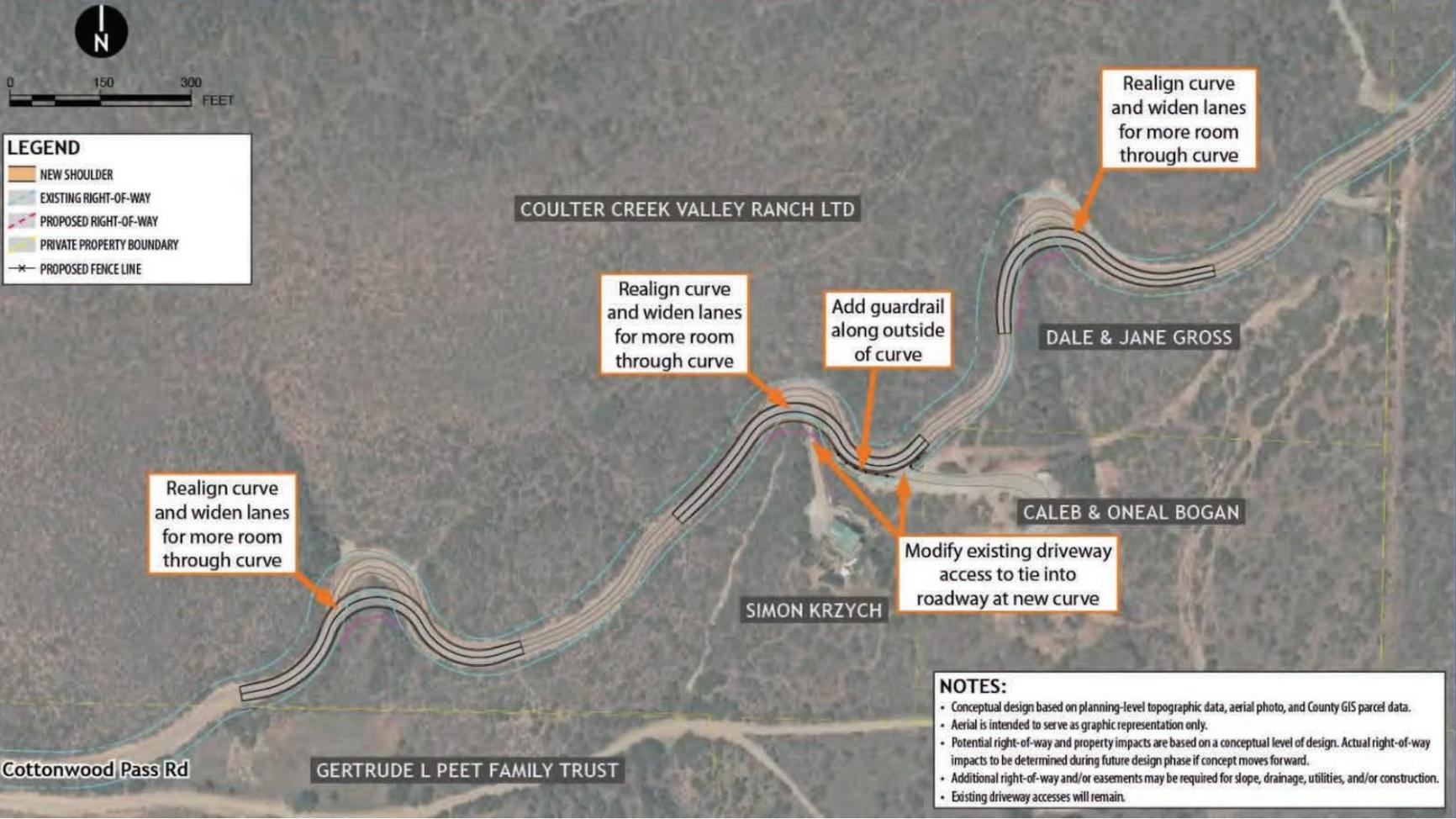


Eagle County Site 1 - Option 1



LEGEND

- NEW SHOULDER
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PRIVATE PROPERTY BOUNDARY
- PROPOSED FENCE LINE



NOTES:

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- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

- CONSIDERATIONS**
- **Environmental**
 - No mapped streams or wetlands
 - No federal or state-listed threatened & endangered species habitat
 - No cultural resources near site
 - **Geotechnical**
 - Collapsible soils
 - Rock outcrops were observed and bedrock appears workable for cut slopes



Eagle County Site 1 - Option 2



LEGEND

- NEW SHOULDER
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PRIVATE PROPERTY BOUNDARY
- PROPOSED FENCE LINE



NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
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- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

- CONSIDERATIONS**
- **Environmental**
 - No mapped streams or wetlands
 - No federal or state-listed threatened & endangered species habitat
 - No cultural resources near site
 - **Geotechnical**
 - Collapsible soils
 - Rock outcrops were observed and bedrock appears workable for cut slopes

Share Your Thoughts Eagle County Site

1

Curve realignments are a good idea and improve sight distance.

Hell no to option 2. That would be a nightmare with people speeding through the curves.

Prefer Option 1. Less impact on private property

Option 2 looks better.

All good. Note the ditches are deep along here and can catch smaller car wheels when truck is going the other direction and forces the car into the shoulder -- dropping the car wheels into the ditch. So wider is better.

Option 2 seems safer and better drive way access but either is fine

Option 2

Option 2 looks better

Option 2 seems safer and better driveway access

Share Your Thoughts Eagle County Site

1

Option 1 to lessen impact to residence.

Widen & straighten - add a bike lane.

Option 2 straightens too much, impacts land owner and will increase speeds on a downhill grade. I think option 1 is more appropriate.

I prefer option 1. Less impact on property owners and keeps curves to keep speed down.

All of the softening, widening of curves look great on paper from an aerial view, but these hairpin curves were likely created due to steep slopes in this area...without knowing how the slope of these curves would change make it hard to evaluate.



Eagle County Site 2



LEGEND

- NEW SHOULDER
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PRIVATE PROPERTY BOUNDARY
- PROPOSED FENCE LINE



NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
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- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

- CONSIDERATIONS**
- **Environmental**
 - East Coulter Creek and associated wetlands presumed to be jurisdictional waters
 - No federal or state-listed threatened & endangered species habitat
 - Cultural resource - unnamed 1908 Trail
 - **Geotechnical**
 - Site within mapped landslide, but no evidence of slope failure or movement
 - Rock outcrops were observed and bedrock appears workable for cut slopes

Share Your Thoughts Eagle County Site

2

This area is dangerous and needs to be widened, especially near the curve to the south/south west.

environmental concerns about substantial grading into hillside

The road is to remain unpaved, but will class 6 roadbase be added to all road sections to reduce the very slippery clay soils that when wet are dangerous?

Curve at left of sight map is also a little blind.

We have some concerns about a potential wetland seep located on the east side of the road that drains into E. Coulter Creek. Are there plans to mitigate impacts to this area?

widening the road is a good idea here

It definitely needs to be widened

The most dangerous portion of this road is the south end. That is where cars go off the road.

looks good

Share Your Thoughts Eagle County Site 2

No opinion

Widen & straighten - add a bike lane.



Eagle County Site 3 - Option 1



- CONSIDERATIONS**
- **Environmental**
 - Potentially jurisdictional mapped stream (unnamed) and wetlands associated with Von Springs Reservoir 1
 - No federal or state-listed threatened & endangered species habitat
 - Cultural resource - the Lower Von Springs Reservoir and dam
 - **Geotechnical**
 - Potential for evaporite soils
 - Site within mapped landslide, but no evidence of slope failure or movement

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



Eagle County Site 3 - Option 2



- CONSIDERATIONS**
- **Environmental**
 - Potentially jurisdictional mapped stream (unnamed) and wetlands associated with Von Springs Reservoir 1
 - No federal or state-listed threatened & endangered species habitat
 - Cultural resource - the Lower Von Springs Reservoir and dam
 - **Geotechnical**
 - Potential for evaporite soils
 - Site within mapped landslide, but no evidence of slope failure or movement

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

Share Your Thoughts Eagle County Site

3

The left most curve is REALLY dangerous. I've been side swiped by a downhill driver when I was on the outside edge going uphill. It is blind and not enough room for two vehicles even going slowly at the sharp point of the curve.

Option 1.

ECO has added roto-mill to the roadway to make a somewhat paved surface, but it has fallen apart. Will that be replaced?

important to protect wetlands

Option 2 is preferred less private property impact

Option 1 addresses the first curve which is narrow and blind- more imp than second curve

Option 2 is a better option

Option 1 seems better, but probably less impact with Option 2

Either is fine

Share Your Thoughts Eagle County Site

3

Option 2. Less impact to Kay and area

Option 1 definitely. Option 2 is no improvement.

Widen & straighten - add a bike lane.

Need a 3rd option. I prefer option 2 along with the Southern improvements in option 1. It would also be great incorporating some methods of speed control at Buck Point Dr. as any further straightening will just encourage more speed.

Benefits would be no stoped traffic because of narrow road way with canyon closure. Impact will be increased speed with daily commute as speed is already a problem around Buck Point intersection.

Need a 3rd option. This directly impacts me as I am the property owner

It will require me loosing property.



Eagle County Site 4

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



CONSIDERATIONS

- **Environmental**
 - No mapped streams or wetlands
 - No federal or state-listed threatened & endangered species habitat
 - No cultural resources near site
- **Geotechnical**
 - No evidence of geologic hazards or geotechnical features that would adversely impact design or construction

Share Your Thoughts Eagle County Site

4

seems pointless, that curve isn't dangerous and you can see around it.

Not sure the improvements will make much difference

looks fine

important to maintain culvert

Looks like you could move the curve to the north and achieve the same result without any new right of way needed.

I'm just not sure what the purpose is of making it easier at this curve for people to go faster considering the open range aspect of this pass. This is ranch land priority not traffic IMO.

Loose gravel on the curve is the biggest issue going downhill. Washboard is the issue after the curve going uphill.

Looks like you could move the curve to the north and achieve the same result without any new right of way needed.

Widen & straighten - add a bike lane.





Eagle County Sites 5 & 6 (Blue Hill)



NOT TO SCALE



**CONCEPT IN
PROCESS**

Share Your Thoughts Eagle County Sites 5 & 6

Hard to answer when concept is incomplete

Straightening this section makes lots of sense & improves safety and sight distance.

Shale!

We call this the hairy part. Much nail biting with each drive. New alignment would be much appreciated.

any possibility of a automated stop light at each end of blue hill like on indy pass?

This is the most important part. Needs to be two way traffic or one way with light. WIDEN It. Big enough for fire fighters to come through

Shore up both below and above the road. Guard rails.

This seems like a HUGE financial undertaking that isn't really needed. This money would be better used on this entire project put towards making sure i-70 is passable and this areas traffic isn't being increased.

This all seems ridiculous to make these areas more friendly for commuters when we are loosing farm land left and right and this is open range. With all the land that has been lost in coulter creek to 2nd home owners this land on cottonwood is needed



Share Your Thoughts Eagle County Sites 5 & 6

This is the most dangerous portion of the Cottonwood Pass road and should take priority. Money well spent!

Widen & straighten - add a bike lane.



Next Steps

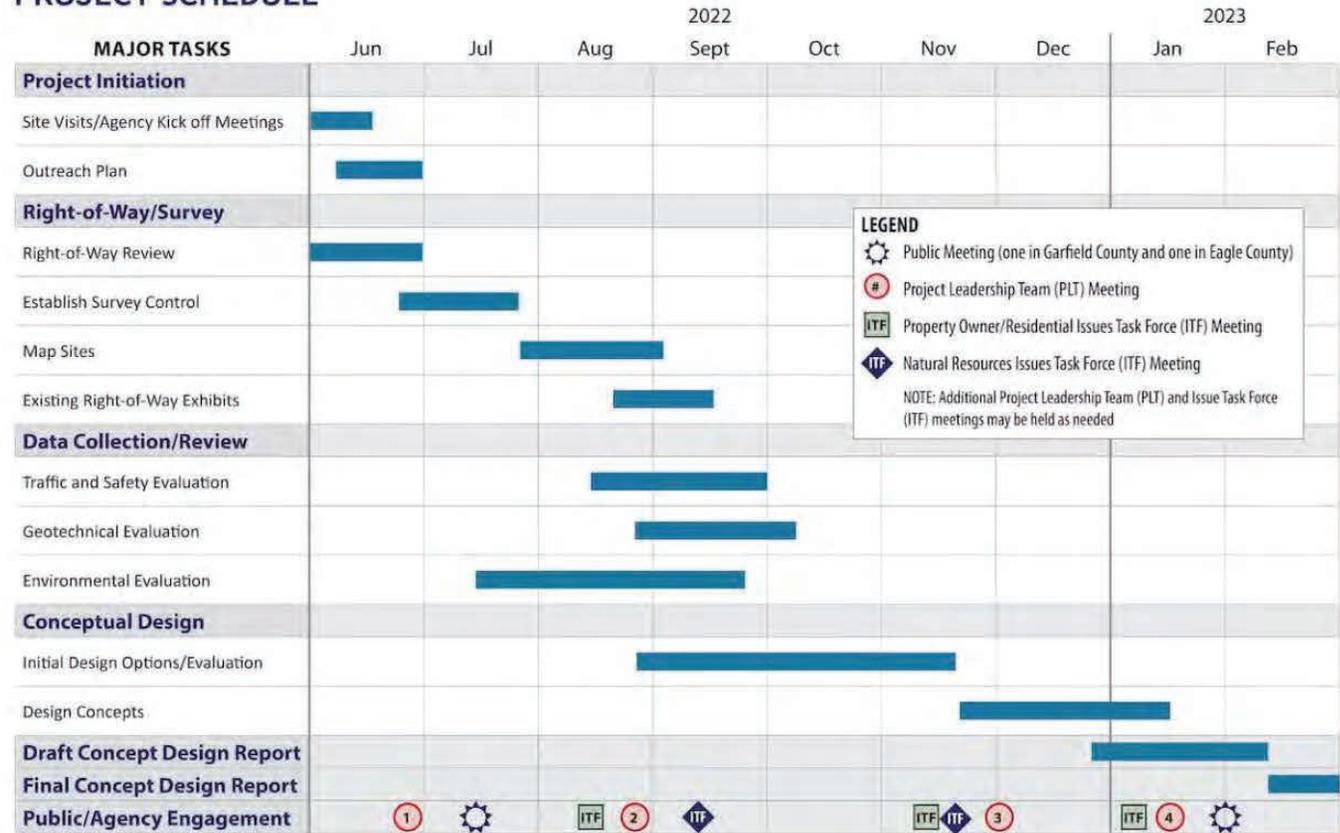




Next steps

- Next meeting of this group in January to discuss site assessments and refined designs

PROJECT SCHEDULE





Group Discussion/Q & A





Thank you!

www.codot.gov/projects/cottonwood-pass-concept-design



PROPERTY OWNER/RESIDENTIAL ISSUE TASK FORCE MEETING #3 SUMMARY

February 15, 2023

The third meeting of the Property Owner/Residential Issue Task Force (ITF) was held via Zoom videoconference on February 15, 2023, from 3:00 – 5:00 p.m. This meeting was interactive and combined a presentation by the project team with comment opportunities. The draft concepts were reviewed (they had been presented at the second meeting of this group) and newly developed refined options for some sites and design options for Blue Hill sites were shared, along with a summary of differentiators found during the design option evaluation. Participants were asked to share their thoughts on the refined options and Blue Hill options, and to give suggestions for best presenting this information at the upcoming public meetings. The final portion of the meeting was reserved for answering audience questions and gathering comments. Nearly 20 members of the public attended.

All ITF members (including those unable to attend) received a link to the presentation following the meeting and the same in-meeting survey was open for two additional days. The presentation and survey results are attached to this summary in **Appendix A**. Comments from the meeting chat are listed below in the Chat Comments section. Questions from the chat are listed in the open discussion portion if they were addressed at that time. Written comments are listed as typed by the participant with some minor spelling and capitalization errors corrected. The comments/responses and questions/answers in the group discussion section were summarized without compromising the speaker's intent.

CHAT COMMENTS

- ◆ Speed mitigation is needed. Speed mitigation is surely less expensive.
- ◆ Speed is a huge factor all the way across Cottonwood! We do not need I-70 coming through every time it's closed. Local traffic only!

OPEN DISCUSSION

- ◆ **Question:** Has the final environmental or natural resources report been completed at this point? If so, could a copy of it be posted online?
 - ◇ **Answer:** This project will not have a separate environmental scan or environmental evaluation report. The information gathered for the environmental evaluation and coordinated with the Natural Resources ITF is in presentations to that group. The presentations and notes from those meetings are on the project web page and information will be included in the Concept Design Report.
- ◆ **Question:** What will the next public meeting involve? Will homeowners be able to provide input on the plans presented at that phase?



- ✧ **Answer:** The design concepts presented today and the evaluation of those concepts will be shown at the public open house meetings. Today, we showed the highlights of evaluation differentiators in the presentation. We will share the full evaluation for each option at the meetings. We are hoping to have one meeting in Glenwood Springs and one in Gypsum – possibly on back-to-back nights. Everyone on the ITF list will receive an email advertising the dates/times and the advertisements will be shared many other ways.

In addition to the public meetings, we're also gathering feedback from adjacent owners through direct coordination. All of the input will be rolled up, considered, and documented in the final report. The documentation of all the feedback will be provided to the counties so they can use it to inform their decisions.

- ◆ **Question:** The plans state that additional right-of-way or easements may be required for construction. Can you provide an estimate of how much additional land would be required aside from what is represented on the plans?

- ✧ **Answer:** We are at a very high level of design. Temporary or construction-type easements are determined during final design. Many more specifics will be determined in final design and the environmental evaluation may show other things that need to happen adjacent to the roadway to avoid or mitigate impacts. We cannot even give a guess at that type of information at this point. Lines shown in the design options are based on a concept level of design. Things can still change if improvements move forward with more design, such as a wall versus grading, or based on how things would be constructed.

- ◆ **Question:** Will the old roadways, or the pieces that are no longer being used, be re-vegetated or maintained as a pull-off? There were some concerns with it becoming a pull-off.

- ✧ **Answer:** That would need to be determined if the projects move forward. The original intent would be that those areas would be re-vegetated or taken back to their natural vegetation. However, if a pull-out would help with safety it could be considered. We heard from the Sheriff's representatives that one reason they don't increase enforcement along here is that they don't have places to park because the road is too narrow. This project is not at a level where pull-out versus revegetation will be determined and improvements were not proposed with the intent of creating pull-out areas along the curves.

- ◆ **Question:** Will there be a joint session with the Commissioners of both the counties for discussion about their perceptions and likelihood of actually funding any of the options? Are the Garfield County Commissioners interested in pursuing and funding any of the sites in Garfield County?

- ✧ **Answer:** We haven't heard about talks around a joint meeting between the boards, though that doesn't mean it's not going to happen. The counties likely want to wait to see what is documented in this project's report and decide direction from there.

Garfield County hasn't been as interested as Eagle County in finding funding at this time. This could partially be because Blue Hill and some of the more significant problems are on the Eagle County side. This is not to say that Garfield County isn't interested in improving some of their sites, but Garfield County does not intend to select options as part of this process. They want to leave all options on the table until they're ready to actually do something. Eagle County is in the



opposite court right now. They are interested in making improvements, so they will likely select options as part of this process.

- ◆ **Question:** Please summarize the total grant money expected to go to the Blue Hill site.
 - ✧ **Answer:** As it currently stands, CDOT is applying for \$5M for the improvements at Eagle County Site 2. There is another grant not yet advertised that CDOT is watching, and the draft plan at this time is to ask for \$23M for Blue Hill from that possible grant, but these things tend to change. That will be \$23M out of an \$80-ish million-dollar grant application that would focus the rest of the funds on I-70, Glenwood Canyon, and the designated detour on Highways 9 and 40.
- ◆ **Question:** How do you propose to work with the counties to foster collaboration instead of creating a piecemeal approach?
 - ✧ **Answer:** These are individual sites and they are individual projects, but that is not piecemeal. They have independent utility and safety improvements are associated with each of them. This process was meant to give a big-picture look, determine core values and concerns, and make decisions at each site about how to balance all those core values. Improvements can be adjusted as needed for each site. How the county moves forward if they are granted money is up to them, but they will take all the information we've gathered so far and use that to inform their design.
- ◆ **Question:** Could you remind me which sections involve the Crystal River Ranch property? I think it was the upper 2 sections, near the top of the pass, but I didn't see any reference to them on your graphics today. It was more BLM sites.
 - ✧ **Answer:** Eagle County Site 4 (*corrected answer*).
- ◆ **Question:** Can you remind me what was the cost estimate for Sites #4, 5, and 6?
 - ✧ **Answer:** Site #4 is \$250,000 to \$400,000. Site 5 Option 1, off alignment, is \$350M to \$360M. Site 5 Option 2, closer to on-alignment, is \$55M to \$59M. Site 6 is mostly BLM.
- ◆ **Question:** Given that this was just 5% design level and doesn't even include all right-away costs, at some point the counties are going to make some decisions about options they like or whether they want to go forward. So there's a big gap, between that decision making process and then taking grant money and starting construction. So what happens to get it to the next level of cost estimate, and then environmental study that has to go through a big process?
 - ✧ **Answer:** Using the example of Blue Hill, with large costs, part of that grant money would be for design and environmental study costs. That would go to the counties and they would take it from the current 5% design and complete necessary environmental studies and design, and move into construction if sufficient money is available. This is similar for the other locations, though obviously much smaller scale. The counties could move forward with their own funding to complete design and move into construction on smaller improvements. The approach would be up to them at that point.
- ◆ **Question:** I just want to confirm it's the county that would go to the next step of cost estimating and going through the environmental study... that happens at the county level?



- ❖ **Answer:** This project put together the high-level cost estimates we presented. Yes, further design refinement from this point would be through the counties.
- ◆ **Comments:** My property is on Site Design 4, on both sides of the curve in the road. Please bring the graphic up. [Summary of each main comment point follows]
 - ❖ Last winter we had a tractor trailer rollover right in our driveway. It shut down county road 100 for 2 days.
 - ❖ A little background on me, I've got 7 years in with Pitkin County Road and Bridge. I worked for Peter Kiewit in Glenwood Canyon on and off for 7 years, had 22 years at State of Colorado on Hoosier Pass and Summit County area Vail Pass – so I know design and building.
 - ❖ I had the county come in and they put in chevrons to denote that corner. I asked them to put in a speed limit sign up above. It should be 25 miles per hour. The speed will increase with improvements. People cut the corner now, so you can't see stripes on the road. There is a lot of pavement going toward the guardrail that isn't used because people cut the corner. There is a big problem if a road is not maintained with delineation and correct signage.
 - ❖ In June of 2017 I went to the County Commissioners to request traffic counts. We had over 10,000 vehicle trips in a week on County Road 100. The County Road average speed limit is 35 mph, the fastest vehicle was 56 mph. The sheer volume of traffic has only increased over the last 5-6 years. Only cops, speed bumps/dips, or another bumper will slow people down. Get speed taken care of and this project isn't needed.
 - ❖ On Site #3, on the corner where all the driveways come in, the shoulders need to be maintained. If the road was maintained, there is no need for any development on this road.
 - ❖ Using Spring Valley Road would be better than using Catherine Store, because that road is wide, has big shoulders, and has good visibility. This project is not needed and isn't common sense. I don't want changes on my road. This area has a lot of wildlife including mountain lion, big horned sheep, deer, wild turkeys.
 - ❖ If you remove dirt from the hillside on Garfield County Site 5, people will speed more.
 - ❖ You put guardrail around my driveway in the design. There is erratic traffic around the corner. I've lost pinyon trees that have been there for over 40 years and people run into the 400-500-pound boulders I put there.
 - ❖ The first snowstorm this year, almost on the straight stretch, we had a driver shoot off the road in the same spot my grandkids were waiting for the bus 10 minutes earlier. She took out some fence posts. It was someone who lives in Missouri Heights.
 - ❖ **Response:** We're capturing all of these concerns that you've said and it is all really good feedback. It sounds like you're thinking enforcement and maintenance would be a better solution than the designs concepts.
 - ❖ Absolutely right. I want two speed bumps right out here in front of where the school bus stops and another one up on the lower side of this corner. That would be the best expenditure of any money put on this road short of having the work crews get out here and start doing their delineation, start cutting the vegetation back, start addressing with verticals on the pavement,



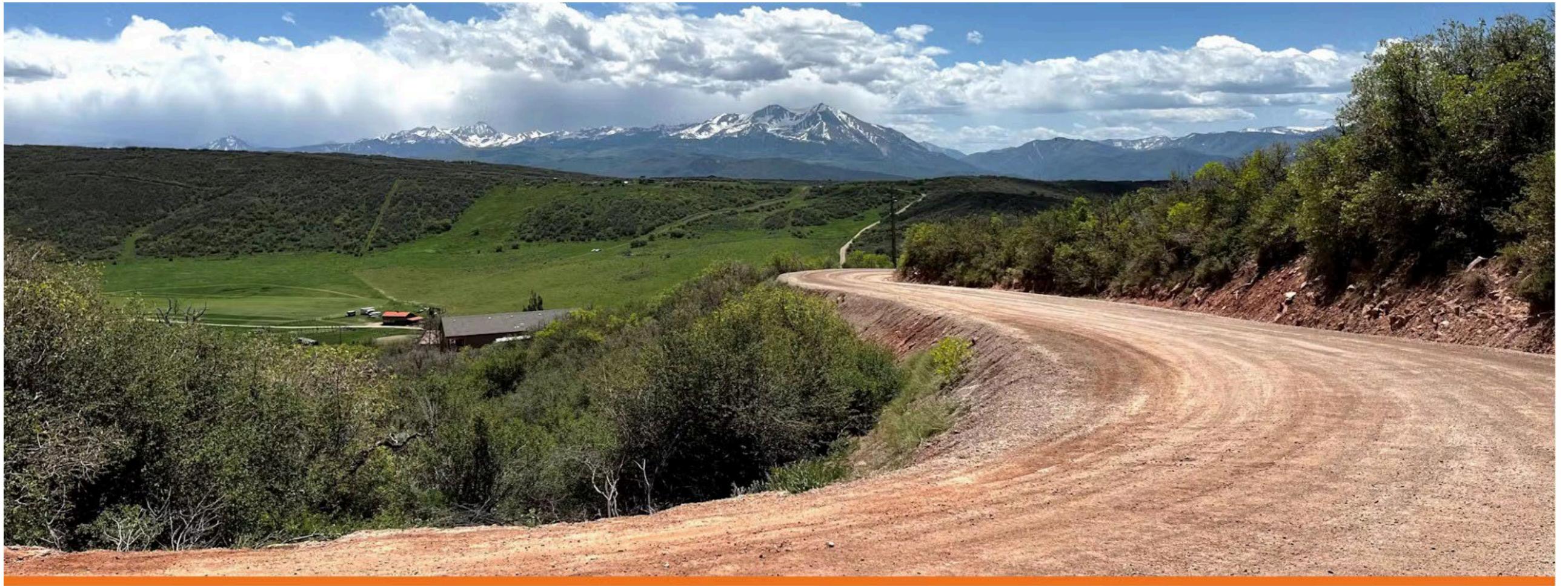
plowing and maintaining the shoulders. I welcome the project team to come look at it in person with me.

- ◆ **Question:** Will there be any specific recommendations for enforcing this speed? We know that there's not a lot of law enforcement, they have other things to do, so why not use speed bumps? We need an actual physical impediment to slow down all of the people who are speeding. So, is there going to be a recommendation specifically addressing speed in any of these areas?
- ◇ **Answer:** We did look into a few options around the speed limit or the speeding problem. It's posted at 25-mph but most people are speeding along the road which is creating a problem in and of itself with the speeding issue. We looked at signage options and sat down with enforcement officials from Eagle County and Garfield County to talk about what could be done. One of their major issues is there's not a lot of good places to pull someone over due to the narrow road, so they could create a bigger safety issue if they pull someone over where someone could come around a corner and hit them. Identifying locations for them to sit and pull people over is something for the counties in the future. We did reach out to Garfield County Road and Bridge about the idea of speed bumps. It sounds like they have a little bit of history with it. They did have a property owner put in some dips near their home and it sounded like it really only helped immediately, a couple hundred feet before and after the dip. Eventually, the owner just hears people start squealing breaks before they hit the dip and then hears the engine speeding back up on the way back out. The property owner subsequently went back in and added about four more dips and they are having the same result. So, it sounds like that hasn't been super successful. Speed mitigation will be a topic in the report. We've talked to both counties about it, and they're going to do what they can to help with this.



Appendix A

Property Owner/Residential Issue Task Force Meeting #3 Presentation and Interactive Survey Results



Cottonwood Pass Concept Design
Property Owner/Residential
Issue Task Force (ITF) Meeting #3
February 15, 2023



Welcome!

AGENDA

- Project overview
- Design options and refinements
- Initial evaluation findings
- Next steps
- Group discussion/Q&A

WHAT TO EXPECT

- A mix of presentation and interactive polling
- Respectful communication
- ITF input used to inform evaluation results and refinement of concept designs at each site



Project team presenters



Jacob Rivera
CDOT Region 3
Project Manager



Stacy Tschuor
David Evans and
Associates, Inc.
Project Manager



**Sarah Rachal-
Dormand**
David Evans and
Associates, Inc.
Engineer



Leah Langerman
David Evans and
Associates, Inc.
Public Engagement

What is your main interest in the Cottonwood Pass Corridor?



I own property adjacent to one of the site design options



I own property/live somewhere else along Cottonwood Pass



I own property/live along CR 113, 114, or 115

0

I commute along Cottonwood Pass



I bike along Cottonwood Pass



Other



Project Overview





Project purpose

FOCUS

- Cottonwood Pass between Gypsum in Eagle County and CO 82 in Garfield County

PURPOSE

- Road safety improvements to make the county roads safer and more functional as a vital travel connection between the local communities

IMPETUS

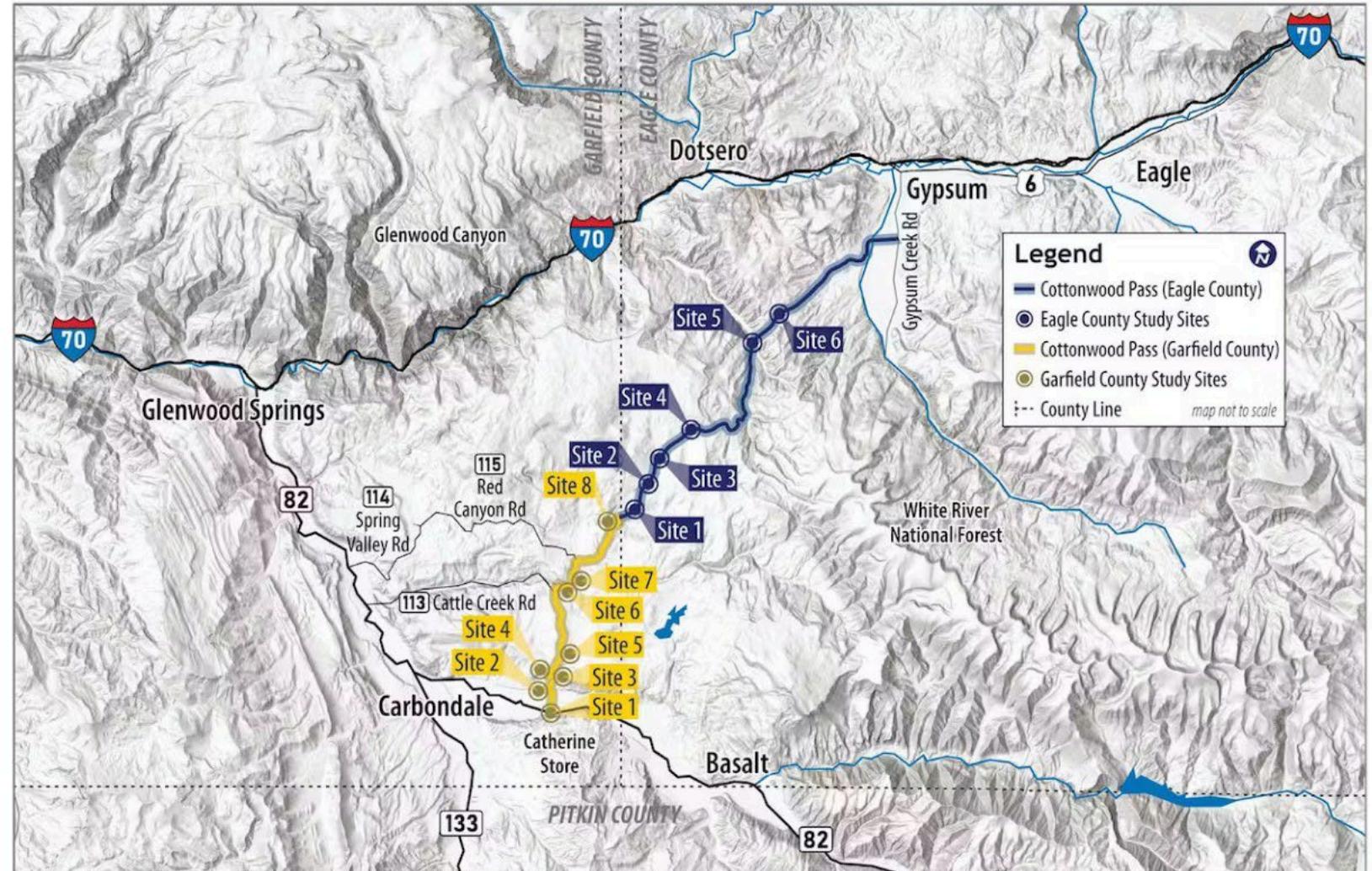
- Eagle and Garfield counties recognized the need for safety improvements
- This need became more apparent during Glenwood Canyon closures

*This project IS NOT preparing Cottonwood Pass to be a detour route for I-70 traffic!
The detour will remain north of I-70.
Cottonwood Pass improvements are needed for the safety of local travelers.*

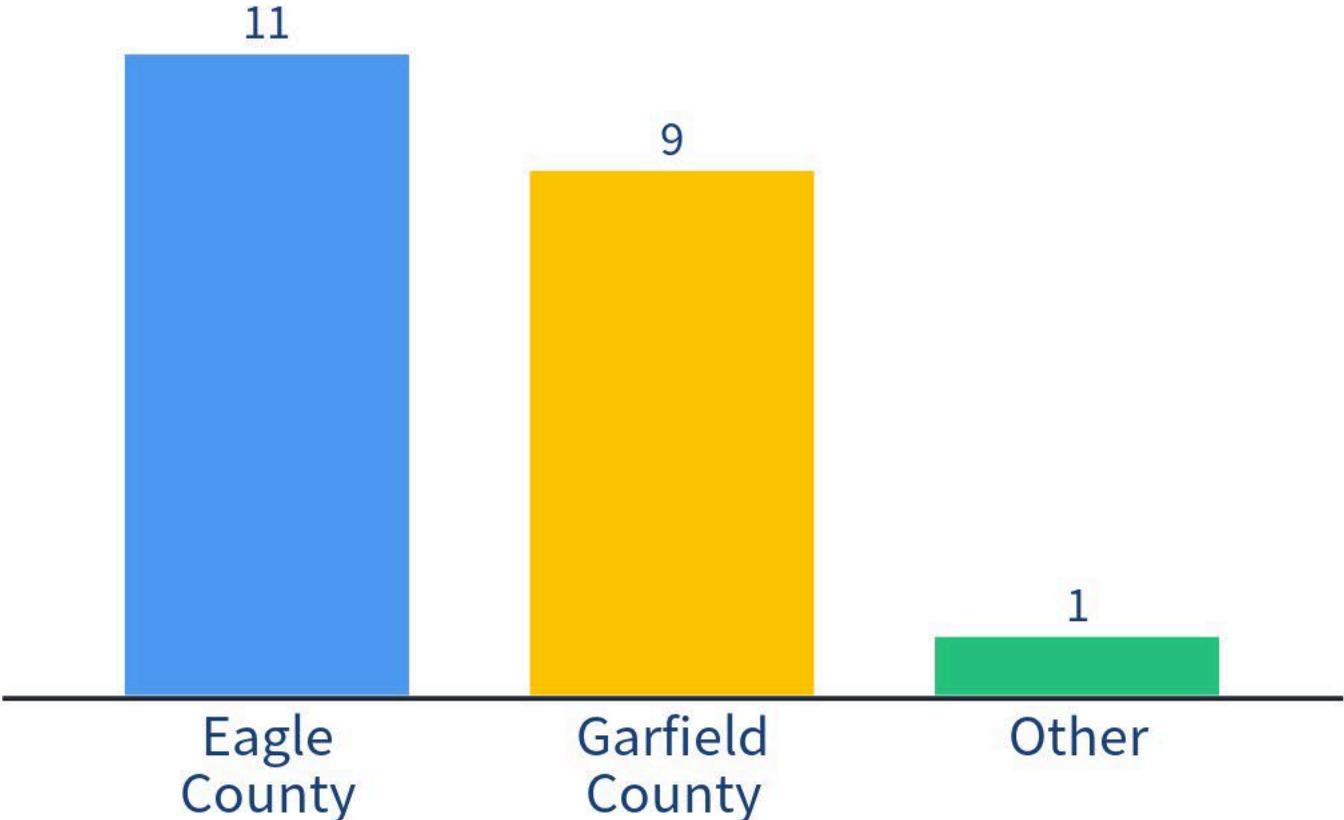


Project site key map

- Focus on 14 specific sites:
 - 6 in Eagle County
 - 8 in Garfield County
- Potential improvement areas account for 14% of total length of Cottonwood Pass
 - Corridor-wide improvements are not being considered with this project

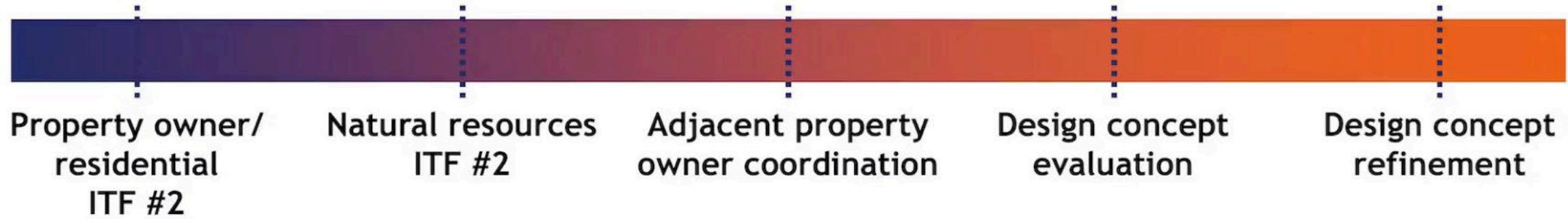


Where do you live?





Progress since last ITF meeting





Context Sensitive Solutions (CSS) process

- ✓ Establishing project goals
- ✓ Establishing participant roles and responsibilities
- ✓ Establishing criteria for evaluating alternatives
- ✓ Developing options for improvements
- ✓ Evaluating design options based on established criteria
- Documenting the process and final recommendations



Evaluation criteria - Core Values

Core Values

The core values identified below are intended to be used to evaluate safety improvements at 14 locations as part of this concept design project.

WHAT IS IMPORTANT?

SAFETY

Improve driver safety by making improvements at critical areas of geometric deficiencies

RESPECTING CORRIDOR CHARACTER

Maintain the rural feel of road

Minimize impacts to private property

Mitigate visual impacts from improvements

NATURAL RESOURCE PRESERVATION

Minimize impacts to nearby wildlife habitat and waterways

COLLABORATIVE IMPROVEMENTS

Engage public and stakeholders to provide meaningful input into the concept design process



Evaluation criteria

Core Value	Criteria/Measure
Safety	Assessment of changes to vehicular safety concerns at site (speed, off-road vehicles, two-way traffic conflicts)
Respecting Corridor Character	Ability to maintain rural feel of road
	Potential right-of-way impacts to private property
	Potential visual impacts
Natural Resource Preservation	Potential impacts to wildlife habitat and waterways
Collaborative Improvements	Concerns and support from adjacent property owners
	Concerns and support from corridor travelers and general public



Design Options and Initial Evaluation Findings by Site



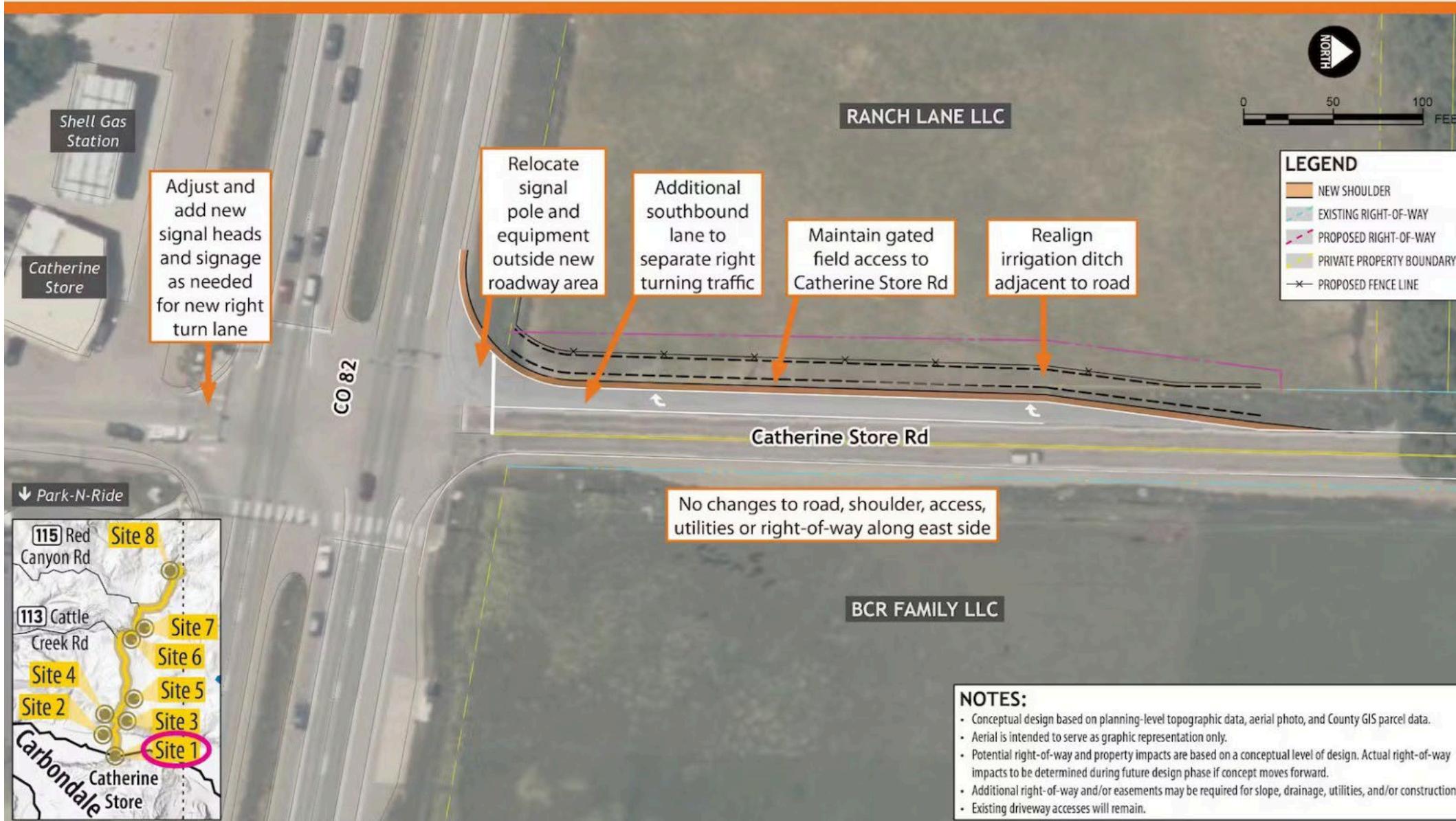


CONCEPTS

- Conceptual design based on planning-level survey data, aerial photo, and County GIS parcel data
- Potential right-of-way and property impacts are based on conceptual design
 - Actual right-of-way impacts to be determined during future design
 - Concepts would have temporary construction easements beyond permanent right-of-way acquisitions
- Driveways and access will remain with all site concepts



Garfield County Site 1



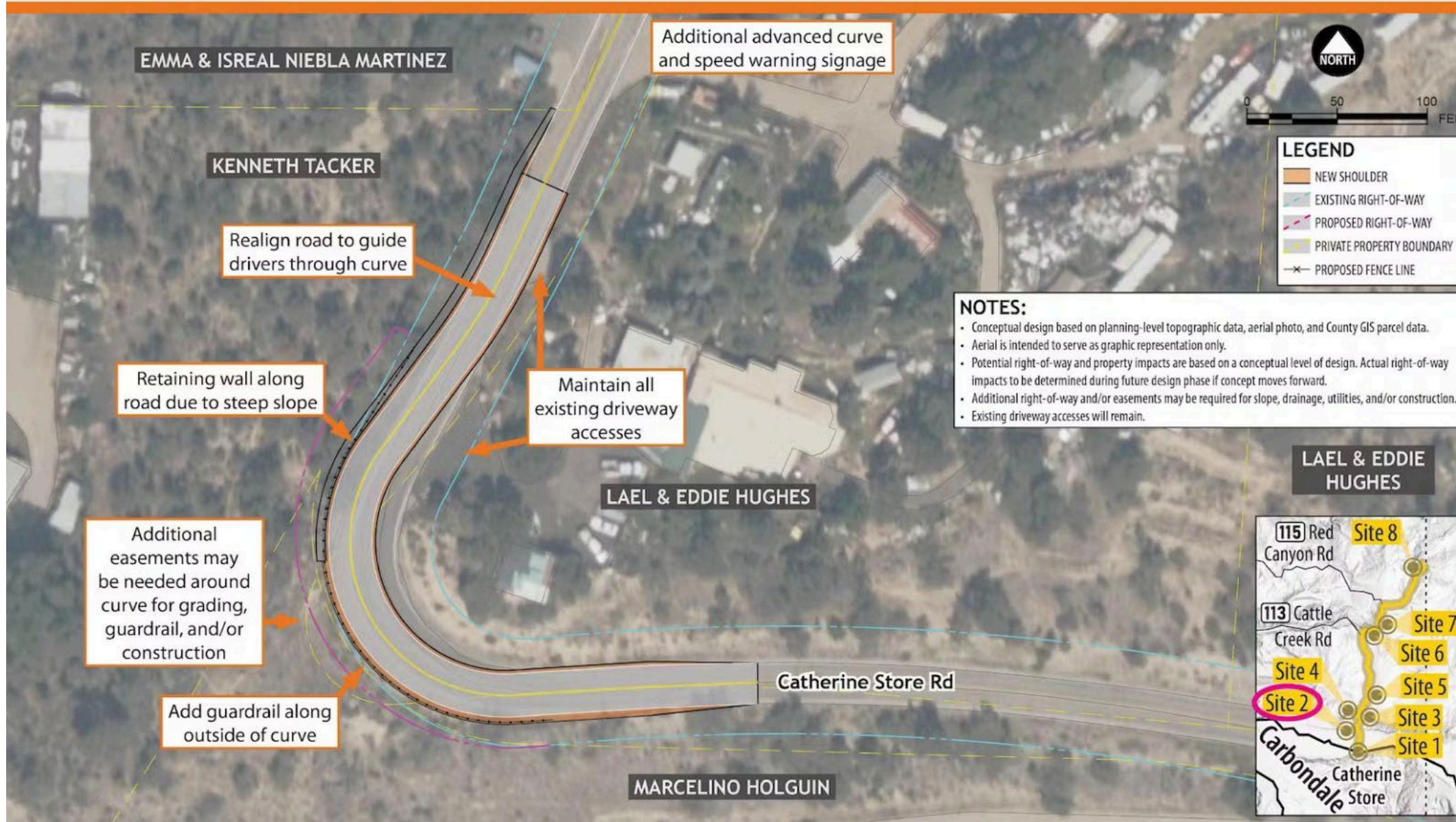
- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Moderate improvement with reduced queue lengths and separation of right-turning traffic
 - **Respecting Corridor Character**
 - Less than 0.25 ac of ROW impacts
 - **Natural Resource Preservation**
 - Irrigation ditch would need to be realigned
 - **Collaborative Improvements**
 - General agreement with proposed changes
- CONCEPTUAL COST**
- \$350 - 400k

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



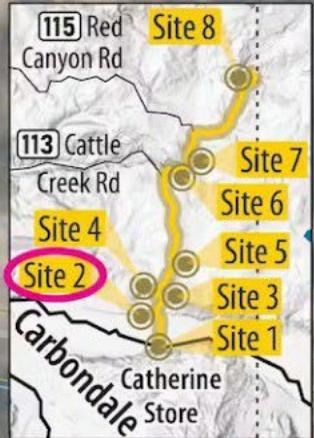
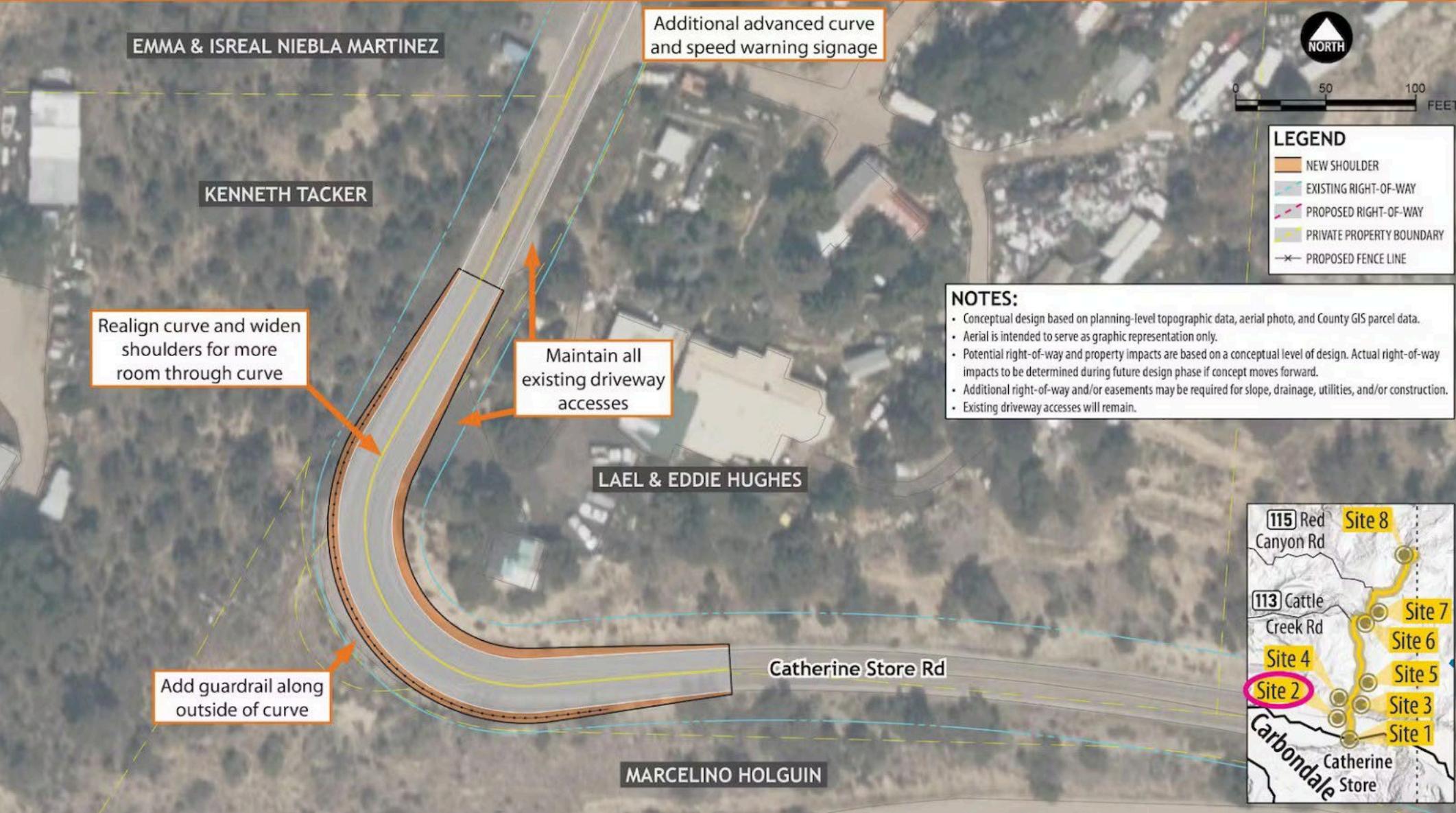
Garfield County Site 2 - Option 1



- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Moderate improvement with realigned curve to guide drivers
 - **Respecting Corridor Character**
 - Less than 0.10 ac of ROW impacts
 - **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
 - **Collaborative Improvements**
 - Strong concern about speeds
 - General preference for option
- CONCEPTUAL COST**
- \$1.4 - 1.5 M



Garfield County Site 2 - Option 2



INITIAL EVALUATION DIFFERENTIATORS

- **Safety**
 - Moderate improvement with modifications and more room through curve
- **Respecting Corridor Character**
 - No expected permanent ROW impacts
- **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
- **Collaborative Improvements**
 - Strong concern about speeds
 - Public noted option seems easier and just as beneficial

CONCEPTUAL COST

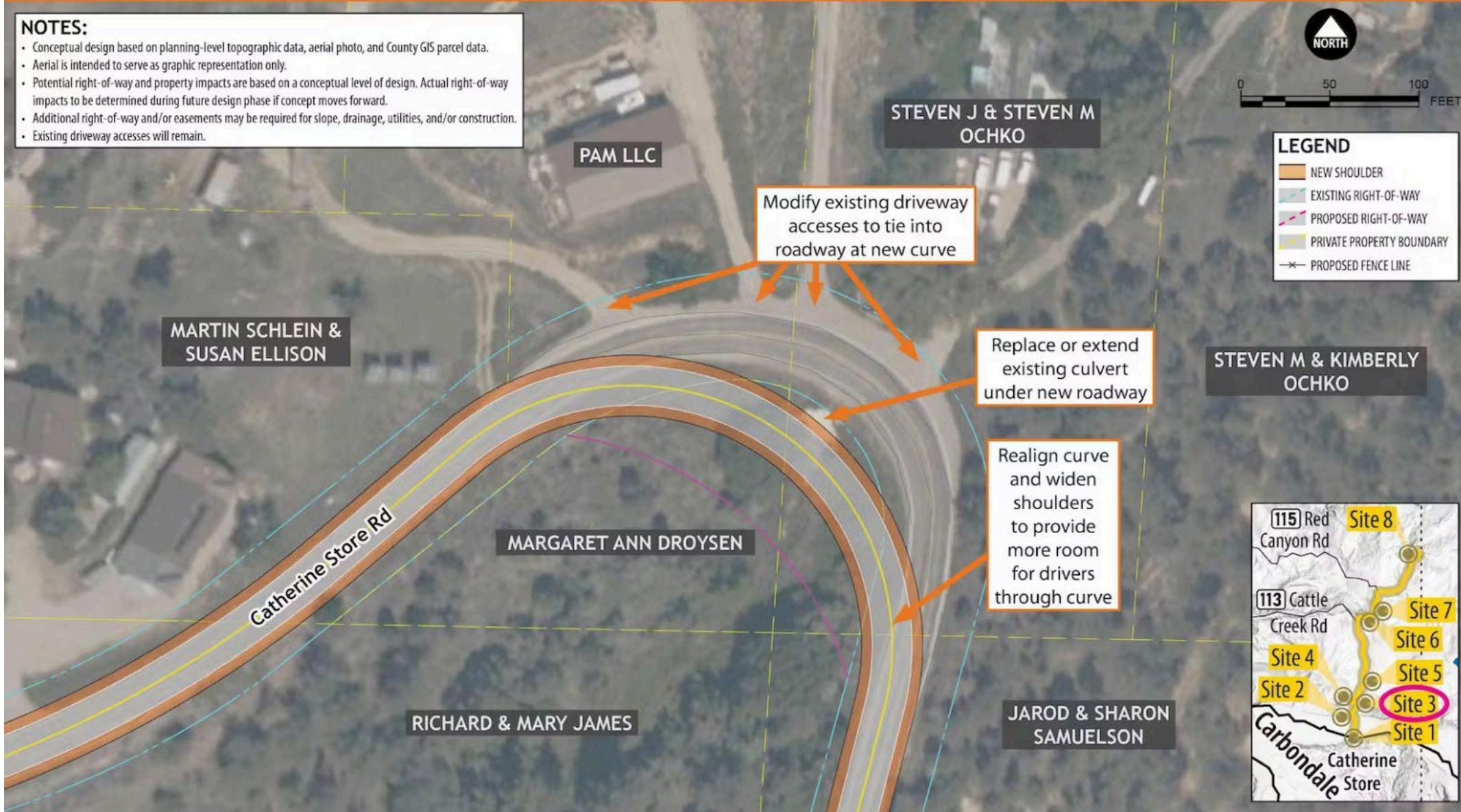
• \$600 - 700k



Garfield County Site 3

NOTES:

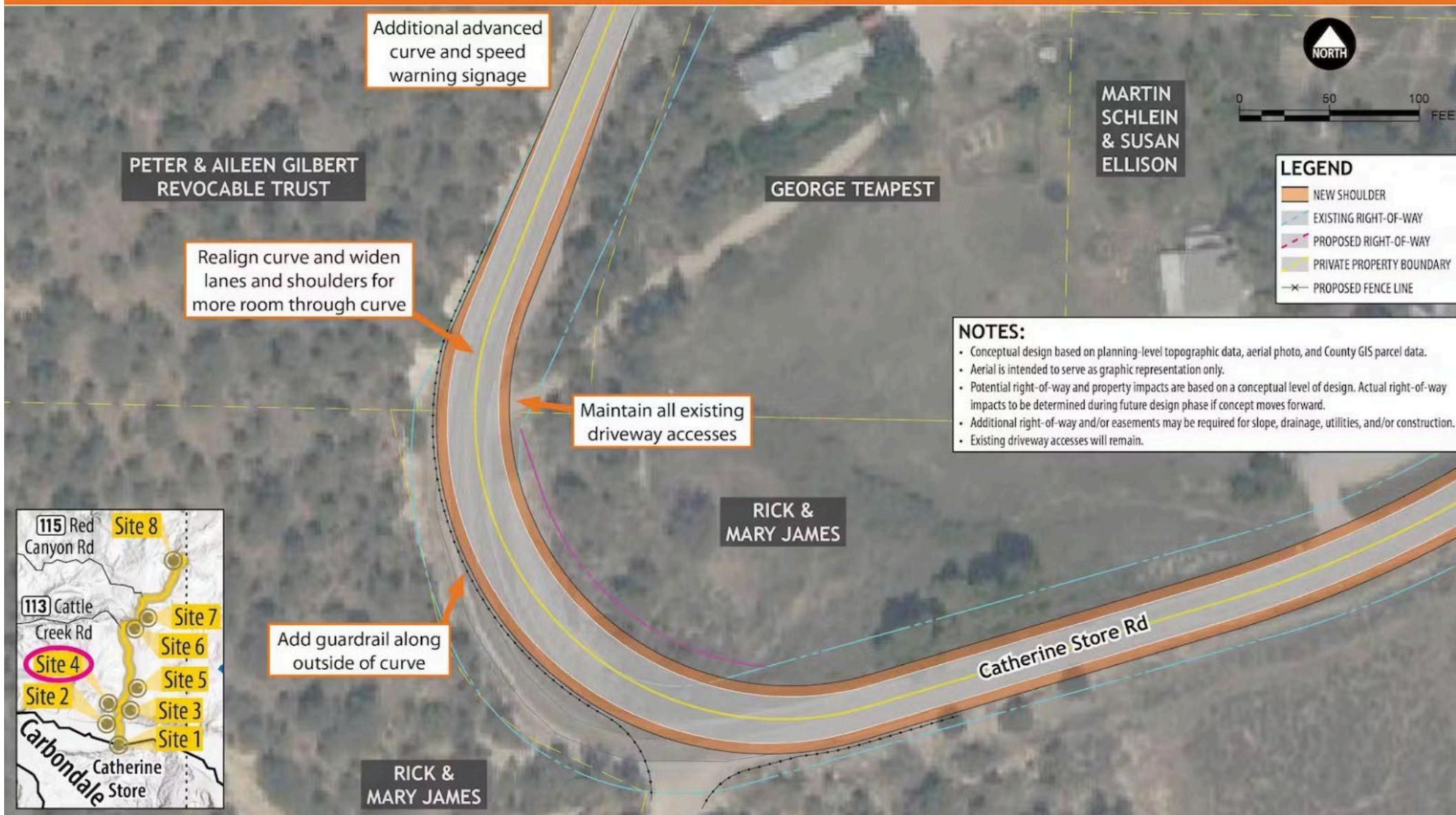
- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Minor improvement with modifications and more room through curve plus access consolidation
 - **Respecting Corridor Character**
 - Less than 0.25 ac of ROW impacts
 - **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
 - **Collaborative Improvements**
 - Strong concern about property impacts
 - Some support, but concern with speeds
- CONCEPTUAL COST**
- \$1.0 - 1.1 M



Garfield County Site 4



NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Moderate improvement with realigned curve and more room
 - **Respecting Corridor Character**
 - Less than 0.10 ac of ROW impacts
 - **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
 - **Collaborative Improvements**
 - Strong concern about speeds
 - General support for improvements
- CONCEPTUAL COST**
- \$1.3 - 1.4 M



Garfield County Site 5

REBECCA DONELSON
REVOCABLE TRUST

Potential to keep existing right-of-way and fence line and use easement for new slope construction and maintenance

Cut into hillside and widen inside shoulder to improve driver sight distance around curve

No changes to road, shoulder, fence, guardrail or right-of-way along east side

FELIX & SARAH TORNARE

RICHARD & BETTY GREEN



LEGEND

- NEW SHOULDER
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PRIVATE PROPERTY BOUNDARY
- PROPOSED FENCE LINE



NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

INITIAL EVALUATION DIFFERENTIATORS

- **Safety**
 - Moderate improvement with increased sight distance around curve
- **Respecting Corridor Character**
 - No expected permanent ROW impacts
- **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
- **Collaborative Improvements**
 - Concern about impact to area spring
 - Some support, but concern with speeds

CONCEPTUAL COST

- \$1.3 - 1.4 M



Garfield County Site 6



INITIAL EVALUATION DIFFERENTIATORS

- **Safety**
 - Moderate to major improvement with increased sight distance and reduced conflicts
- **Respecting Corridor Character**
 - No expected permanent ROW impacts
- **Natural Resource Preservation**
 - Potential stream and habitat impacts
- **Collaborative Improvements**
 - General agreement with proposed changes

CONCEPTUAL COST

- \$500 - 600k

NOTES:

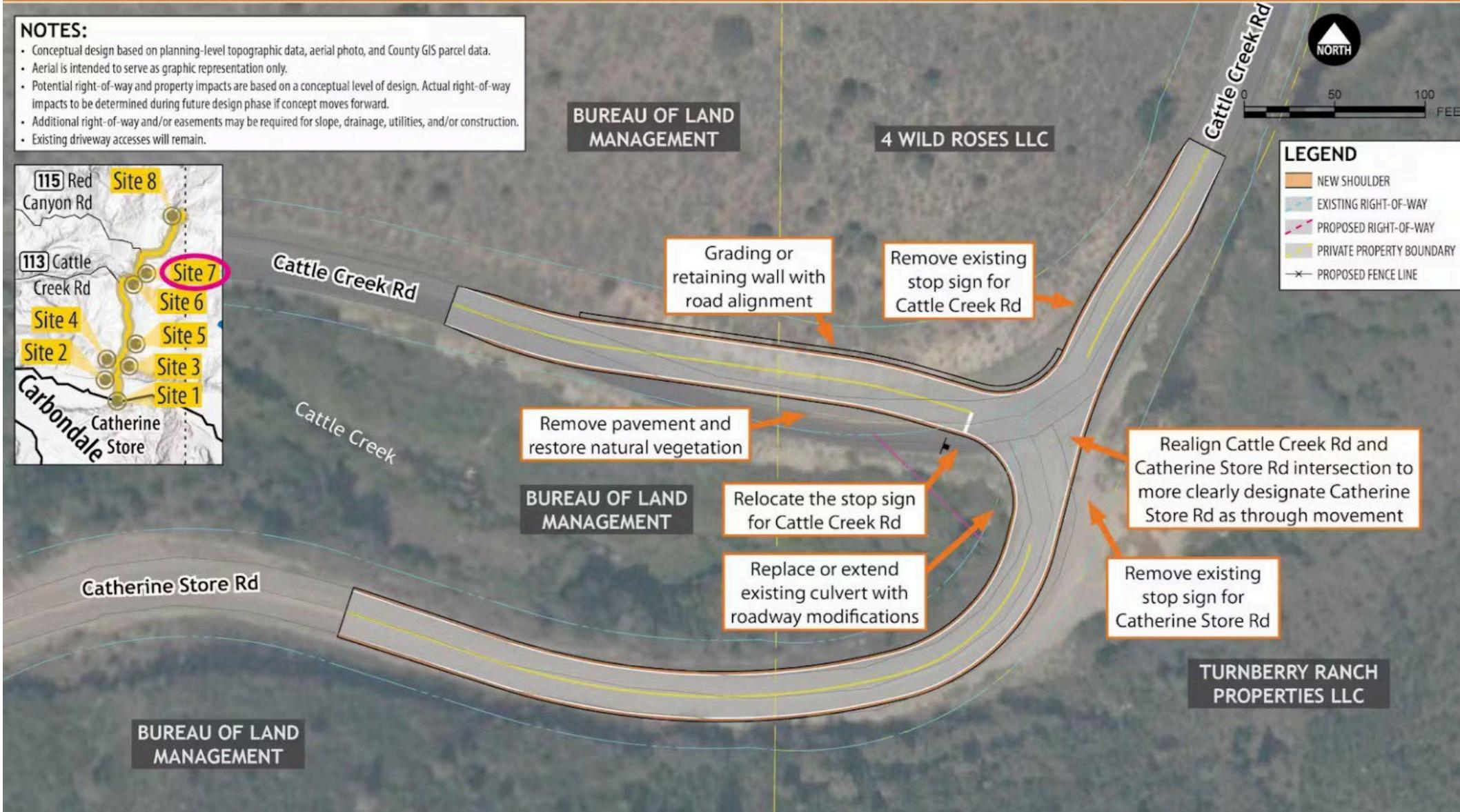
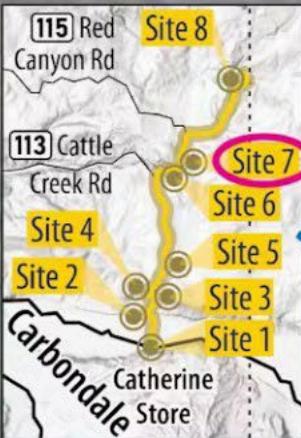
- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



Garfield County Site 7 - Option 1

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



INITIAL EVALUATION DIFFERENTIATORS

- **Safety**
 - Moderate improvement with improved wayfinding and reduced conflicts
- **Respecting Corridor Character**
 - Less than 0.10 ac of ROW impacts
- **Natural Resource Preservation**
 - Potential Cattle Creek impacts
 - Potential habitat impacts
- **Collaborative Improvements**
 - General agreement with proposed changes

CONCEPTUAL COST

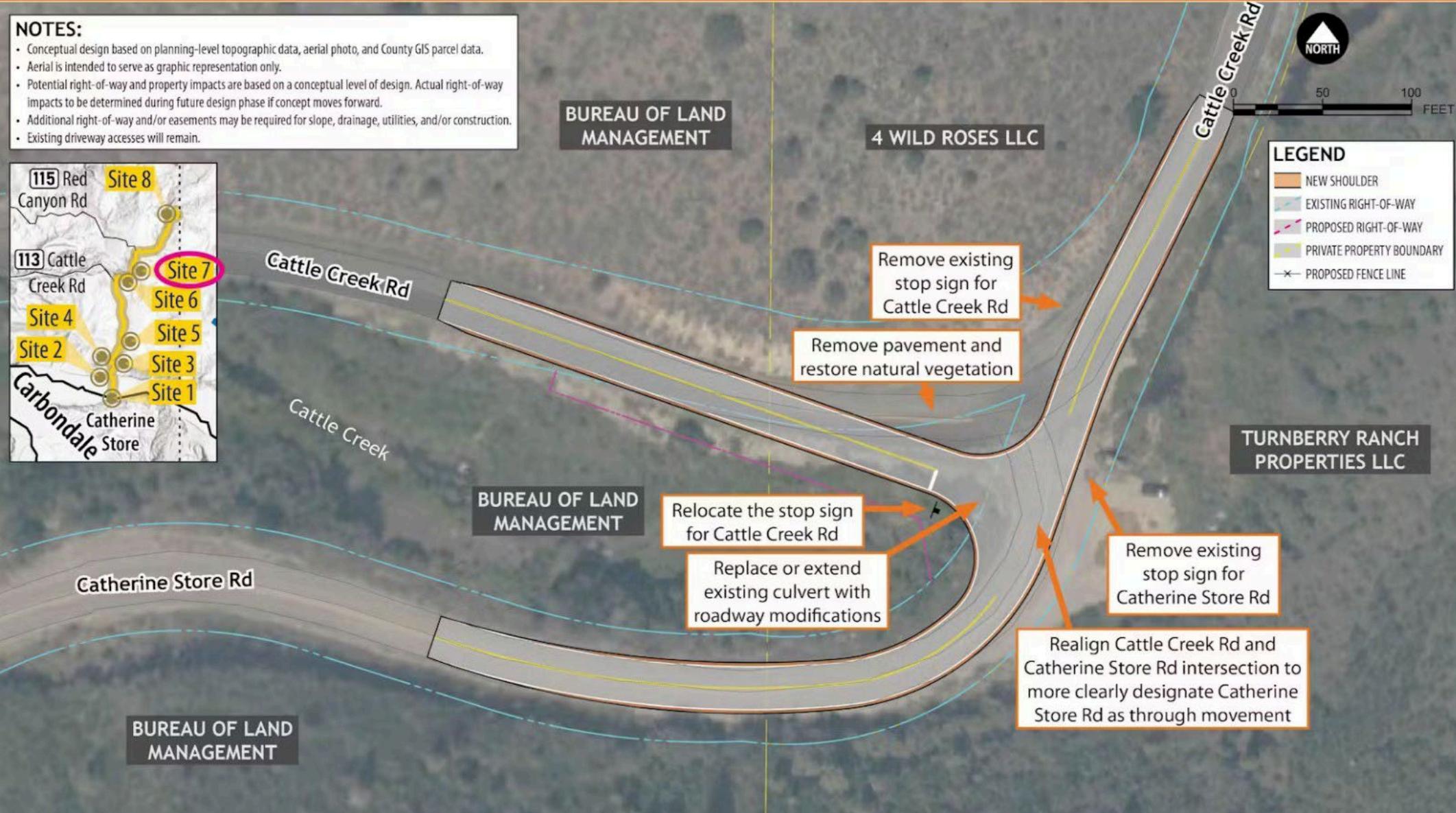
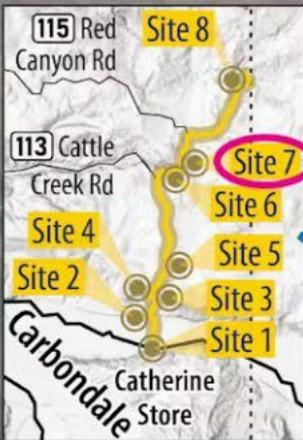
- \$3.0 - 3.2 M



Garfield County Site 7 - Option 2

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



INITIAL EVALUATION DIFFERENTIATORS

- **Safety**
 - Moderate improvement with improved wayfinding and reduced conflicts
- **Respecting Corridor Character**
 - Less than 0.20 ac of ROW impacts
- **Natural Resource Preservation**
 - Potential moderate Cattle Creek impacts
 - Potential habitat impacts
- **Collaborative Improvements**
 - General agreement with proposed changes

CONCEPTUAL COST

• \$1.7 - 1.8 M



Garfield County Site 8



INITIAL EVALUATION DIFFERENTIATORS

- **Safety**
 - Moderate improvement with increased sight distance around curve
- **Respecting Corridor Character**
 - No expected permanent ROW impacts
- **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
- **Collaborative Improvements**
 - General agreement with proposed changes, but concern with speeds

CONCEPTUAL COST

- \$600 - 700k

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

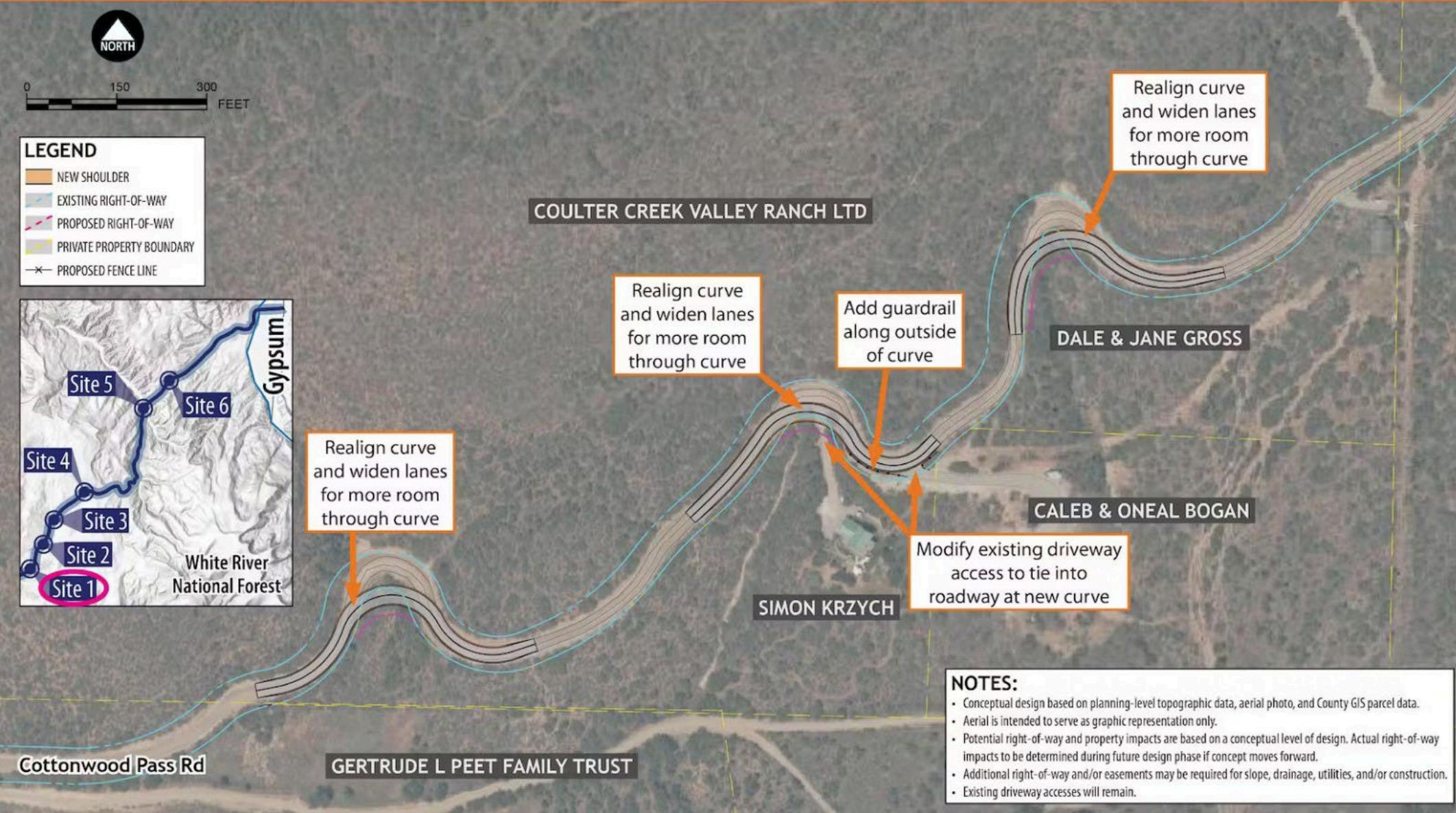
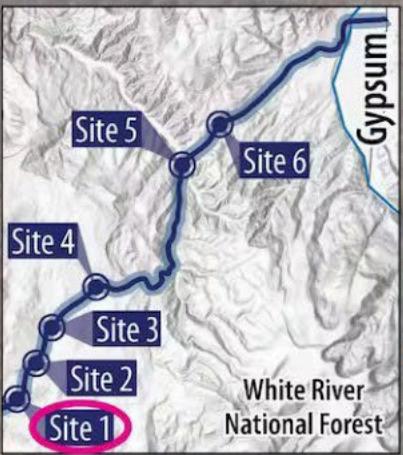


Eagle County Site 1 - Option 1



LEGEND

- NEW SHOULDER
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PRIVATE PROPERTY BOUNDARY
- PROPOSED FENCE LINE



- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Minor improvement with curve softening and wider shoulders
 - **Respecting Corridor Character**
 - Less than 0.50 ac of ROW impacts
 - **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
 - **Collaborative Improvements**
 - Strong concern about property impacts
 - General preference for option to minimize property impacts and speeds

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

CONCEPTUAL COST

- \$900k - 1.1 M



Eagle County Site 1 - Option 2



LEGEND

- NEW SHOULDER
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PRIVATE PROPERTY BOUNDARY
- PROPOSED FENCE LINE



- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Moderate improvement with realigned curves and wider shoulders
 - **Respecting Corridor Character**
 - 0.50 - 1.0 ac of ROW impacts
 - **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
 - **Collaborative Improvements**
 - Strong concern about property impacts
 - General agreement with proposed changes

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

CONCEPTUAL COST

- \$900k - 1.1 M



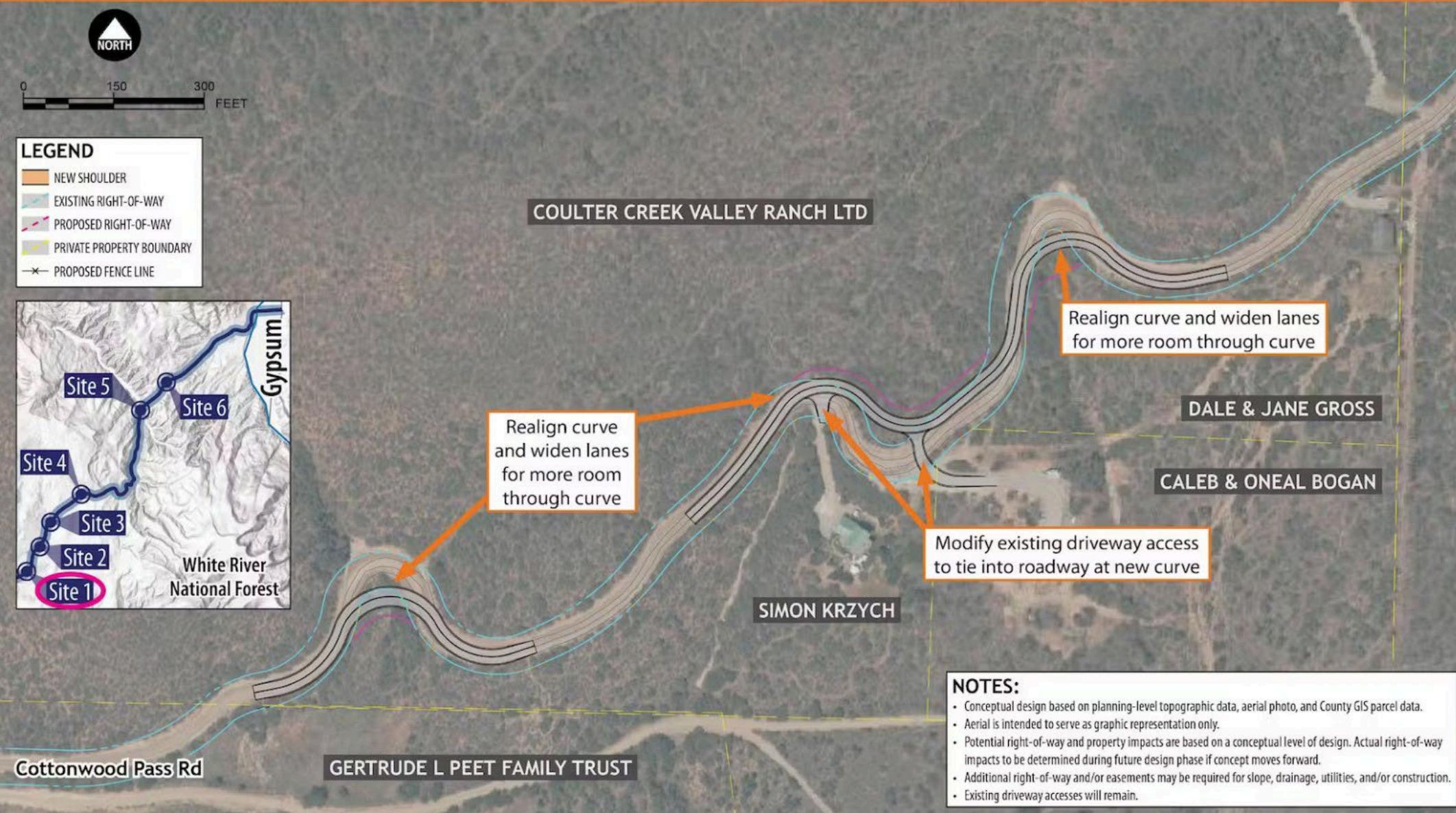
Eagle County Site 1 - Refined Option



0 150 300 FEET

LEGEND

- NEW SHOULDER
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PRIVATE PROPERTY BOUNDARY
- PROPOSED FENCE LINE



INITIAL EVALUATION DIFFERENTIATORS

- **Safety**
 - Moderate improvement with realigned curves and wider shoulders
- **Respecting Corridor Character**
 - Less than 0.50 ac of ROW impacts
- **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
- **Collaborative Improvements**
 - Option refined to minimize property impacts

CONCEPTUAL COST

- \$900k - 1.1 M

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

Please share your thoughts on the Eagle County Site 1 refined option.

16 Responses

The 3rd option seems like the best

When curves get flattened, do the grades / slopes of the roadway increase, if so, that could be troublesome.

The 3rd option seems like the best

Will the old roadways be revegetated or maintained as pull-offs? We have concerns about them being maintained as pull-offs, as this attracts people to use the areas for recreational activities that result in noxious weed spread and trash.

Can you provide an estimate of how much additional land would be required aside from what is represented on the plans or is that not possible yet?

Are there any plans for revegetation of the realigned curves? Will CDOT or Eagle County plan to manage noxious weeds and plant native species in reclaimed roadways? What options influence decisions?

What will be done with the current road cuts?
Revegetation? Regrade?

Everything I have seen thus far will create a speed incentive for drivers. How does the plan propose to address that impact?

Can you provide more detail about the retaining wall along the east side – what materials will be used and if water drainage/conveyance features will be added to permit water movement across or under the road?



Please share your thoughts on the Eagle County Site 1 refined option.

16 Responses

What materials will be used for the roadway? We are concerned about runoff from the road affecting E. Coulter Creek at this location

No comment

None

Please add a bike lane. Cycling on Catherine Store road is very popular. With the increase of traffic a bike lane is necessary.

I do like the second option much more near my house, however I am losing a large chunk of much liked property on the west end of my property. I really like this area due to the shade, soil and plant life. How much will I be compensated for this land?

How much will we be compensated for our prized land on the west one of our property?

I like this refined option as it appears to have the least impact on property owners while improving safety and maintaining curves to prevent speeding.



Eagle County Site 2



- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Moderate improvement with shoulders and room for two-way traffic
 - **Respecting Corridor Character**
 - No expected permanent ROW impacts
 - **Natural Resource Preservation**
 - Potential Coulter Creek and/or wetland impacts
 - **Collaborative Improvements**
 - Strong concern about Coulter Creek impacts
 - General agreement with proposed changes

CONCEPTUAL COST

- **\$3.7 - 4.0 M**

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



Eagle County Site 2 - Refined Option



INITIAL EVALUATION DIFFERENTIATORS

- **Safety**
 - Moderate to major improvement with shoulders and room for two-way traffic (longer distance)
- **Respecting Corridor Character**
 - No expected permanent ROW impacts
- **Natural Resource Preservation**
 - Potential Coulter Creek and/or wetland impacts
- **Collaborative Improvements**
 - Strong concern about Coulter Creek impacts
 - Option refined to extend improvements

CONCEPTUAL COST

- **\$4.2 - 4.4 M**

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

Please share your thoughts on the Eagle County Site 2 refined option.

20 Responses

Improvements lead to greater speed leads to wildlife impacts

like this option better due to straightening blind south curve

Even more concern for wildlife habitat disruption. Is this more important than improvements? Safety was second in overall importance in this process.

agree with first comment, improvements are good but concerns are not mitigated

Either option seems fine

What materials will be used for the roadway? We are concerned about runoff from the road affecting E. Coulter Creek at this location

How wide are the shoulders planned for the area? Will widening allow for 2 cars to easily pass one another? Can you provide more detail about the retaining wall along the east side -

Can you provide more detail about the retaining wall along the east side - what materials will be used and if water drainage/conveyance features will be added to permit water movement across or under the road?

What kind of patrols are you looking to provide because as of current over 90% speed.

Please share your thoughts on the Eagle County Site 2 refined option.

20 Responses

What materials be used and if water drainage/conveyance features will be added to permit water improvement across or under the road? We are concerned about a potential seep located on the eastside

a

These are impossible to read. How are we supposed to give our opinions when we cant even read them. This is a waste of time. You are going to ram this down our throats regardless of what we want you are already doing it.

Drivers have acclimated themselves to I-70 speeds how are they to be controlled? People will use this as a permanent alternative.

These are impossible to read. How are we supposed to give our opinions when we cant even read them. This is a waste of time. You are going to ram this down our throats regardless of what we want you are already doing it.

These are impossible to read. How are we supposed to give our opinions when we cant even read them. This is a waste of time. You are going to ram this down our throats regardless of what we want you are already doing it.

the seep drains into East Coulter Creek. What materials will be used for the roadway? We are concerned with runoff from road affecting East Coulter Creek. at this location and throughout the project.

These are impossible to read. How are we supposed to give our opinions when we cant even read them. This is a waste of time. You are going to ram this down our throats regardless of what we want you are already doing it.

ditto

Please share your thoughts on the Eagle County Site 2 refined option.

20 Responses

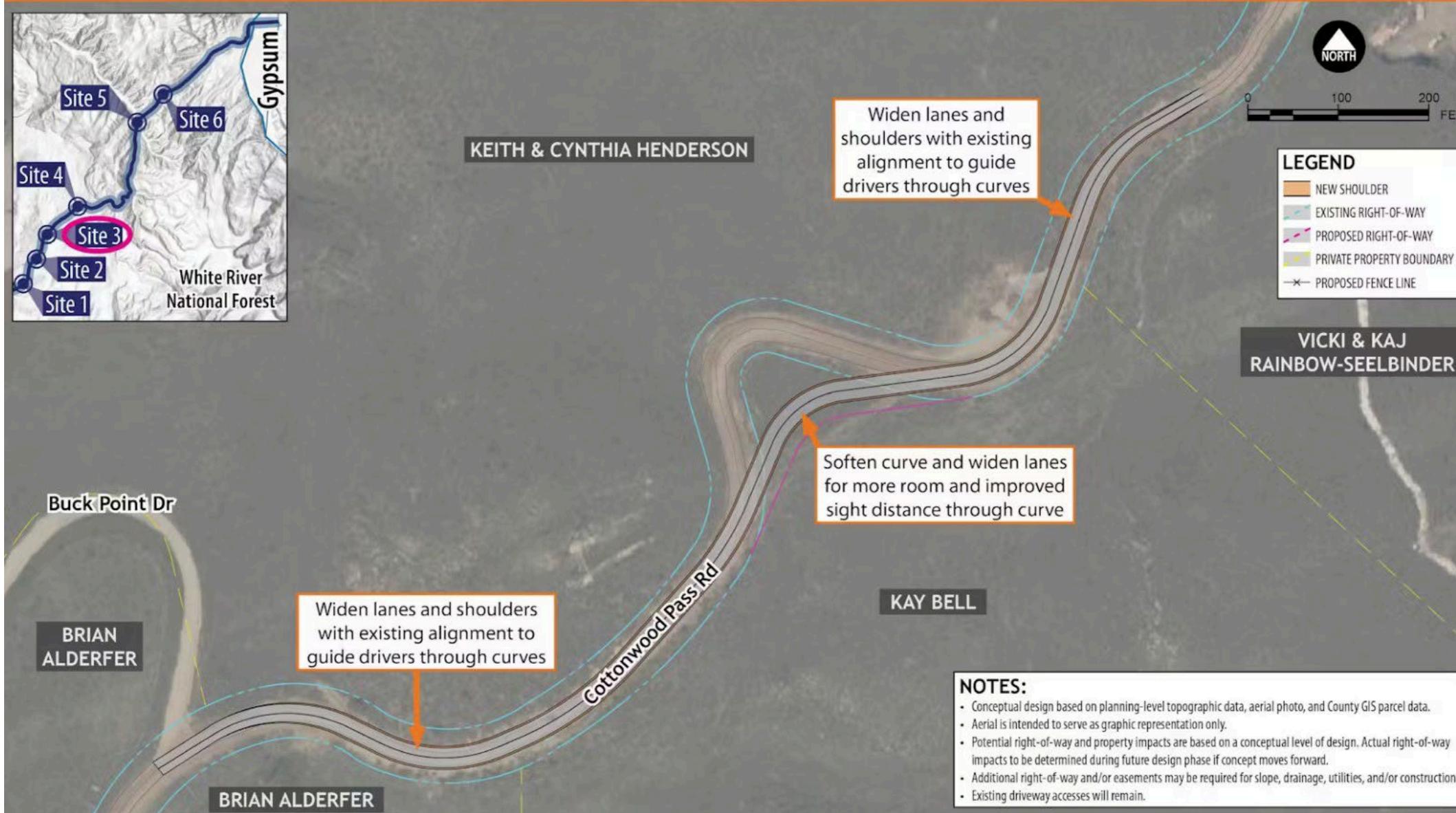
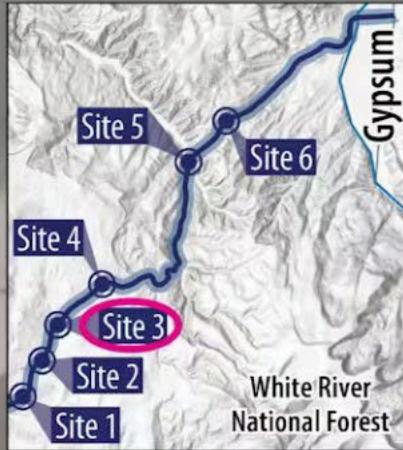
same as before I cant read these to make a statement

Does not look like any significant changes, lucky land owners!





Eagle County Site 3 - Option 1



INITIAL EVALUATION DIFFERENTIATORS

- **Safety**
 - Moderate improvement with realigned curves and wider shoulders
- **Respecting Corridor Character**
 - About 0.30 ac of ROW impacts
- **Natural Resource Preservation**
 - Potential stream impacts
- **Collaborative Improvements**
 - Strong concern about property impacts
 - General agreement with proposed changes

CONCEPTUAL COST

- \$500 - 600k

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



Eagle County Site 3 - Option 2



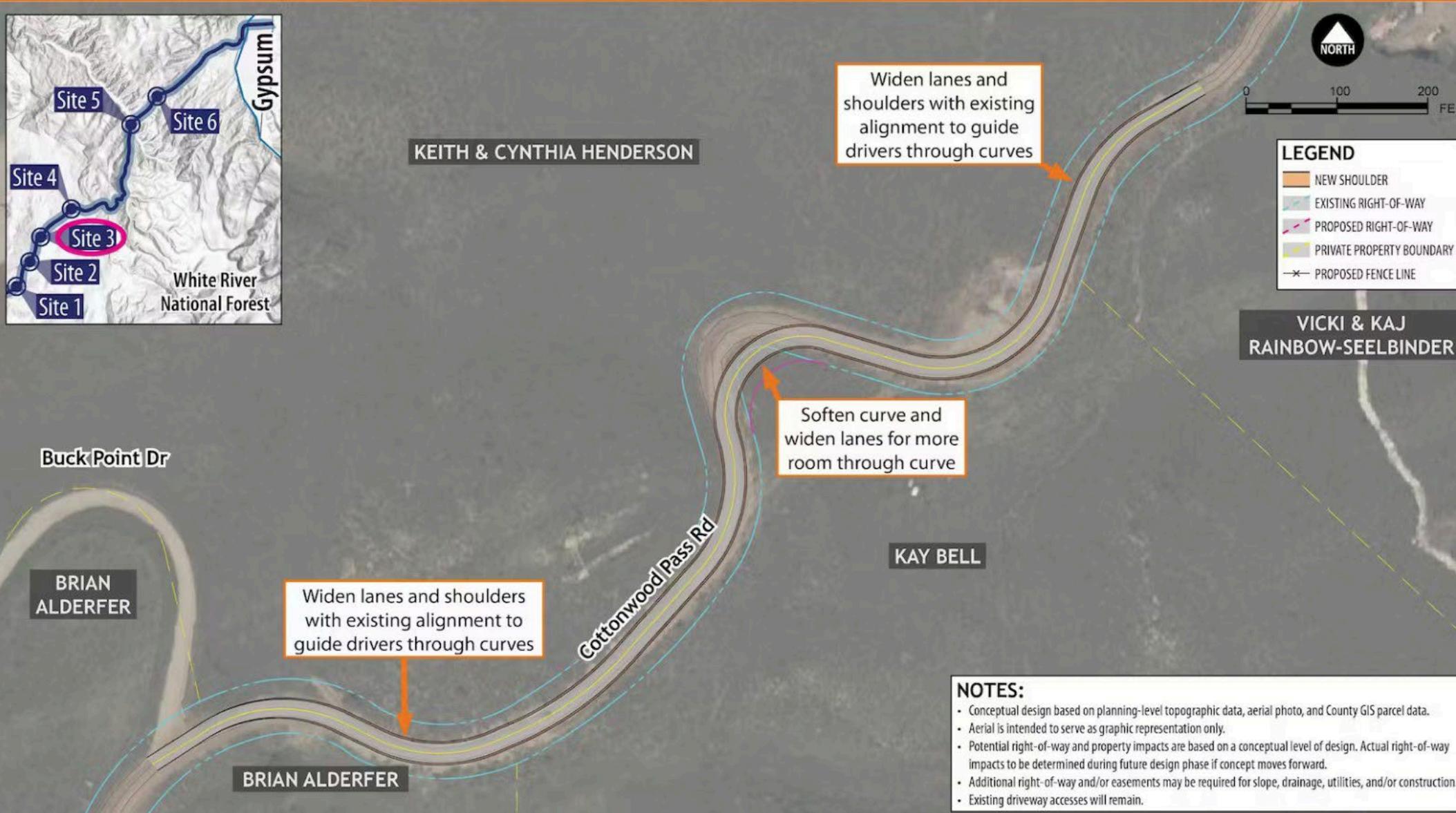
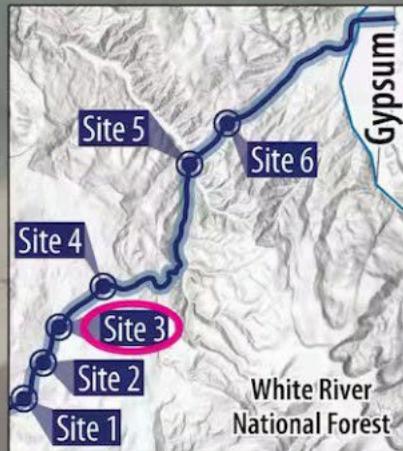
- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Minor improvement with realigned curves and wider shoulders
 - **Respecting Corridor Character**
 - Less than 0.10 ac of ROW impacts
 - **Natural Resource Preservation**
 - Potential stream impacts
 - **Collaborative Improvements**
 - Strong concern about property impacts
 - General preference for option to minimize property impacts and speeds
- CONCEPTUAL COST**
- \$500 - 600k

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



Eagle County Site 3 - Refined Option



- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Moderate improvement with realigned curves and wider shoulders
 - **Respecting Corridor Character**
 - Less than 0.10 ac of ROW impacts
 - **Natural Resource Preservation**
 - Potential stream impacts
 - **Collaborative Improvements**
 - Option refined to minimize property impacts
- CONCEPTUAL COST**
- \$500 - 600k

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.

Please share your thoughts on the Eagle County Site 3 refined option.

9 Responses

Option 1 seems like the safest

How is emergency personnel going to utilize this alternative route

These are impossible to read. How are we supposed to give our opinions when we cant even read them. This is a waste of time. You are going to ram this down our throats regardless of what we want you are already doing it.

This option looks like a good compromise. making it straighter and allowing for faster speeds is never a good option!

Wondering why these curves were built so tight in the first place. looking down 2D doesn't give the whole picture. Concerned about slope and how that impacts speed and safety.

Looks much better for the land owners!

Without evaluating impacts on streams, it is difficult to evaluate what is a better option overall.

Protect stream impacts. Protect wetlands, install culverts

I like the refined option. This directly impacts me as I am the property owner on the West side of the road. It would still be nice to see a plan that includes speed dips or humps on either side of Buck Point Dr..

9





Eagle County Site 4

NOTES:

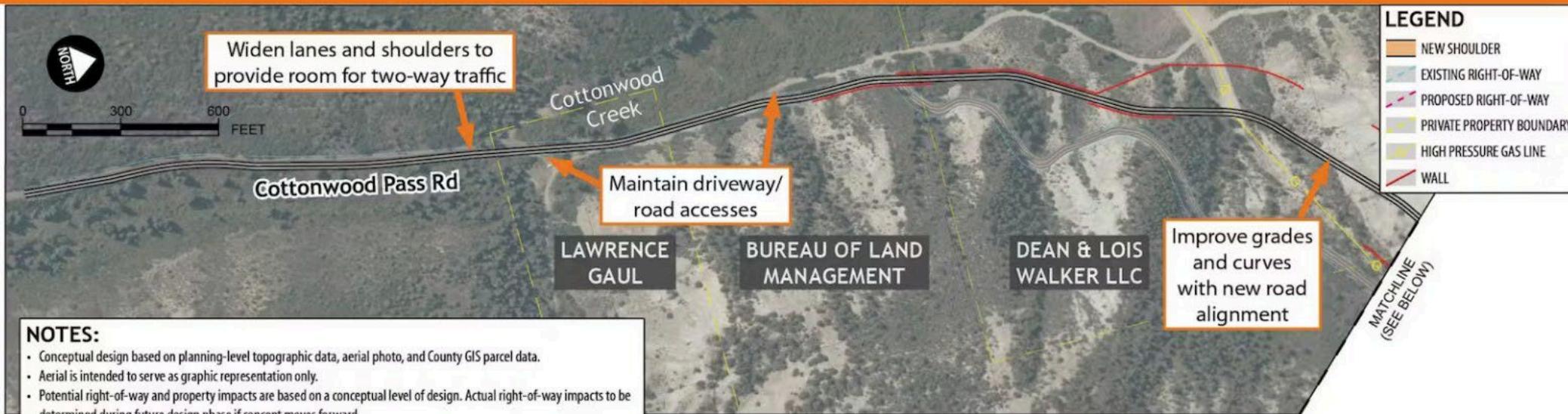
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- Aerial is intended to serve as graphic representation only.
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- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Minor improvement with modifications and more room through curve
 - **Respecting Corridor Character**
 - Less than 0.10 ac of ROW impacts
 - **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
 - **Collaborative Improvements**
 - Concern with increased speeds and unnecessary change
- CONCEPTUAL COST**
- \$250 - 400k

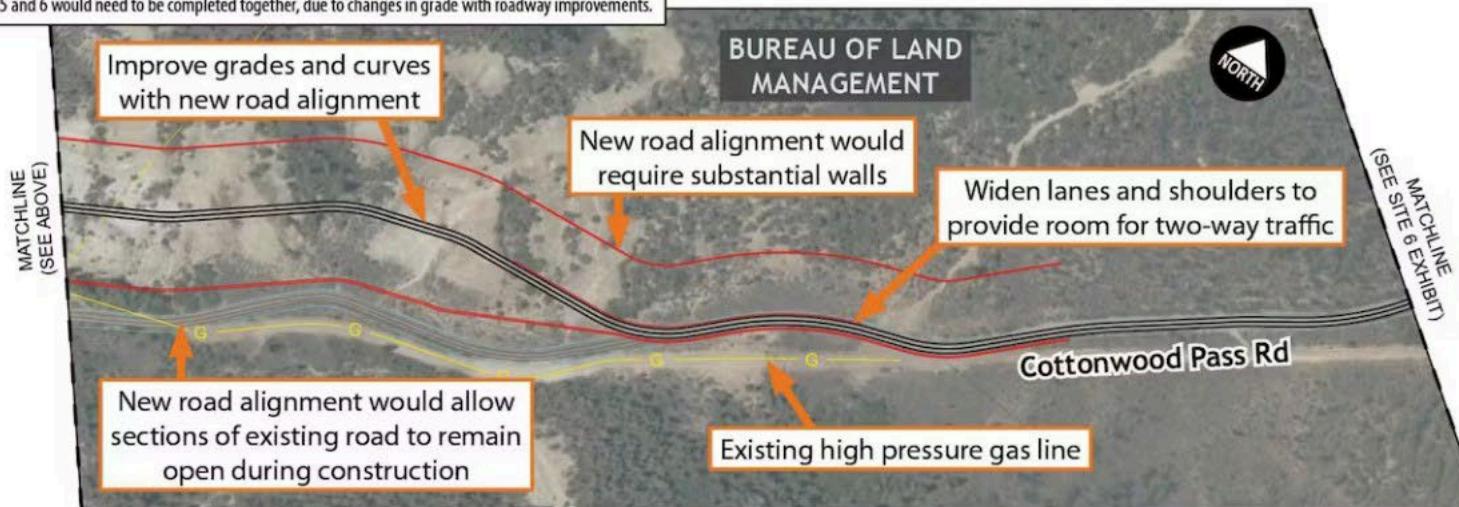


Eagle County Site 5 - Option 1



NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.
- Construction of Sites 5 and 6 would need to be completed together, due to changes in grade with roadway improvements.



INITIAL EVALUATION DIFFERENTIATORS

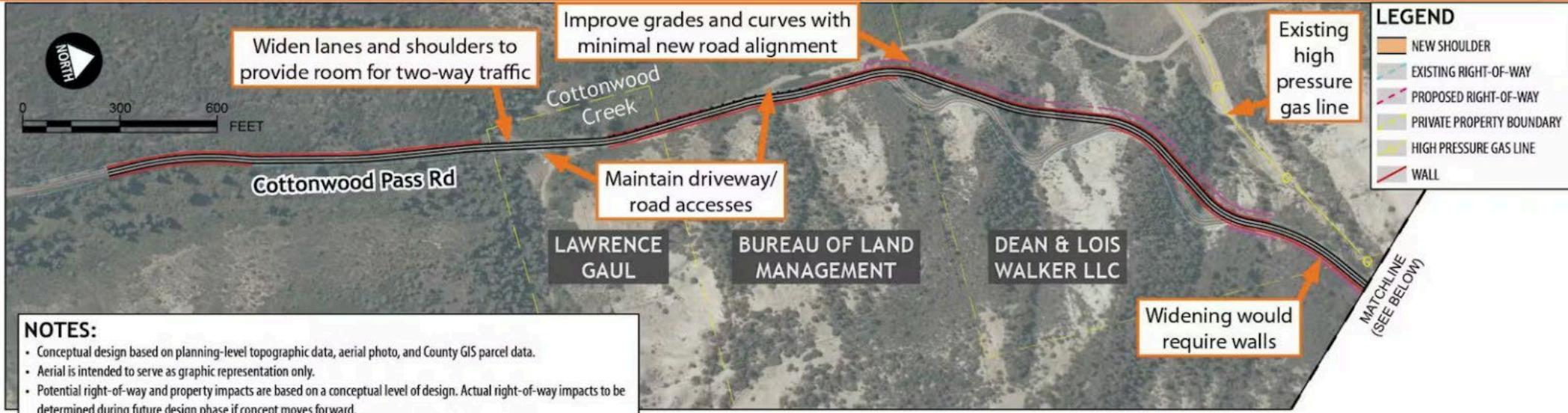
- **Safety**
 - Major improvement with realigned curves, reduced grades, and room for two-way traffic
- **Respecting Corridor Character**
 - About 27 - 28 ac of ROW impacts
- **Natural Resource Preservation**
 - Potential Cottonwood Creek and/or wetland impacts
- **Collaborative Improvements**
 - Improved maintenance with less shaded areas
 - Allows use of existing road during construction
 - TBD

CONCEPTUAL COST

- \$350 - 360 M

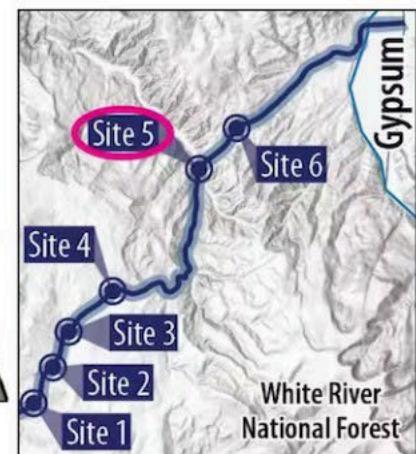
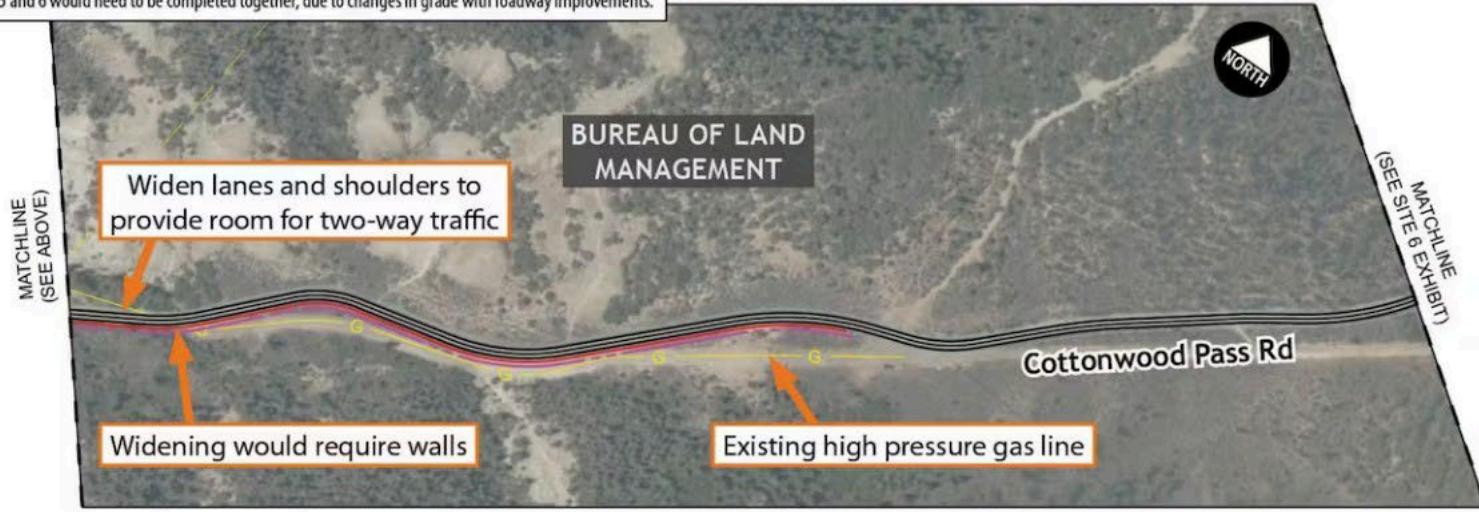


Eagle County Site 5 - Option 2



NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.
- Construction of Sites 5 and 6 would need to be completed together, due to changes in grade with roadway improvements.



INITIAL EVALUATION DIFFERENTIATORS

- **Safety**
 - Moderate improvement with realigned curves and room for two-way traffic
- **Respecting Corridor Character**
 - About 2.5 - 3.0 ac of ROW impacts
- **Natural Resource Preservation**
 - Potential Cottonwood Creek and/or wetland impacts
- **Collaborative Improvements**
 - Minimizes property impacts
 - TBD

CONCEPTUAL COST

- \$55 - 59 M

Please share your thoughts on the Eagle County Site 5 design concepts.

13 Responses

Option 1 is the better version. Both options 1 & 2 are prohibitively expensive in my opinion.

Option 2 is reasonable, effective, and will allow for two way traffic while not making as large an environmental impact as Option 1.

Icing and shade are rarely issues during the summer months. This only becomes an issue if this is transformed into a year round road.

Your mention of less icing and shade suggests winter use, which we thought was not being considered.

Winter use should not be on the table for consideration.

Remark about lessening icing suggests some serious consideration to keep road open during winter season. Does option 2 also contemplate winter use? Does option 2 it provide "lessening icing".

Reducing the grade is important for this area

option 2 seems like a better option that will have less of impact on the area. This is an open grazing area as well so you need to think about more than wild animals and think of cows grazing along the roads

Both options are incredibly expensive for this project.

Please share your thoughts on the Eagle County Site 5 design concepts.

13 Responses

Option 1 seems ideal if price tag was not an issue but of course it will be. Like the idea of having a drive around during construction

Option 1 should not even be considered due to the impacts on that area. Are you bringing in bridges for option 2? I cant see how that option is even possible

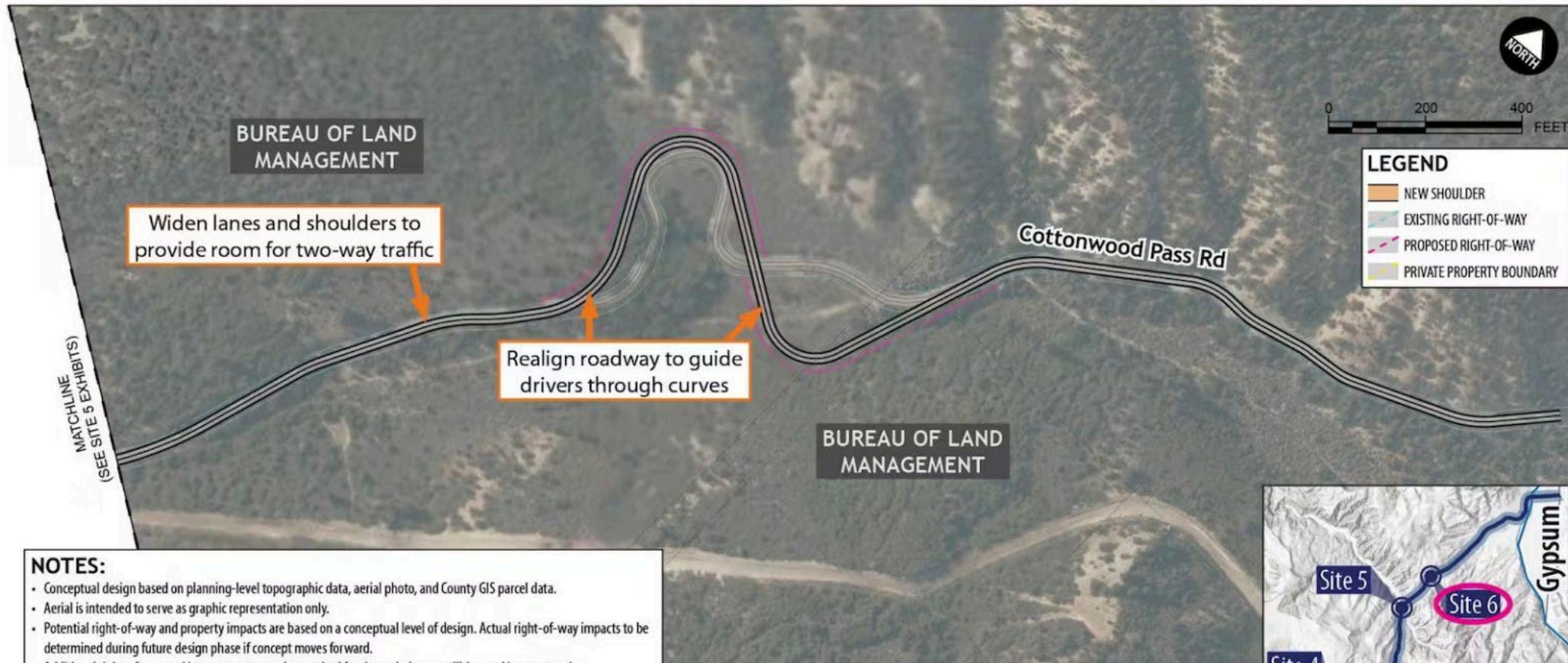
These are impossible to read. How are we supposed to give our opinions when we cant even read them. This is a waste of time. You are going to ram this down our throats regardless of what we want you are already doing it.

Looks like it turns this road into a disaster because of the ease of travel for all tourist who want to travel to aspen from the front range!





Eagle County Site 6



NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.
- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.
- Construction of Sites 5 and 6 would need to be completed together, due to changes in grade with roadway improvements.



- INITIAL EVALUATION DIFFERENTIATORS**
- **Safety**
 - Moderate improvement with realigned curves and wider road
 - **Respecting Corridor Character**
 - Less than 1.0 ac of ROW impacts
 - **Natural Resource Preservation**
 - No expected impacts to wildlife or waterways
 - **Collaborative Improvements**
 - TBD
- CONCEPTUAL COST**
- Included with Site 5 (to be constructed together due to grade changes)

Please share your thoughts on the Eagle County Site 6 design concept.

7 Responses

Without decision on Blue hill option, can't comment if I understand this correctly.

It does not seem like enough improvement, but some is better than none.

Makes this road to easy to pass and sends large amounts of traffic over the pass!

Better for negotiating curve.

Agree that without a decision on Blue Hill improvements wouldn't make sense.

The Site 6 improvements look beneficial and make sense.

These are impossible to read. How are we supposed to give our opinions when we cant even read them. This is a waste of time. You are going to ram this down our throats regardless of what we want you are already doing it.

Do you have any suggestions to make the concept graphics and evaluation information more understandable and useful to the public meeting audience?

16 Responses

I think you've done a pretty good job explaining and illustrating the options..

To better explain that this is a project for safety improvements and not intended as a bigger highway project.

There is not information about grade changes—current vs proposed.

Wish there had been more information about the grades of the roads and how they change with the options. And also how other mitigations can make this safer, like signage and speed limit changes.

The road needs to be heavily monitored to make sure that larger vehicles (trucks and such) are not on this road. The congestion when 70 is closed is unreal and a major problem for people that live off cottonwood.

Add grades on all options and if you don't have that info, then explain that information does not take into consideration grade changes. Also explain that full evaluation of stream impacts and wildlife have not been studied.

The graphics are a good representation of each area and option.

A summary of the costs of all improvements in one place would be helpful.

Where is funding for such an ambitious project coming from and provide actual data for traffic management. Are all Measurements and standards being implemented in this concept and will be implemented.

Do you have any suggestions to make the concept graphics and evaluation information more understandable and useful to the public meeting audience?

16 Responses

I think your presentation is good. Reminders of impact to owners. What are the plans to limit traffic on this road? Will it remain a dirt road or is it paved the whole way?

Want in public meetings because on zoom we find it convenient to not actually answer adjacent property owners objections, which we have many.

Current roads need maintenance need patrolled and you want to add traffic. Add traffic surveys and findings.

Spring Creek road is a substantially more feasible and logical route than Catherine Store road.

Per these meetings it sounds like a done deal without actual concerns from actual property owners and regardless if we want it or not.

what environmental studies will be necessary going forward?

I guess I just don't want this pass to become a common highway to and from the front range. So what ever we can do to slow down the development of this road the better.



Next Steps

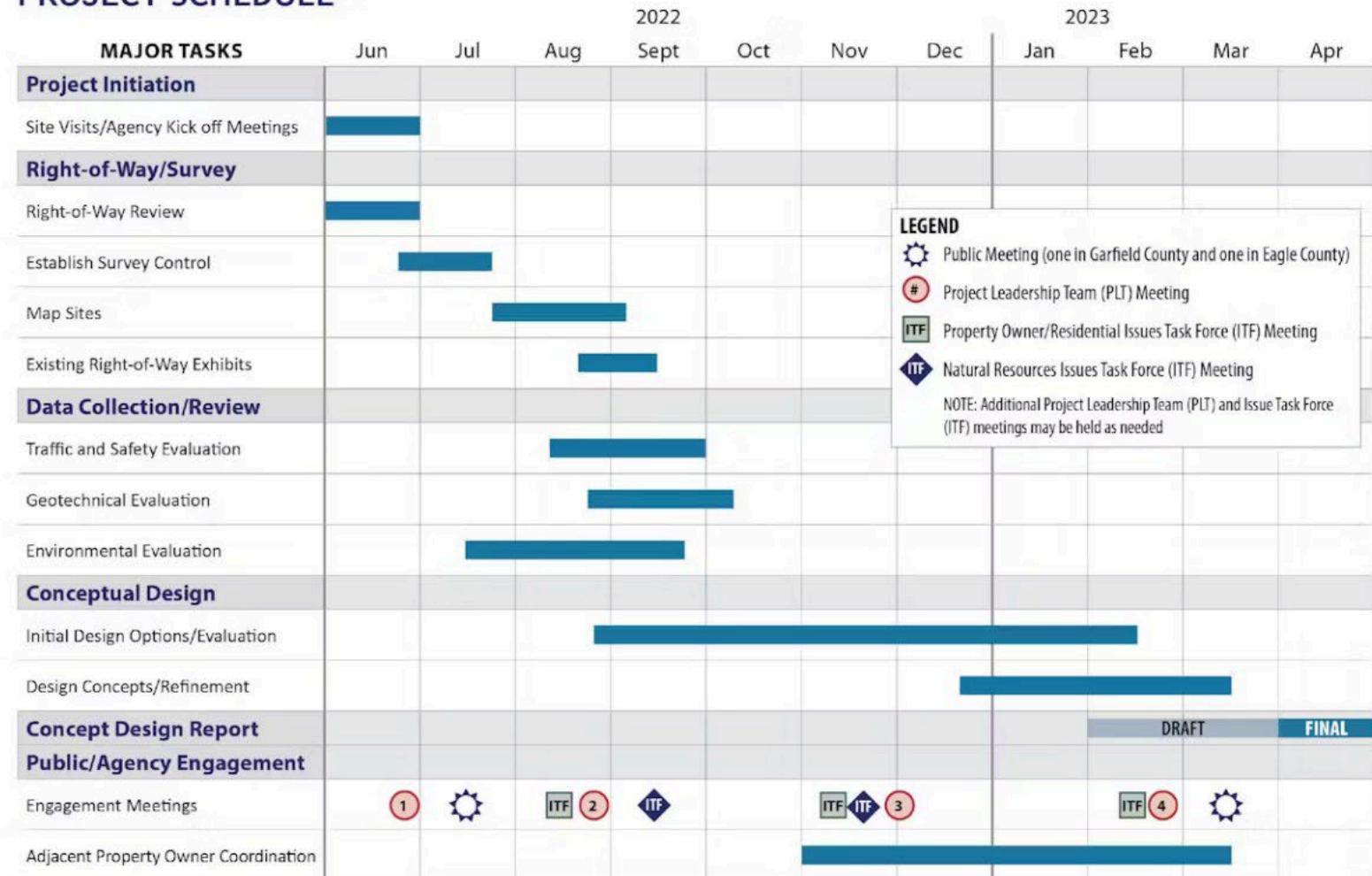




Next steps

- Concept and/or evaluation refinements if needed
- Round 2 public meetings in March
- Documentation in concept design report

PROJECT SCHEDULE





Group Discussion/Q & A





Thank you!

www.codot.gov/projects/cottonwood-pass-concept-design