



# 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



**COLORADO**

Department of Transportation

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



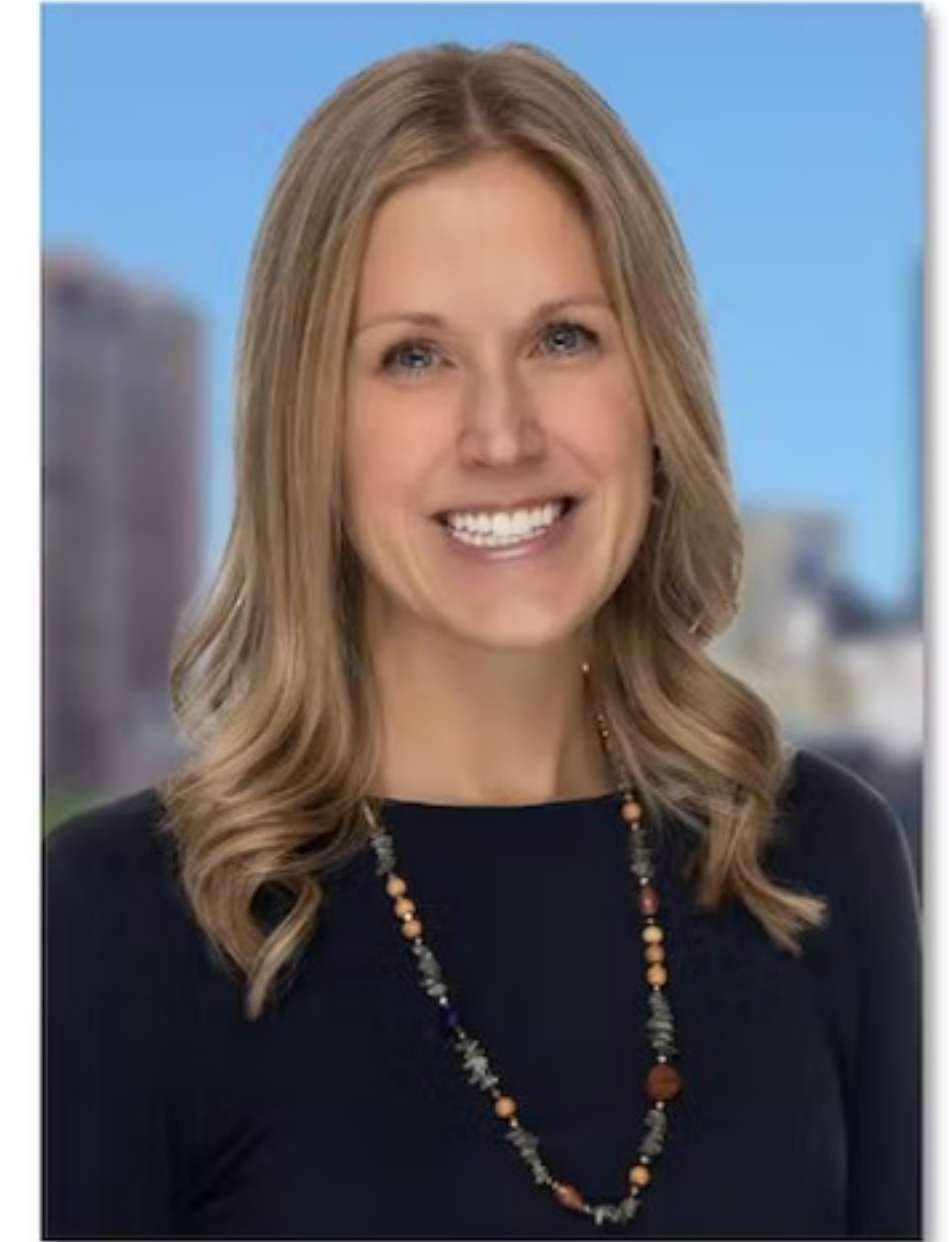
**Jacob Rivera**  
CDOT Region 3  
Project Manager



**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

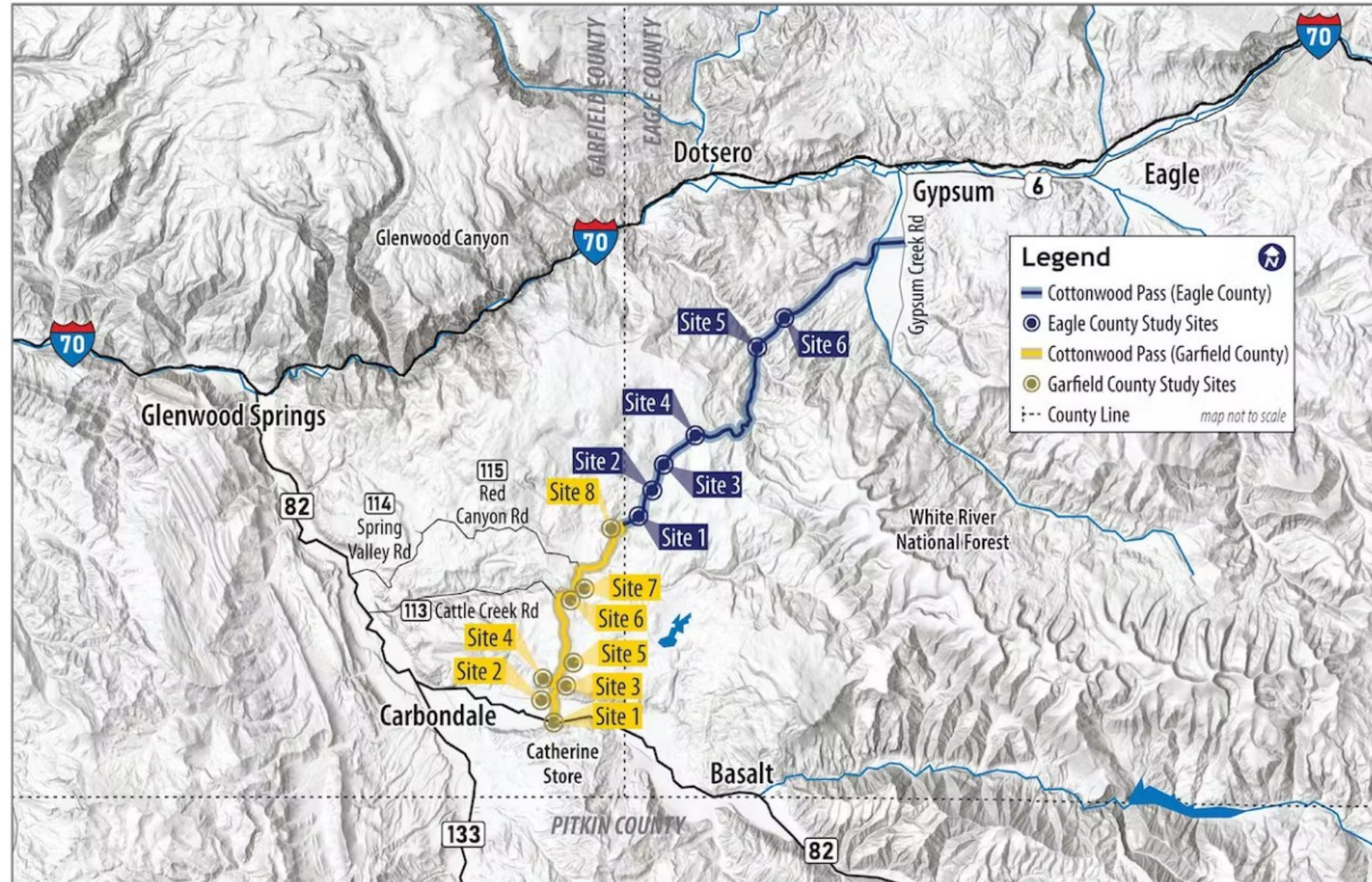
- Eagle and Garfield counties recognized the need for safety improvements
- This need became more apparent during Glenwood Canyon closures

*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.*

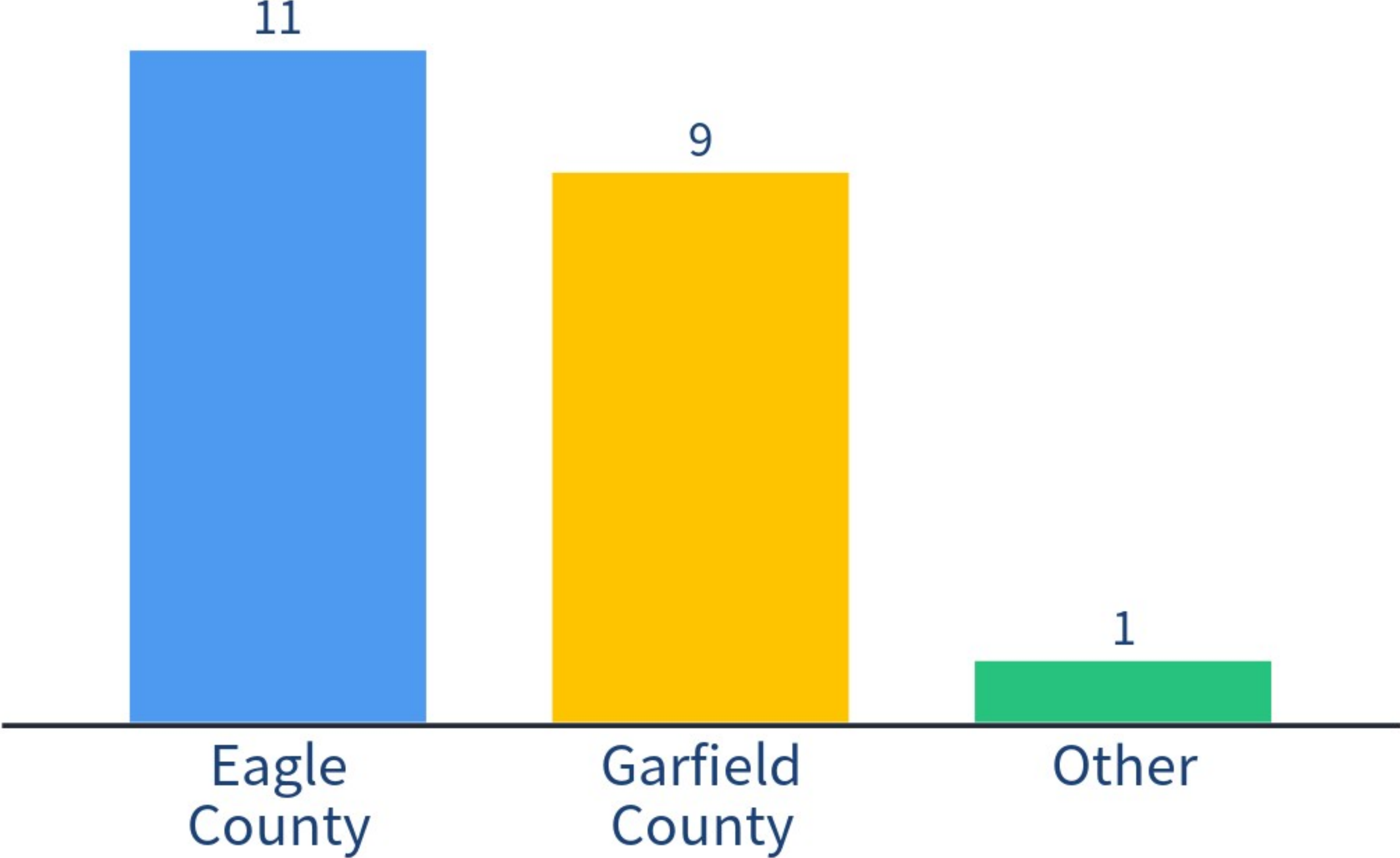


# Project site key map

- 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

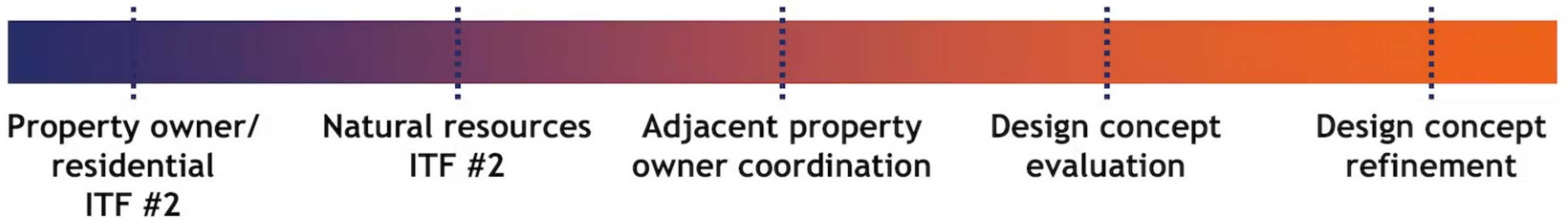


# Where do you live?





# 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



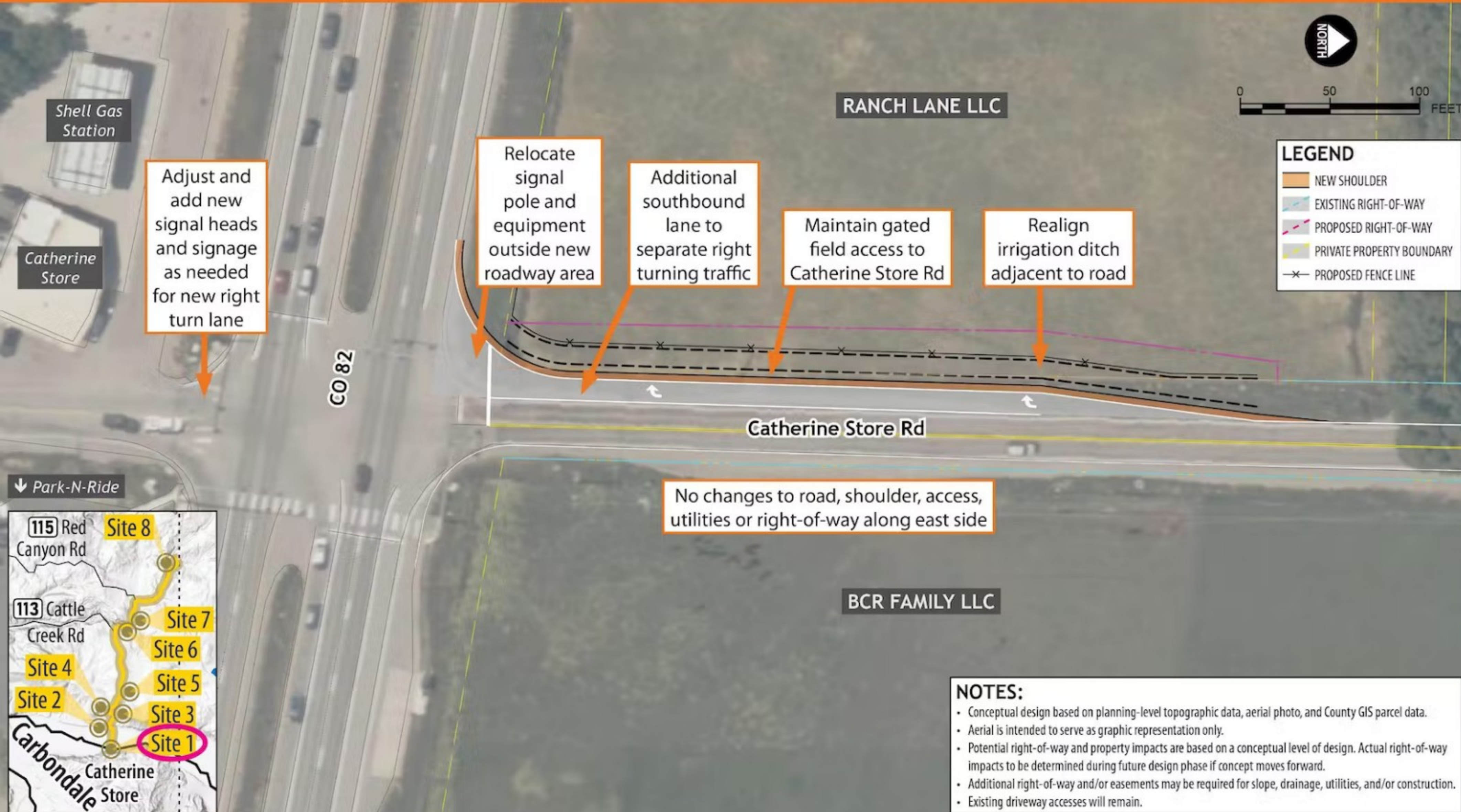


## CONCEPTS

- 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

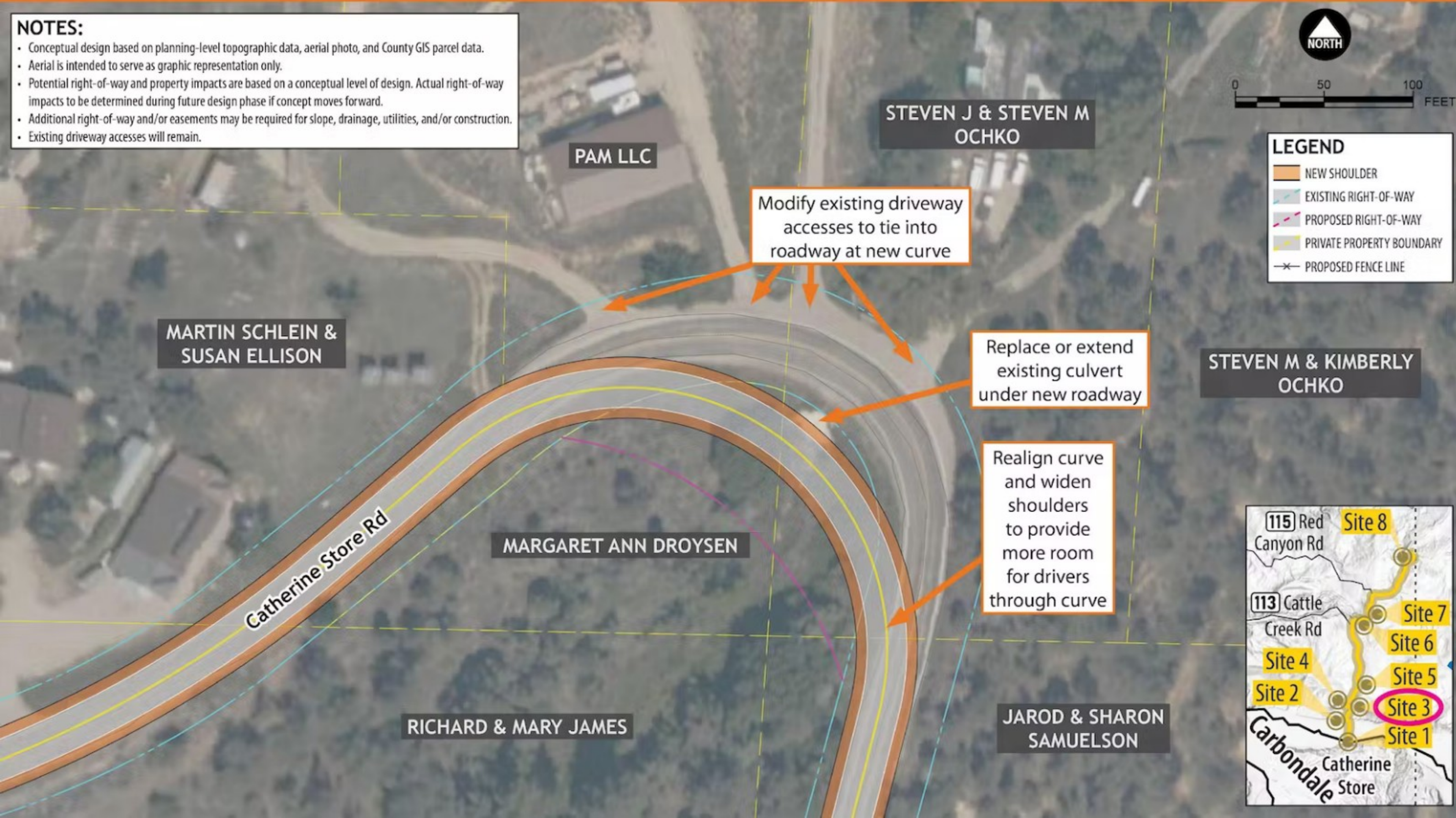
- \$600 - 700k



# 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



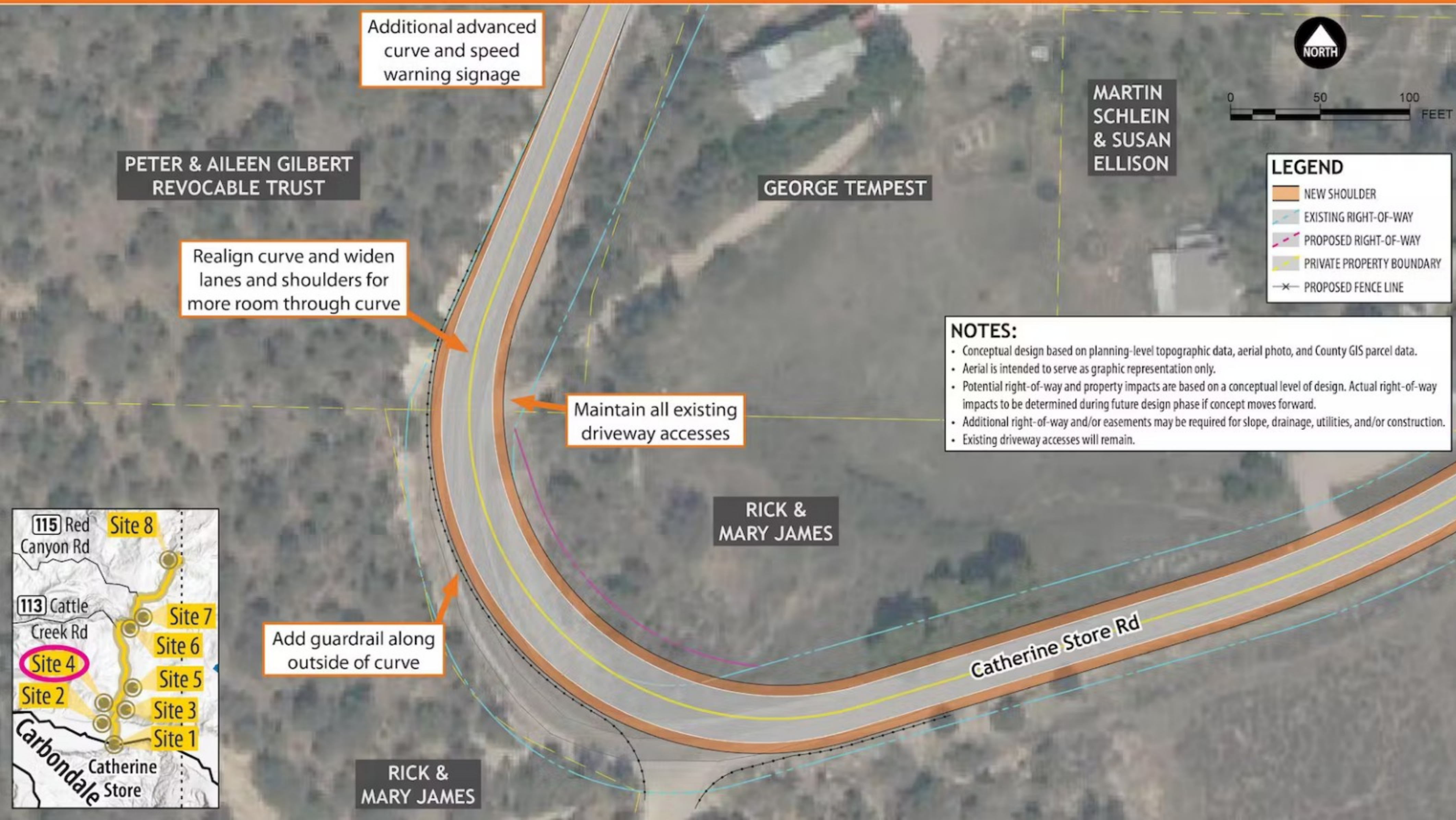
## CONCEPTUAL COST

• \$1.0 - 1.1 M





# Garfield County Site 4



**NOTES:**

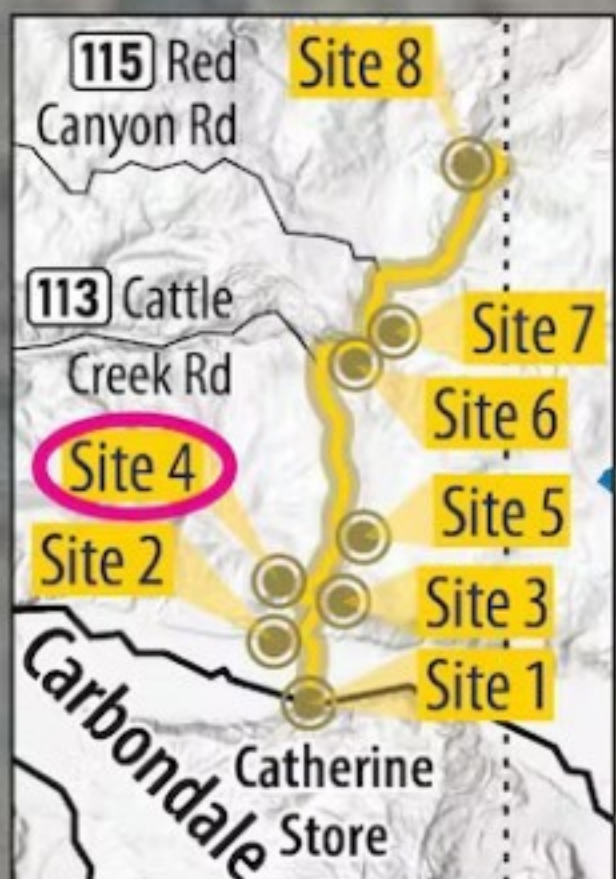
- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during 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



## INITIAL EVALUATION DIFFERENTIATORS

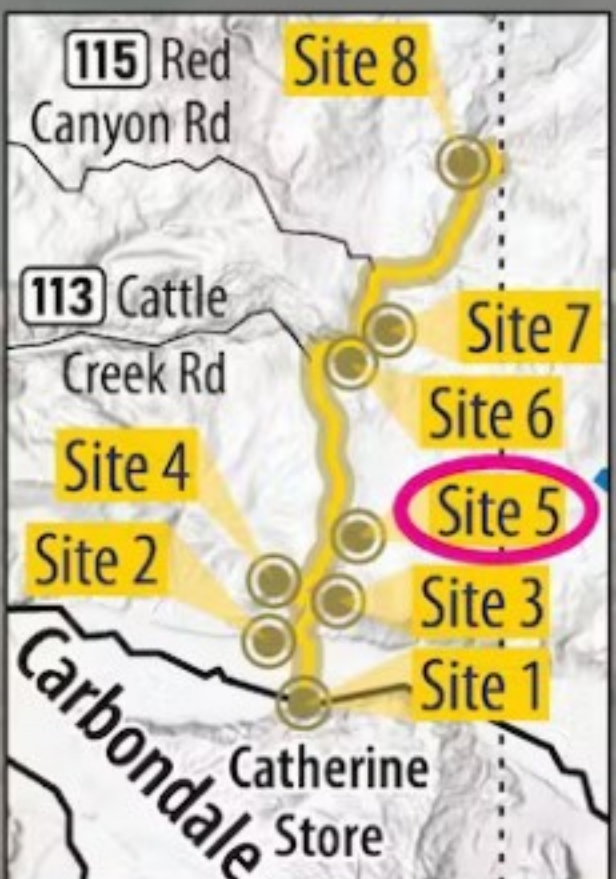
- **Safety**
  - Moderate improvement with increased sight distance around curve
- **Respecting Corridor Character**
  - No expected permanent ROW impacts
- **Natural Resource Preservation**
  - No expected impacts to wildlife or waterways
- **Collaborative Improvements**
  - Concern about impact to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

## CONCEPTUAL COST

• \$1.3 - 1.4 M

### 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 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:

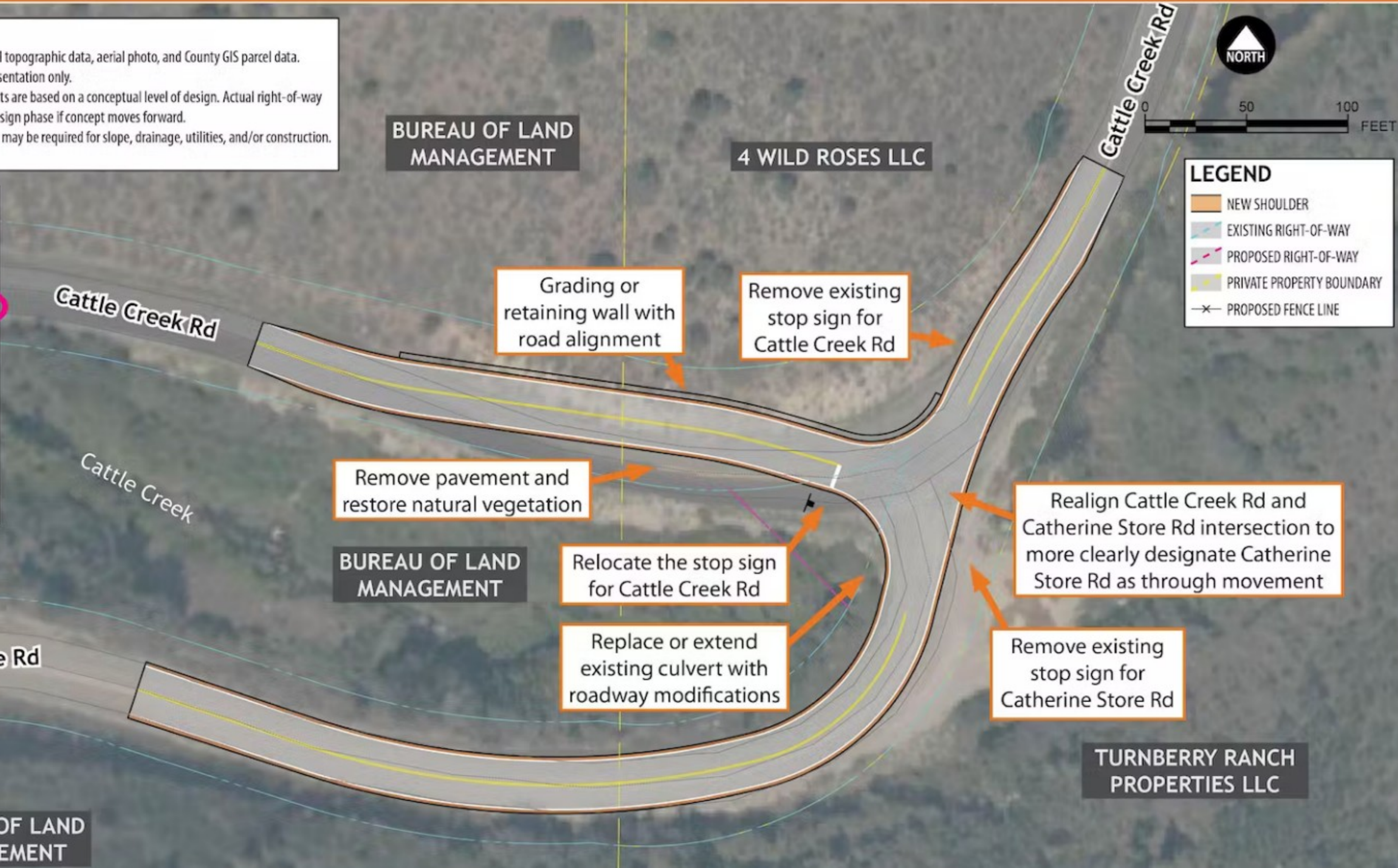
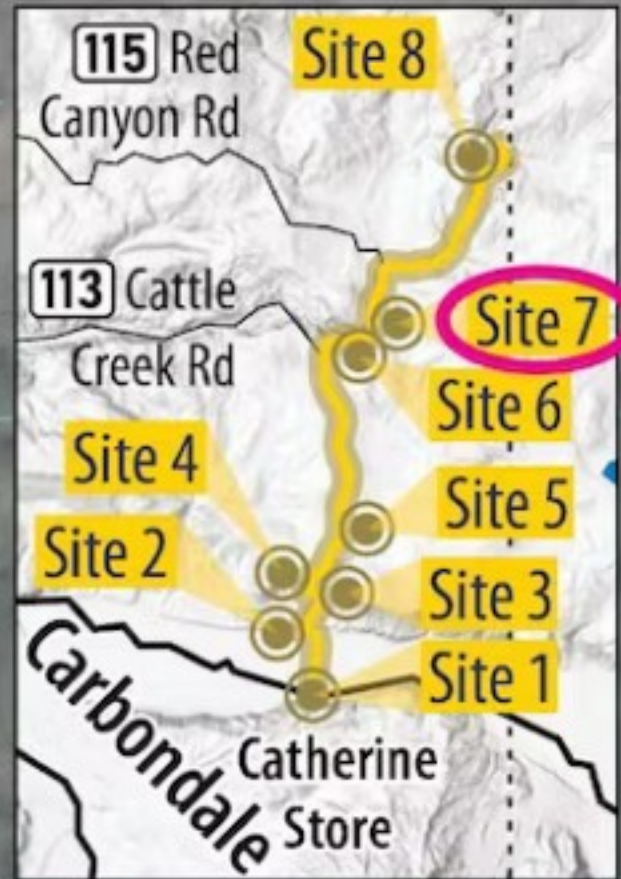
- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during 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**

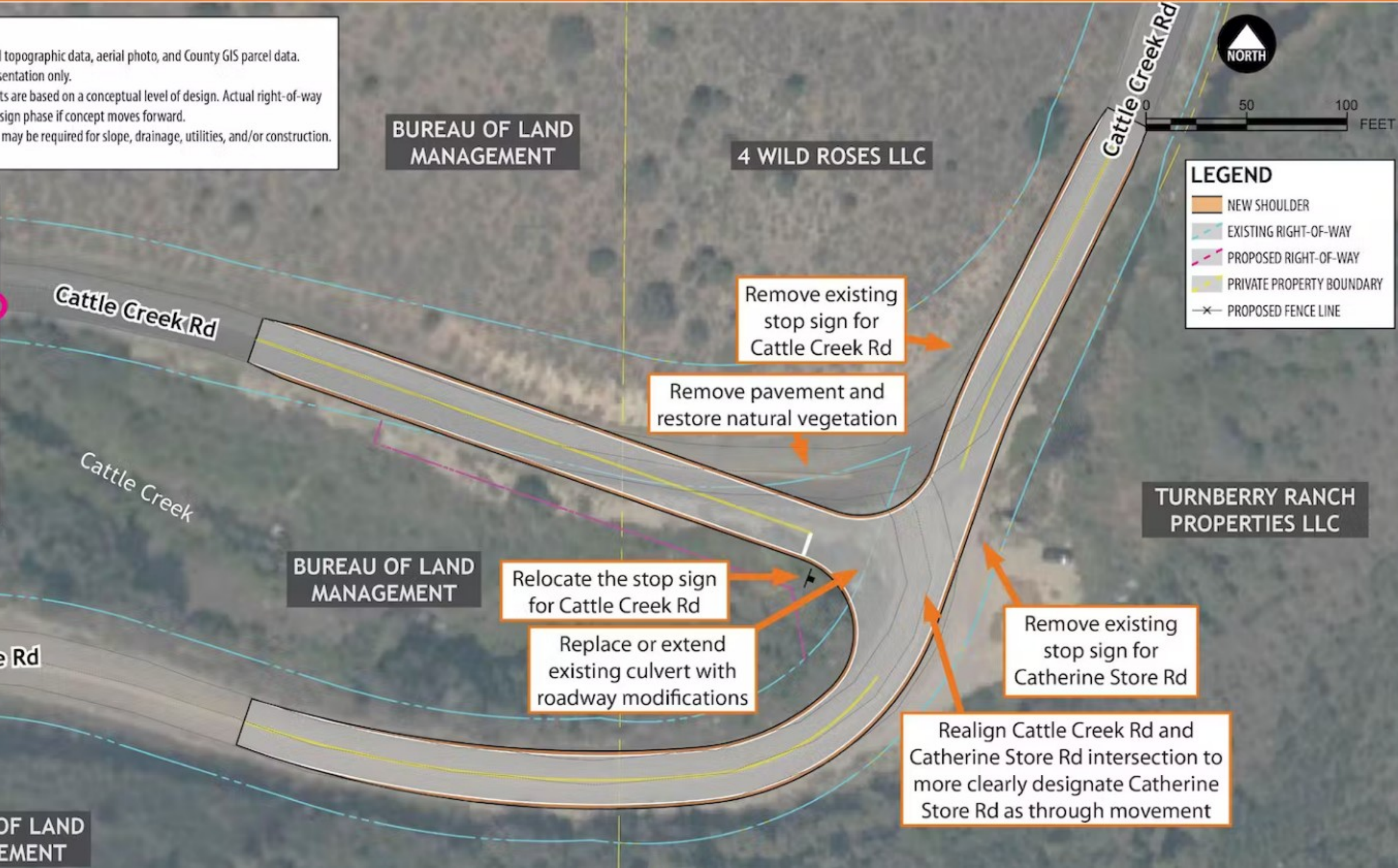
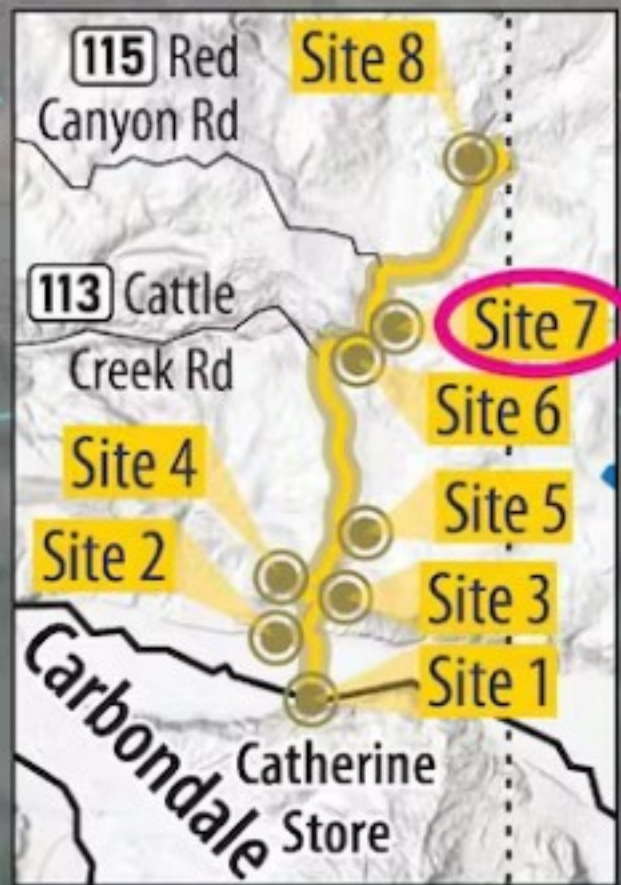
- \$3.0 - 3.2 M



# 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.



Remove existing stop sign for Cattle Creek Rd

Remove pavement and restore natural vegetation

Relocate the stop sign for Cattle Creek Rd

Replace or extend existing culvert with roadway modifications

Remove existing stop sign for Catherine Store Rd

Realign Cattle Creek Rd and Catherine Store Rd intersection to more clearly designate Catherine Store Rd as through movement

## 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



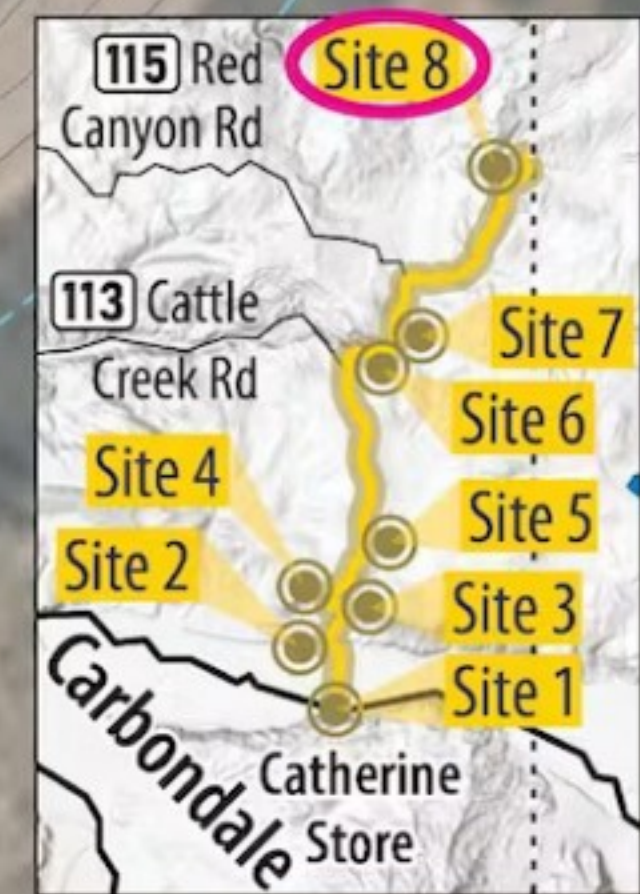
# Garfield County Site 8



## 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

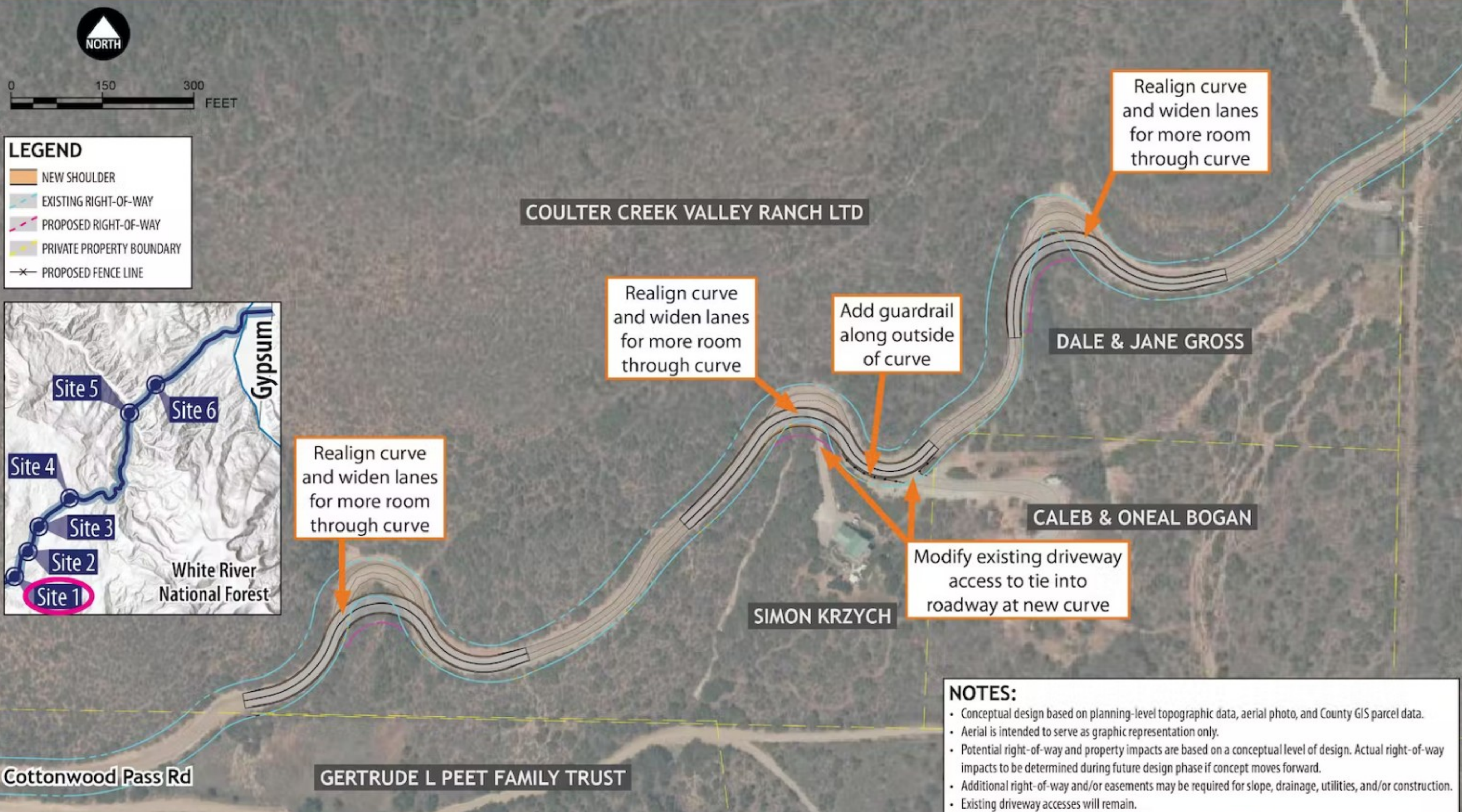


**NOTES:**

- 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



## 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

## CONCEPTUAL COST

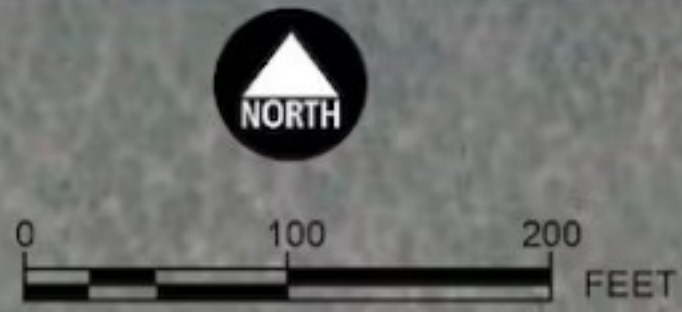
• \$900k - 1.1 M

**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.



# 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

## CONCEPTUAL COST

• \$900k - 1.1 M

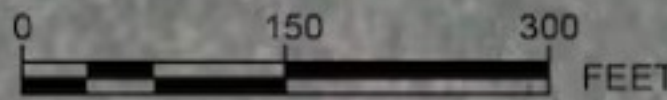
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- Additional right-of-way and/or easements may be required for slope, drainage, utilities, and/or construction.
- Existing driveway accesses will remain.



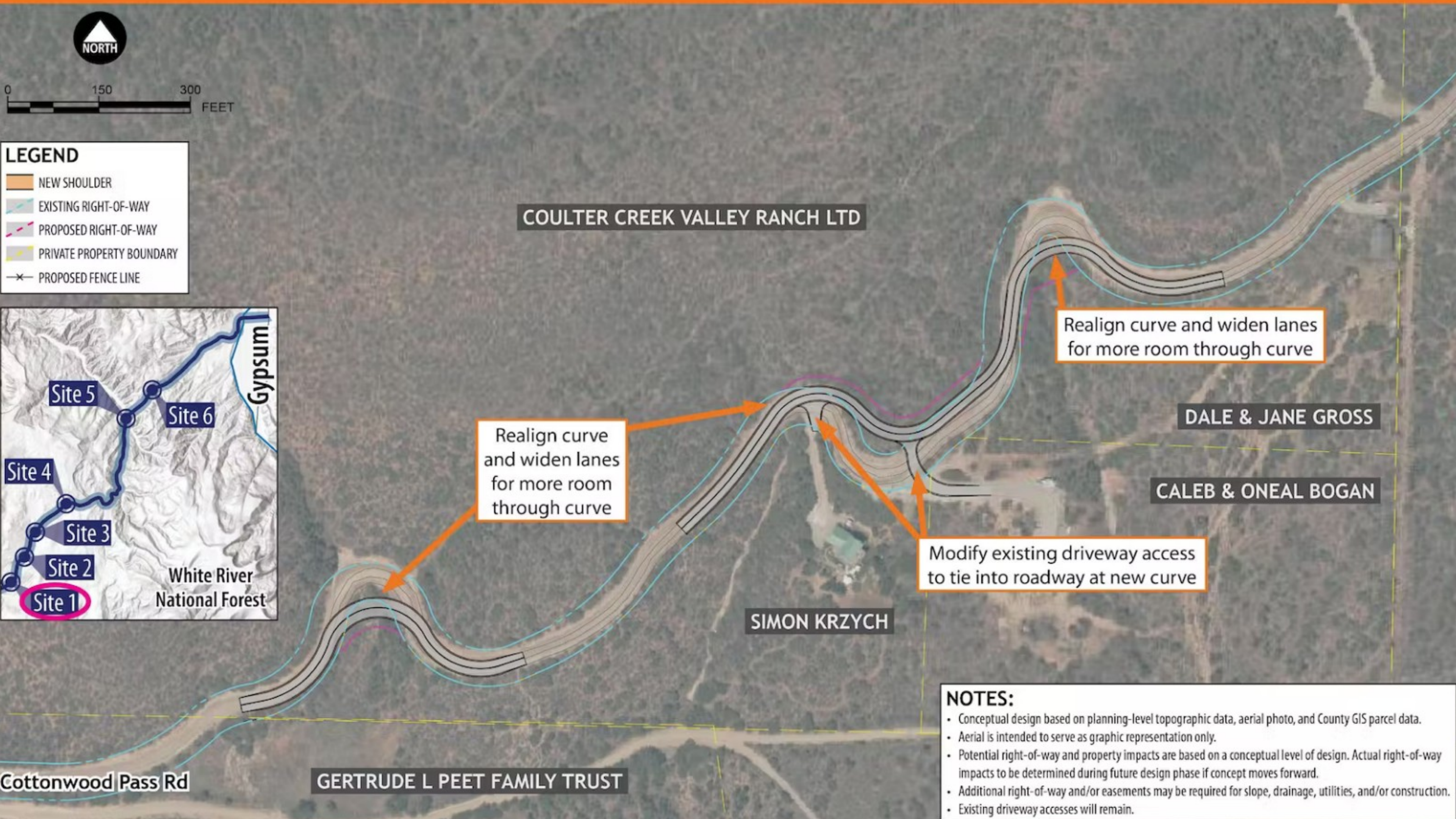
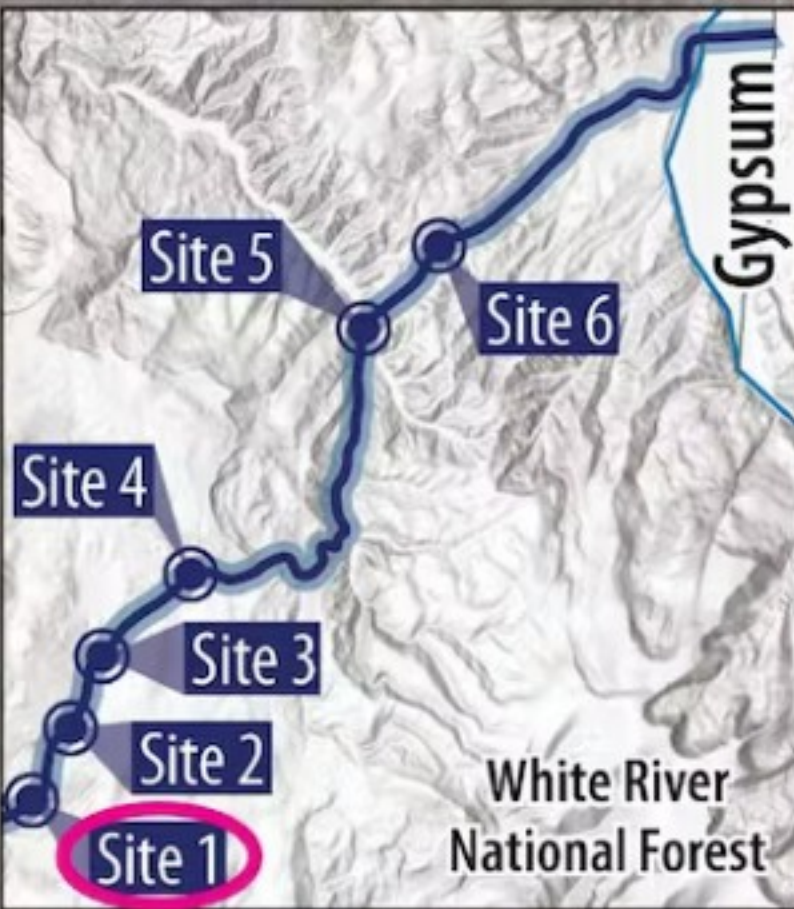


# Eagle County Site 1 - Refined Option



**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.

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.

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



**LEGEND**

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



- 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

**NOTES:**

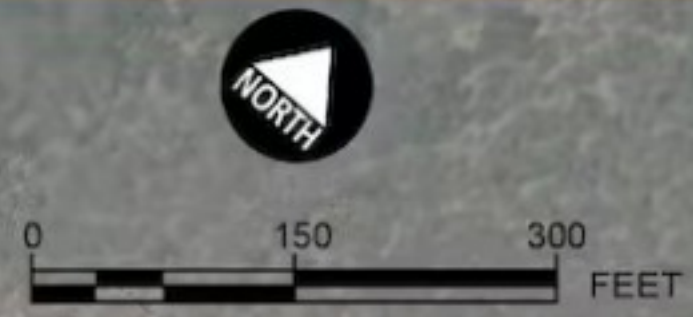
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- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during future design phase if concept moves forward.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

**CONCEPTUAL COST**

- **\$3.7 - 4.0 M**

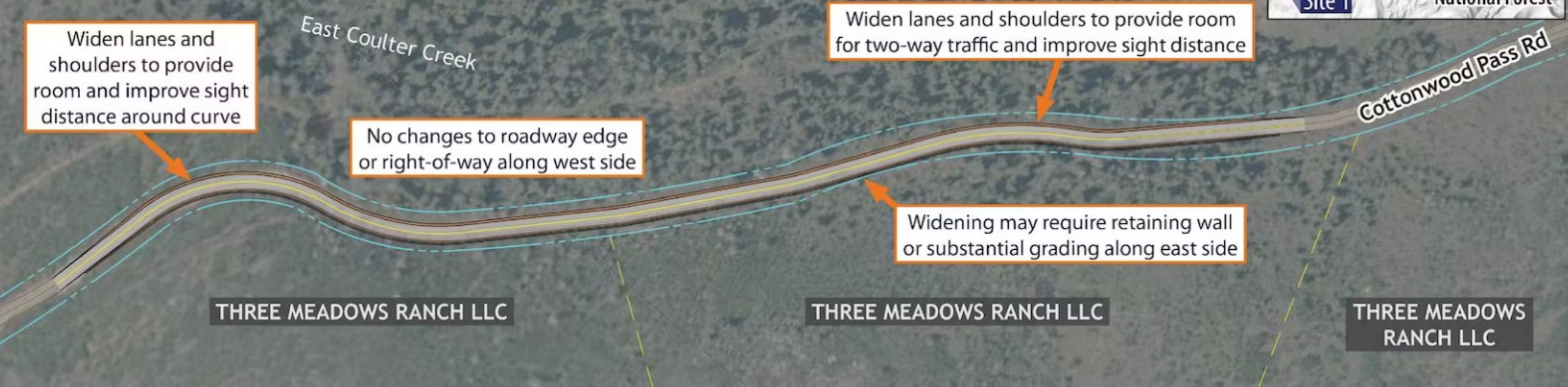


# Eagle County Site 2 - Refined Option



**LEGEND**

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



Widen lanes and shoulders to provide room and improve sight distance around curve

No changes to roadway edge or right-of-way along west side

Widen lanes and shoulders to provide room for two-way traffic and improve sight distance

Widening may require retaining wall or substantial grading along east side

**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 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**

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

Improvements lead to greater speed leads to wildlife impacts

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

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 -

like this option better due to straightening blind south curve

Either option seems fine

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?

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

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

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.

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

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

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.

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.

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ditto



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

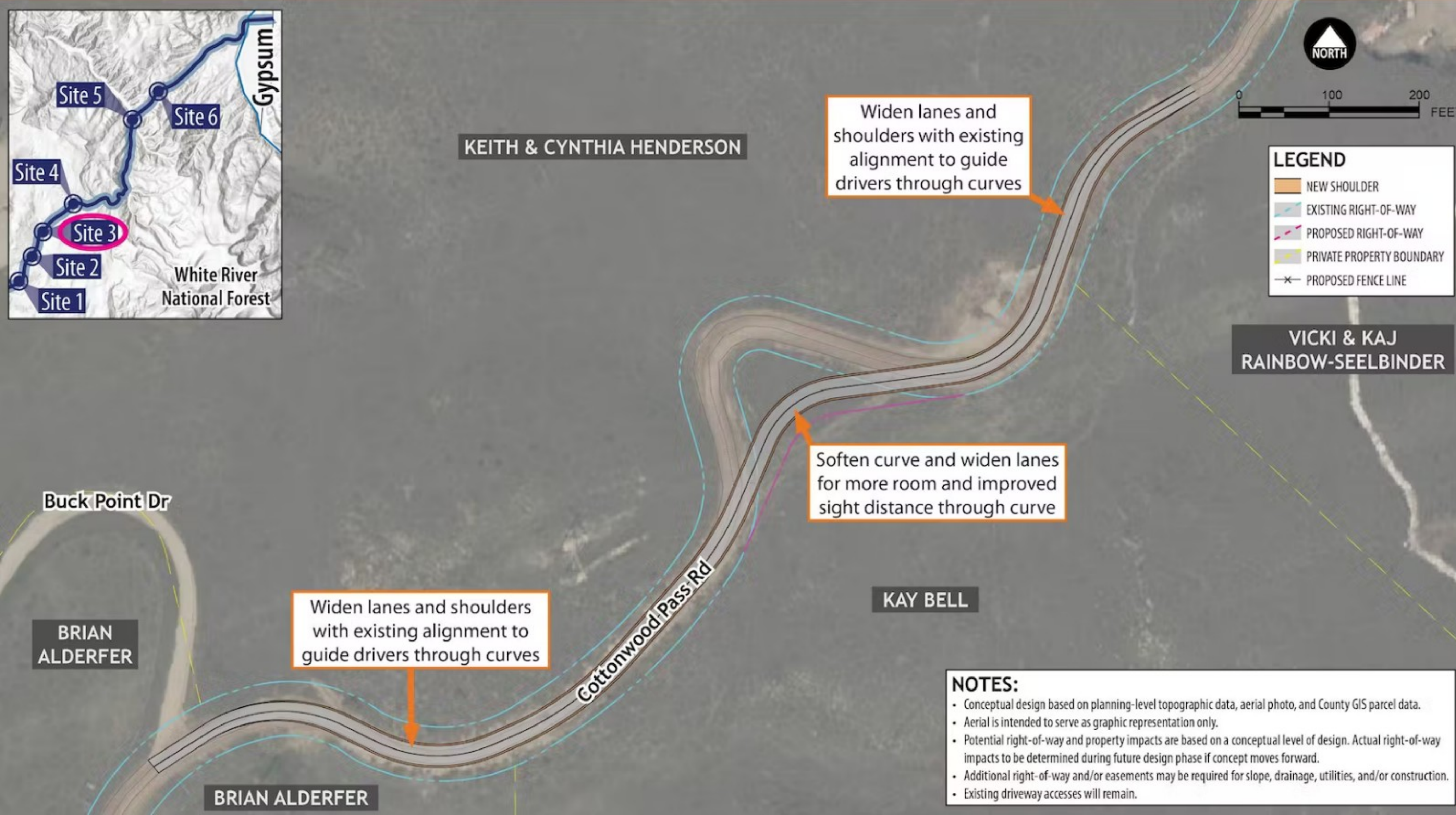
same as before I cant read these to make a statement

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





# Eagle County Site 3 - Option 1



## INITIAL EVALUATION DIFFERENTIATORS

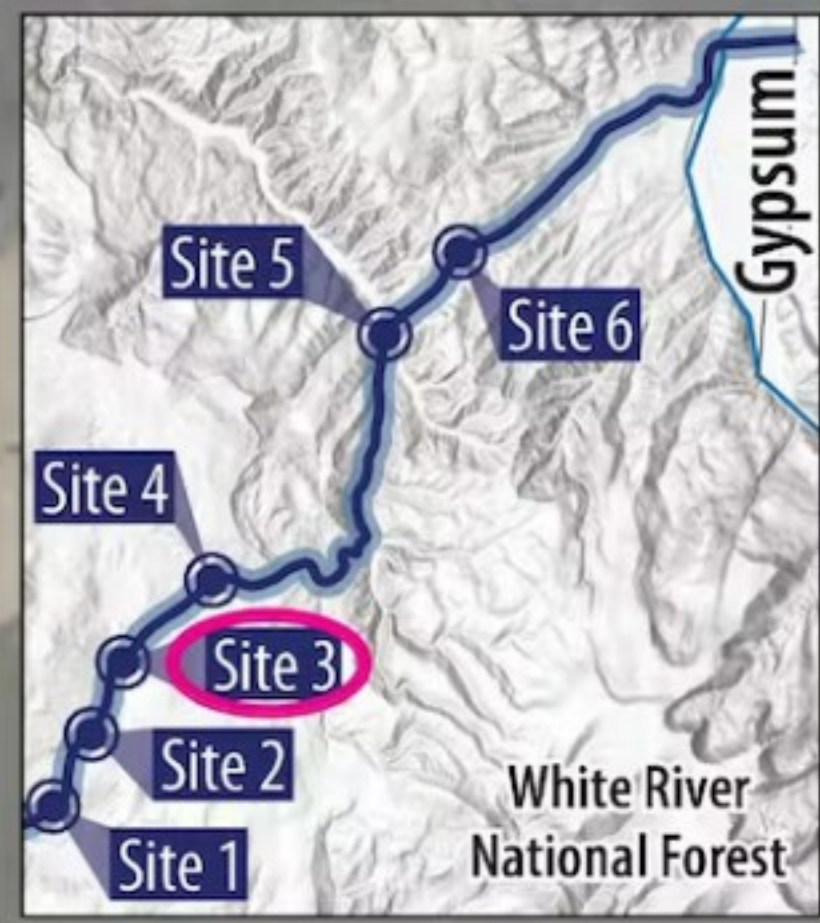
- **Safety**
  - Moderate improvement with realigned curves and wider shoulders
- **Respecting Corridor Character**
  - About 0.30 ac of ROW impacts
- **Natural Resource Preservation**
  - Potential stream impacts
- **Collaborative Improvements**
  - Strong concern about property impacts
  - General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

**CONCEPTUAL COST**

- \$500 - 600k



# 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.

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..



# 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.
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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.



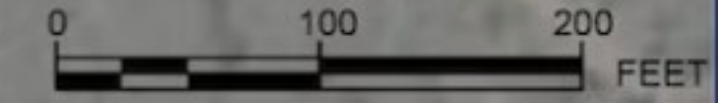
CRYSTAL RIVER RANCH

Soften curve and widen lanes for more room through curve

DANIEL ARBANEY

Maintain existing access

Cottonwood Pass Rd



**LEGEND**

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

## INITIAL EVALUATION DIFFERENTIATORS

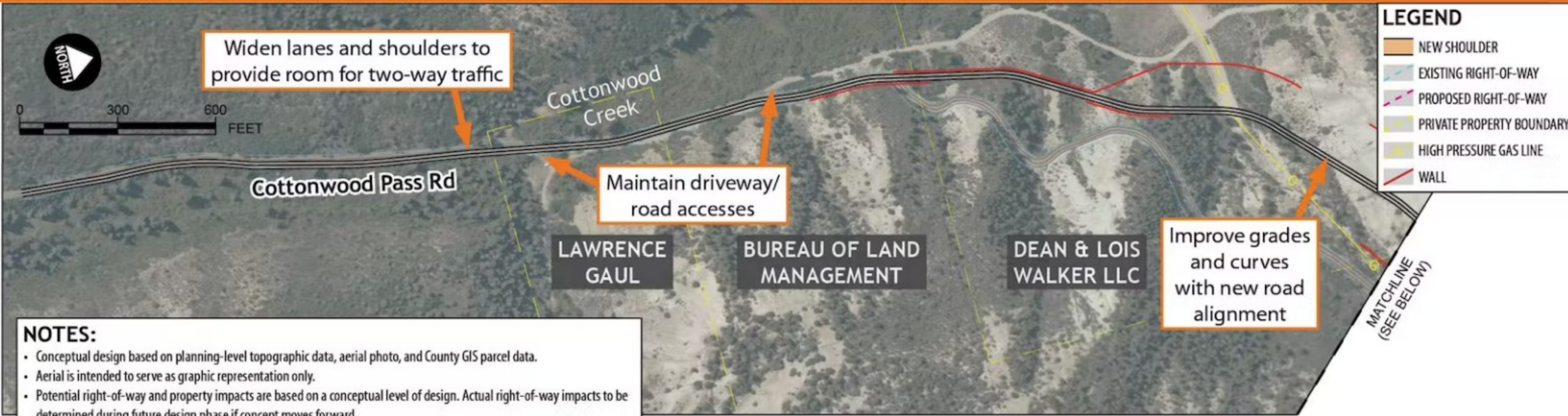
- **Safety**
  - Minor improvement with modifications and more room through curve
- **Respecting Corridor Character**
  - Less than 0.10 ac of ROW impacts
- **Natural Resource Preservation**
  - No expected impacts to wildlife or waterways
- **Collaborative Improvements**
  - Concern with increased speeds and unnecessary change

## CONCEPTUAL COST

- \$250 - 400k

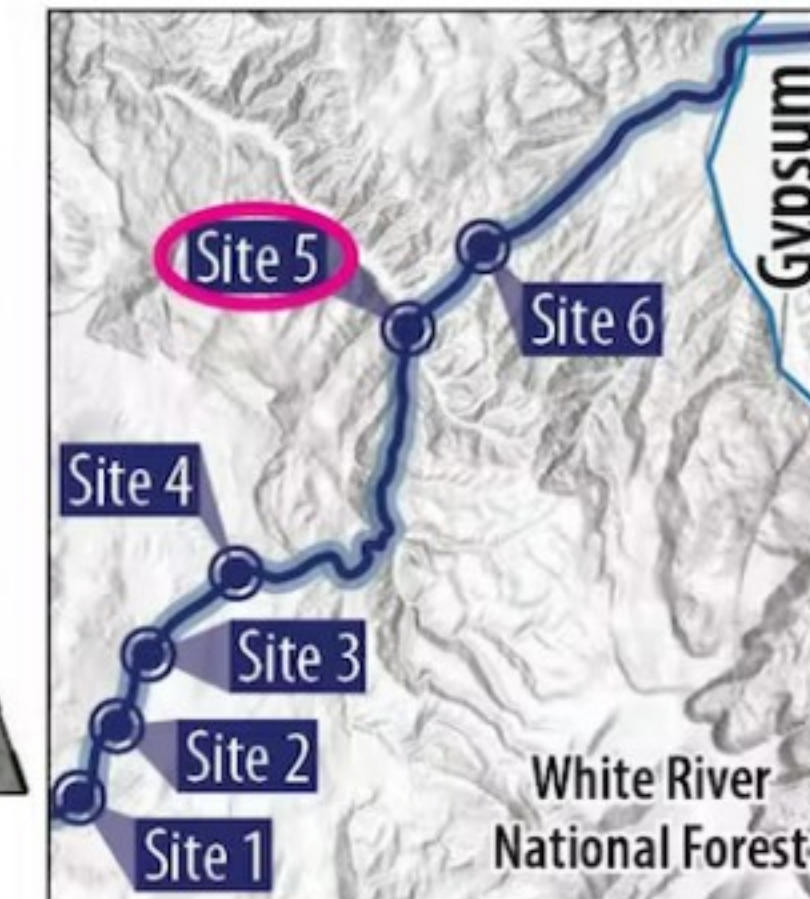
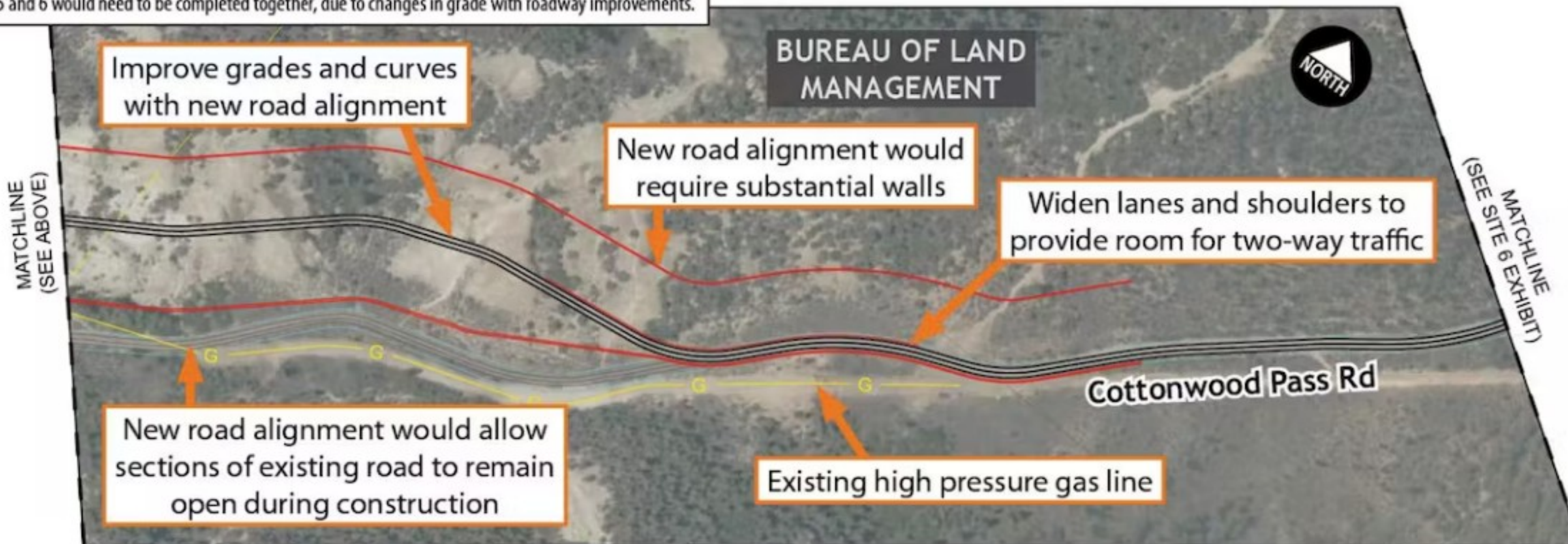


# Eagle County Site 5 - Option 1



**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.
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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.
- Construction of Sites 5 and 6 would need to be completed together, due to changes in grade with roadway improvements.



## INITIAL EVALUATION DIFFERENTIATORS

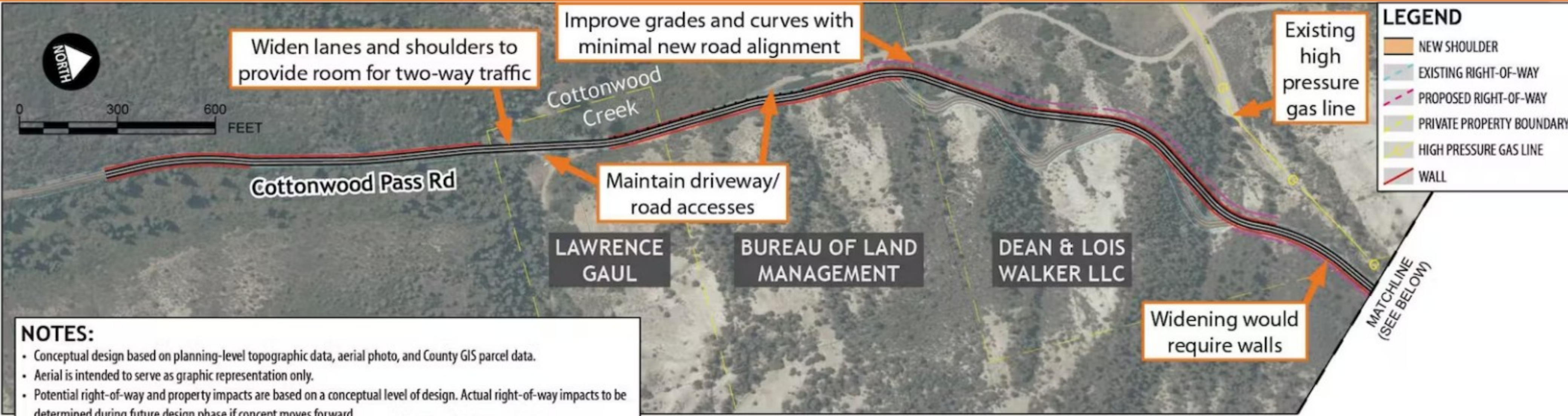
- **Safety**
  - Major improvement with realigned curves, reduced grades, and room for two-way traffic
- **Respecting Corridor Character**
  - About 27 - 28 ac of ROW impacts
- **Natural Resource Preservation**
  - Potential Cottonwood Creek and/or wetland impacts
- **Collaborative Improvements**
  -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

## CONCEPTUAL COST

• \$350 - 360 M

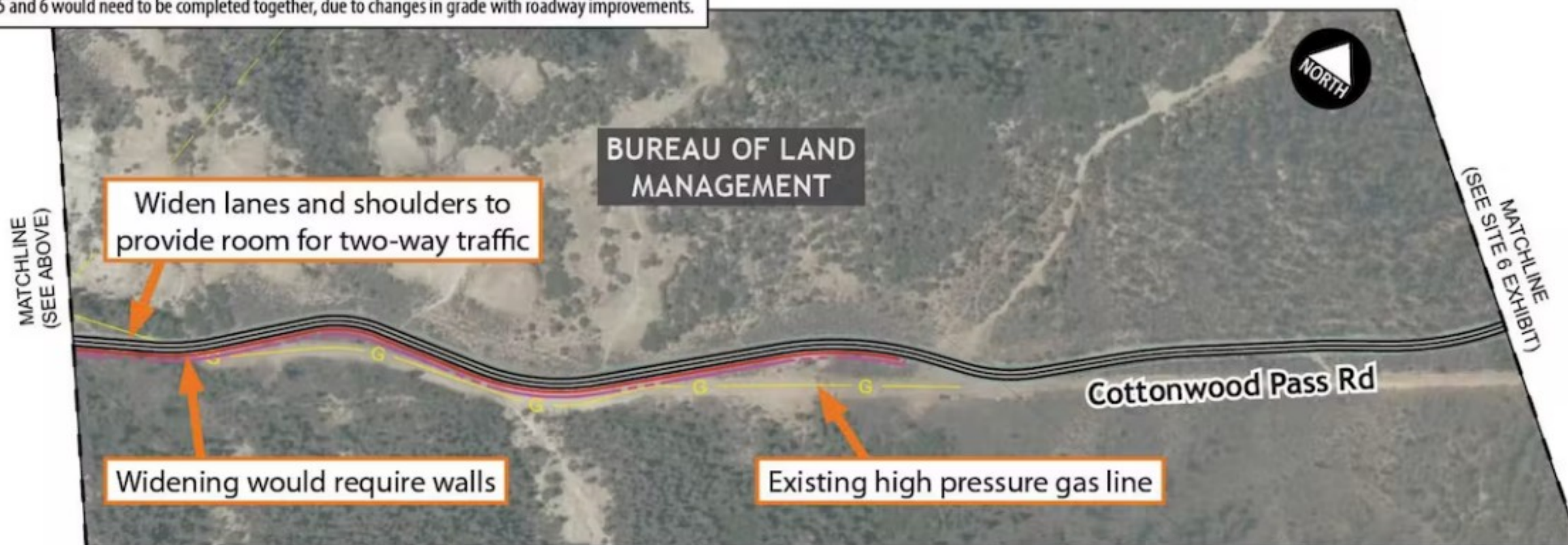


# Eagle County Site 5 - Option 2



**NOTES:**

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
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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.
- 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.

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.

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

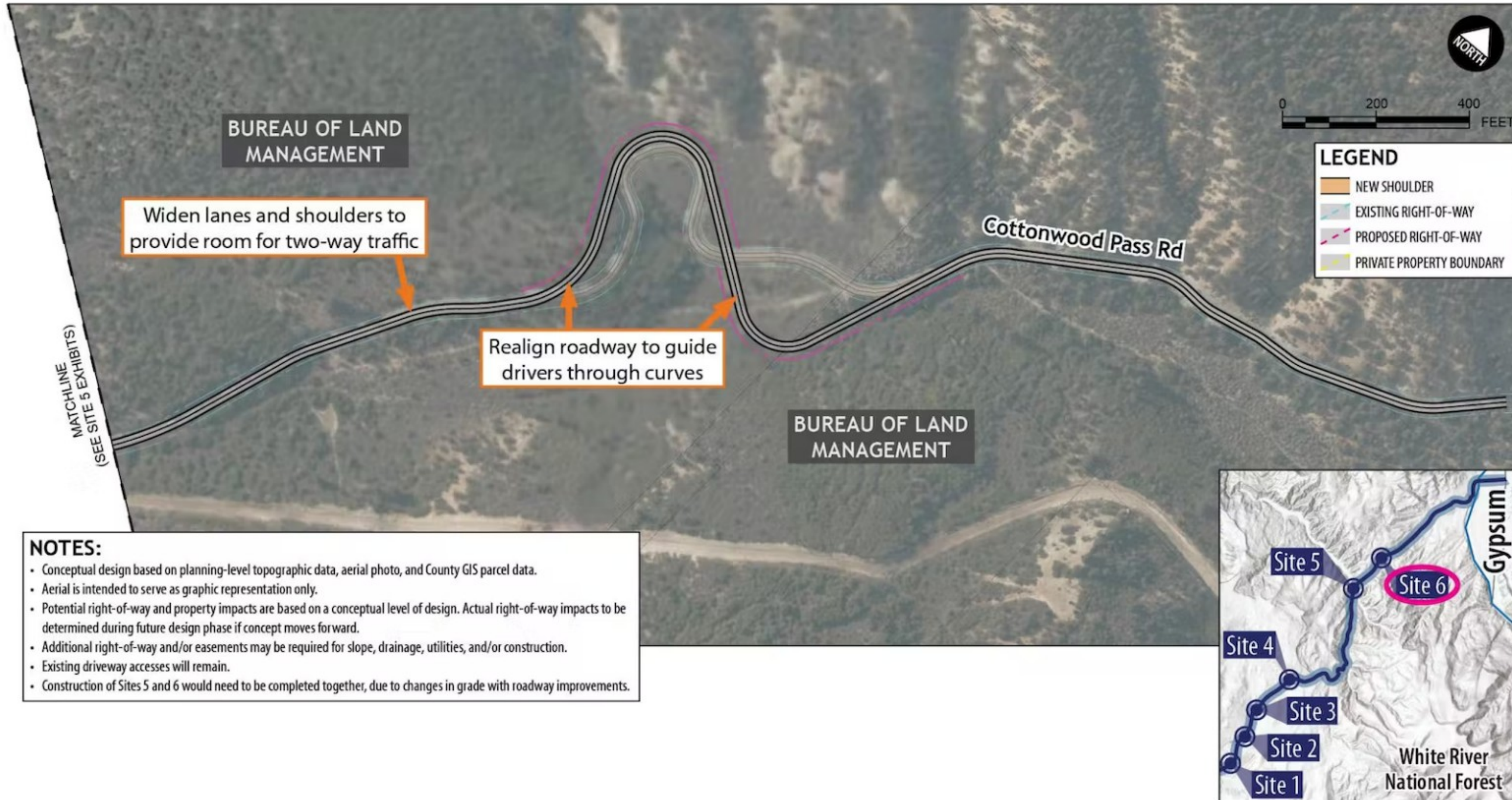
Option 1 should not even be considered due to the impacts on that area. Are you bringing in bridges for option 2? I cant see how that option is even possible

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.
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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.
- 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.

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?

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.

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?

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?

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

I guess I just don't want this pass to become a common highway to and from the front range. So what ever we

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

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

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

what environmental studies will be necessary going forward?



# Next Steps

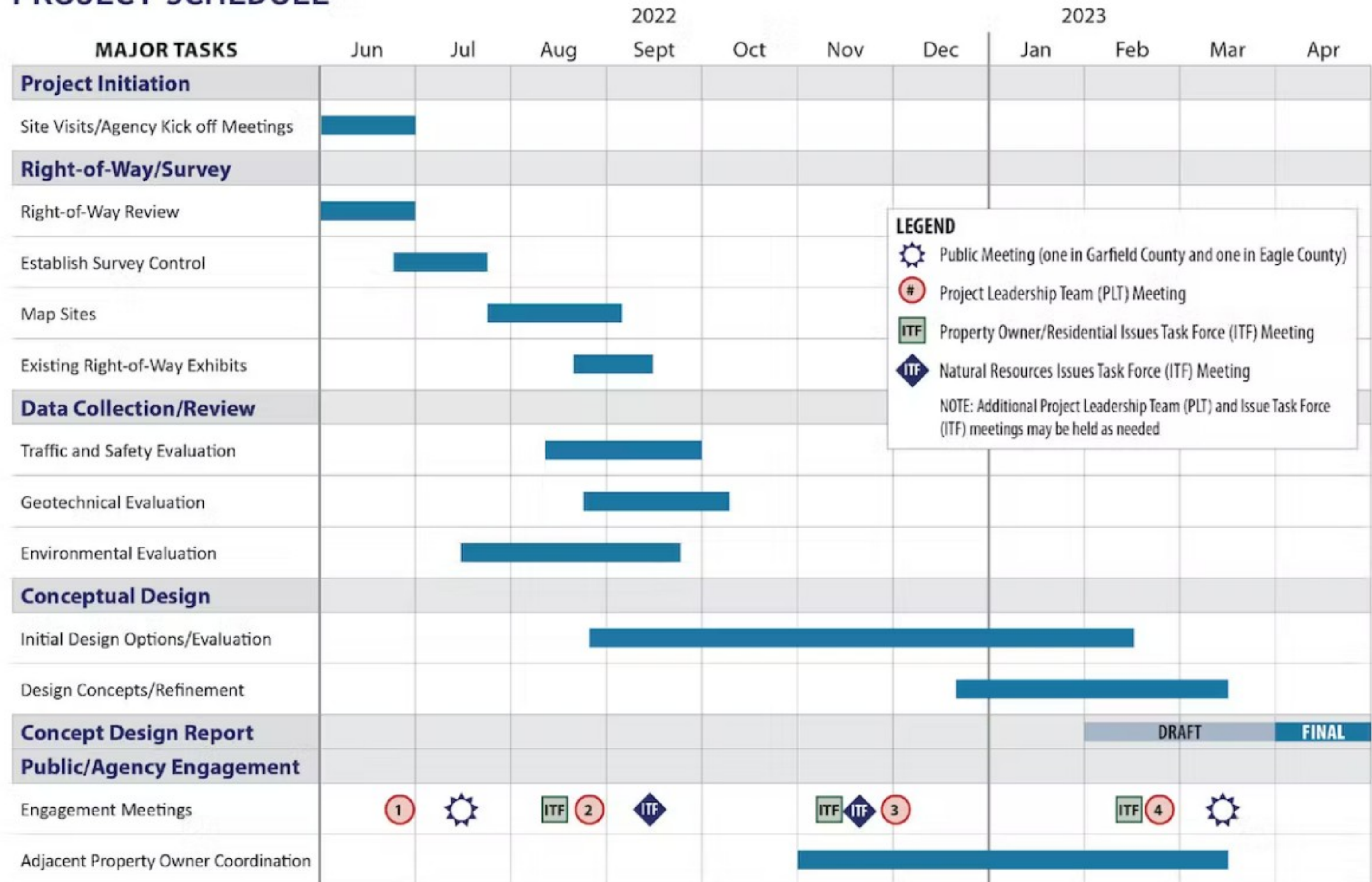




# Next steps

- 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](http://www.codot.gov/projects/cottonwood-pass-concept-design)