



**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



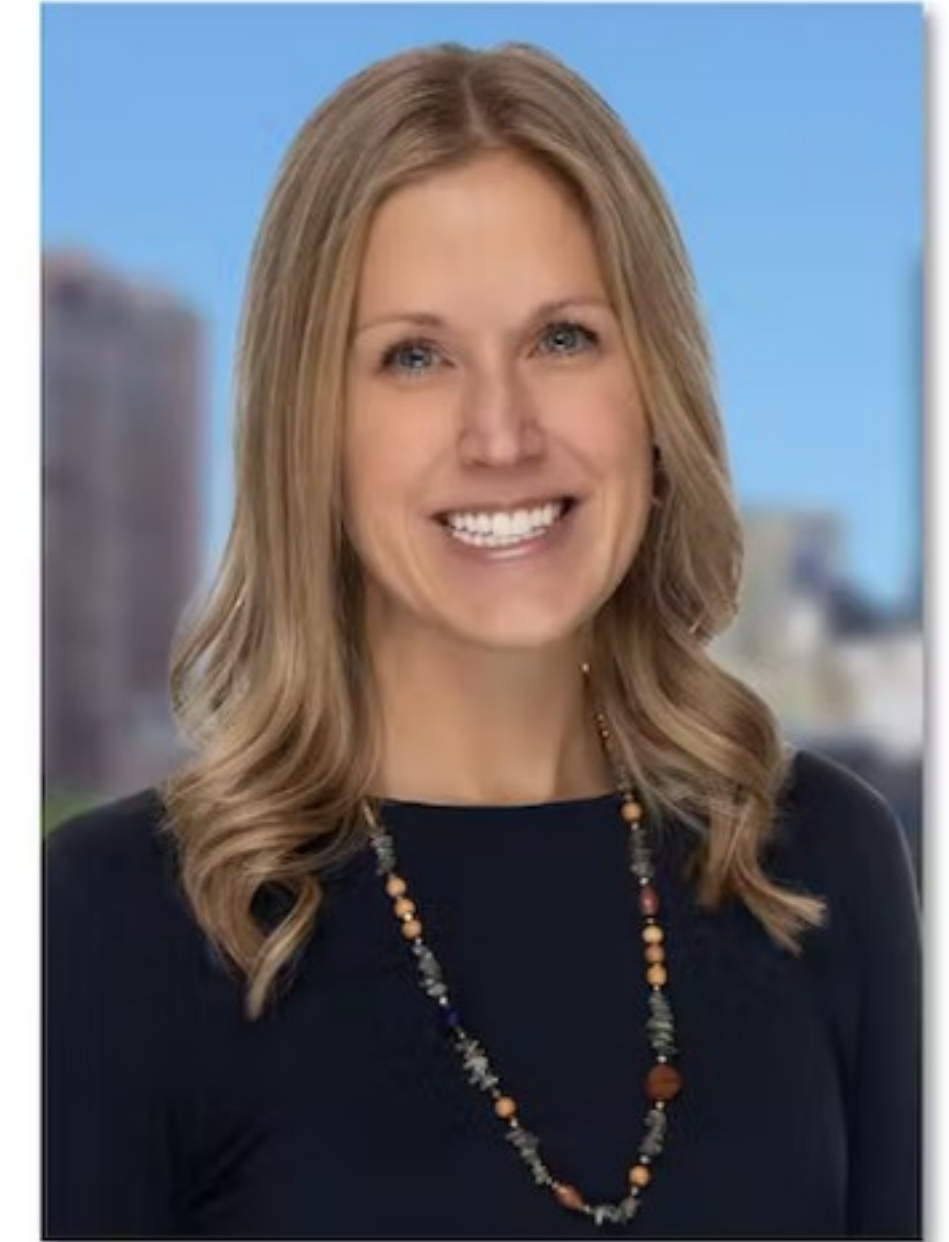
**Jacob Rivera**  
CDOT Region 3  
Project Manager



**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





## 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

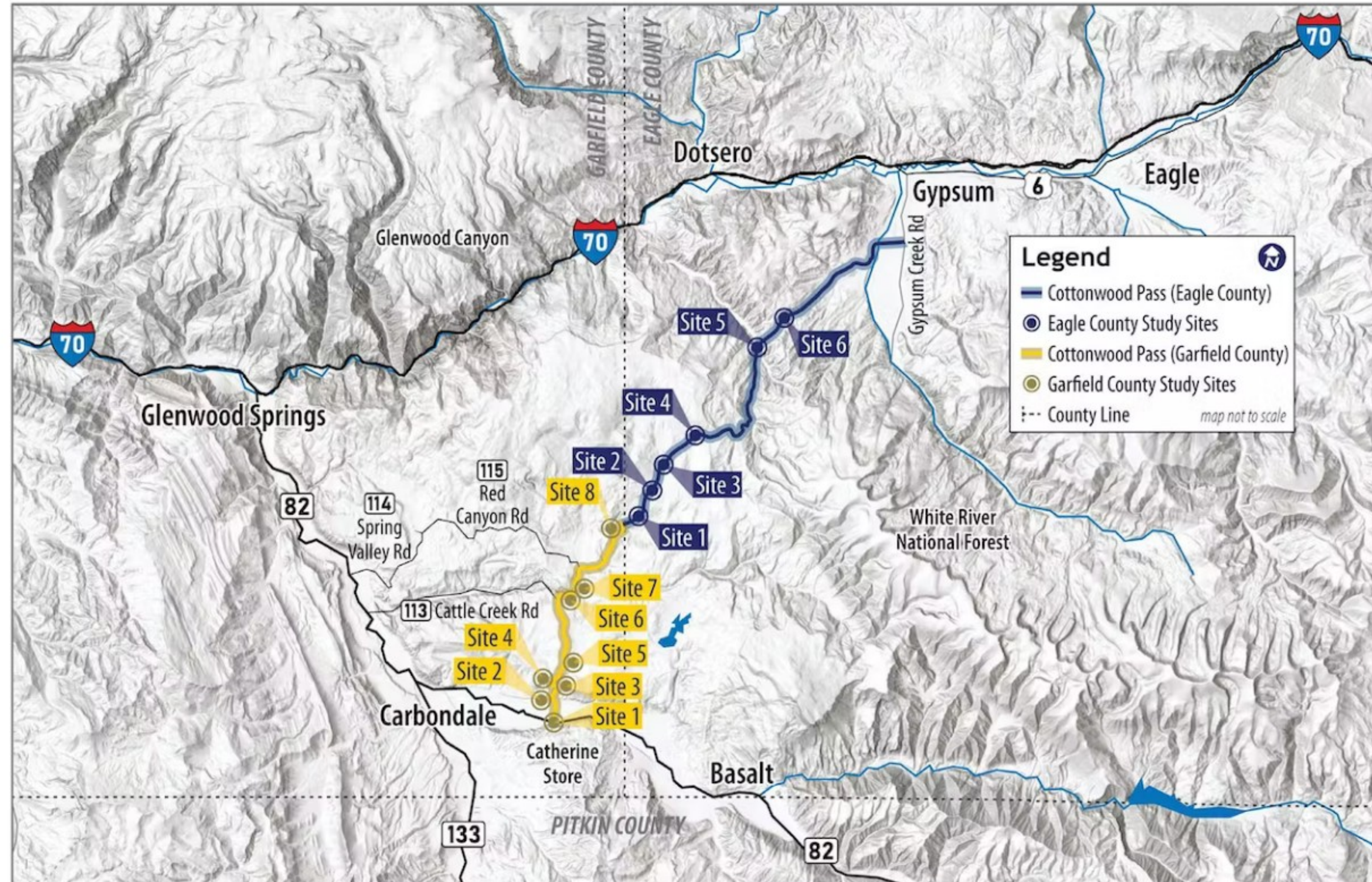
- Eagle and Garfield counties recognized the need for safety improvements
- This need became more apparent during Glenwood Canyon closures

*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.*

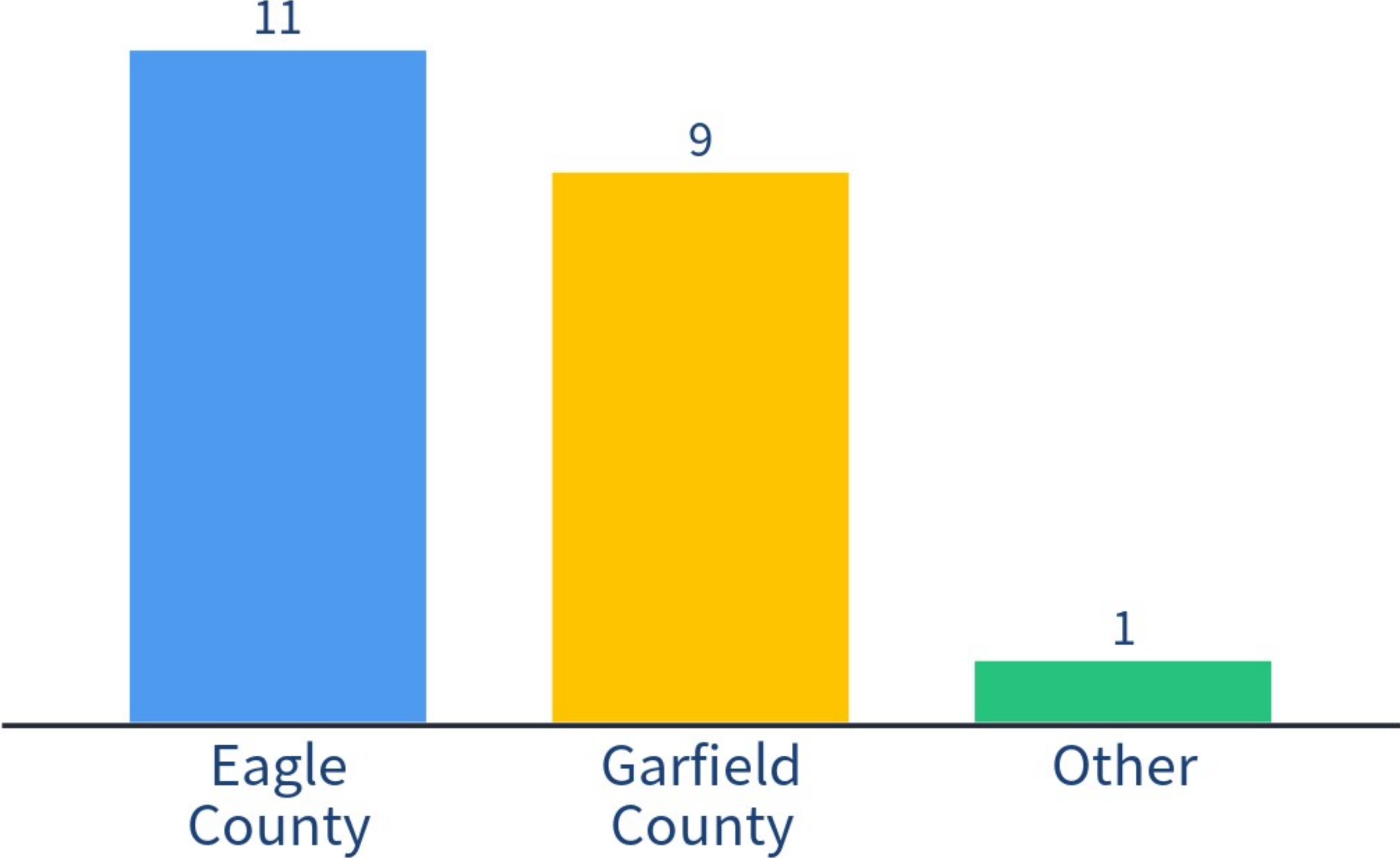


# Project site key map

- 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



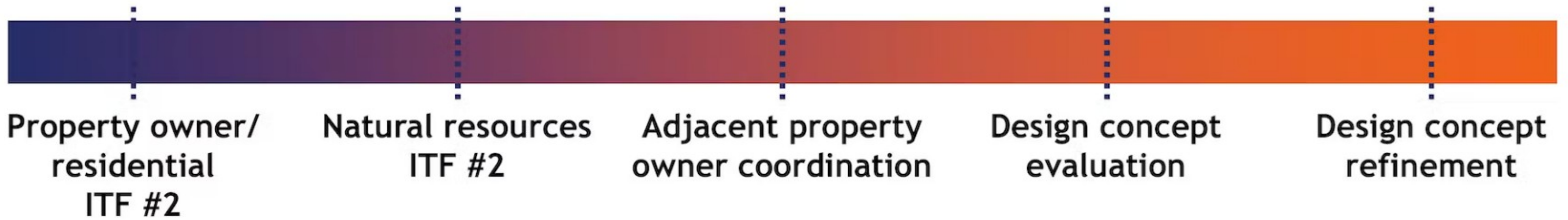
# Where do you live?







# 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



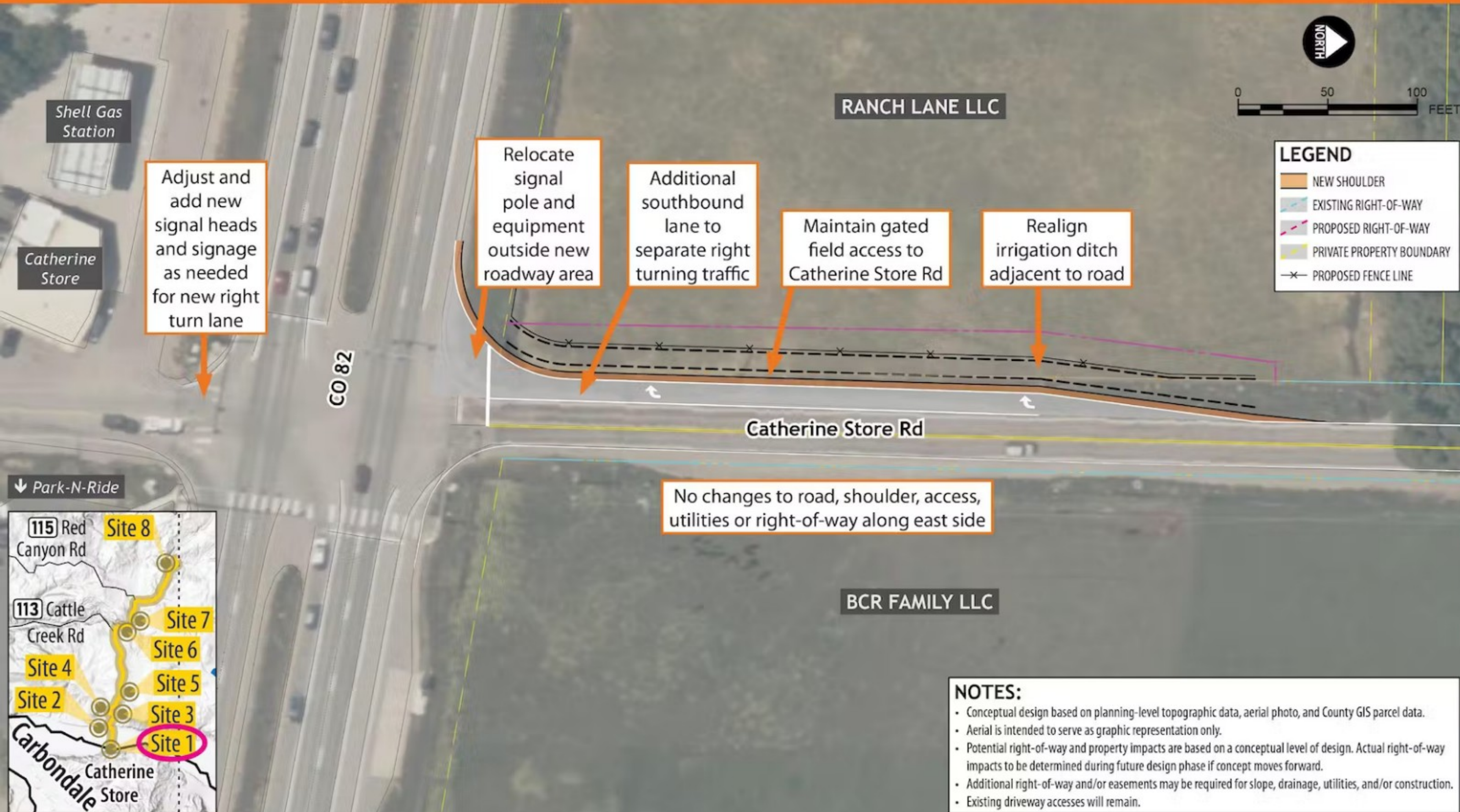


## CONCEPTS

- 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

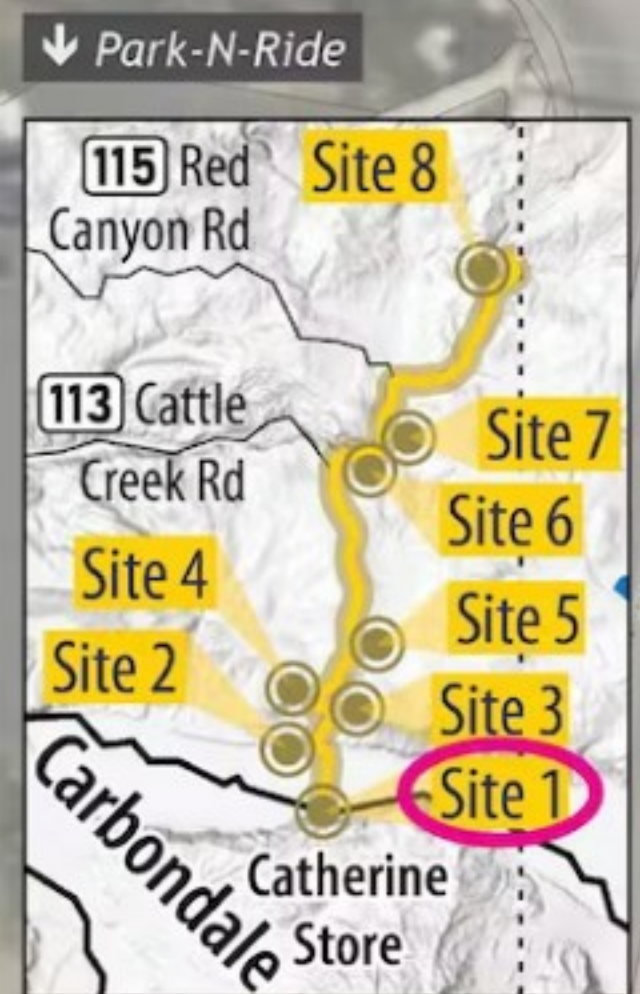
- **Safety**
  - Moderate improvement with reduced queue lengths and separation of right-turning traffic
- **Respecting Corridor Character**
  - Less than 0.25 ac of ROW impacts
- **Natural Resource Preservation**
  - Irrigation ditch would need to be realigned
- **Collaborative Improvements**
  - General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

**CONCEPTUAL COST**

- \$350 - 400k

**NOTES:**

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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.





# 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



**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 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**

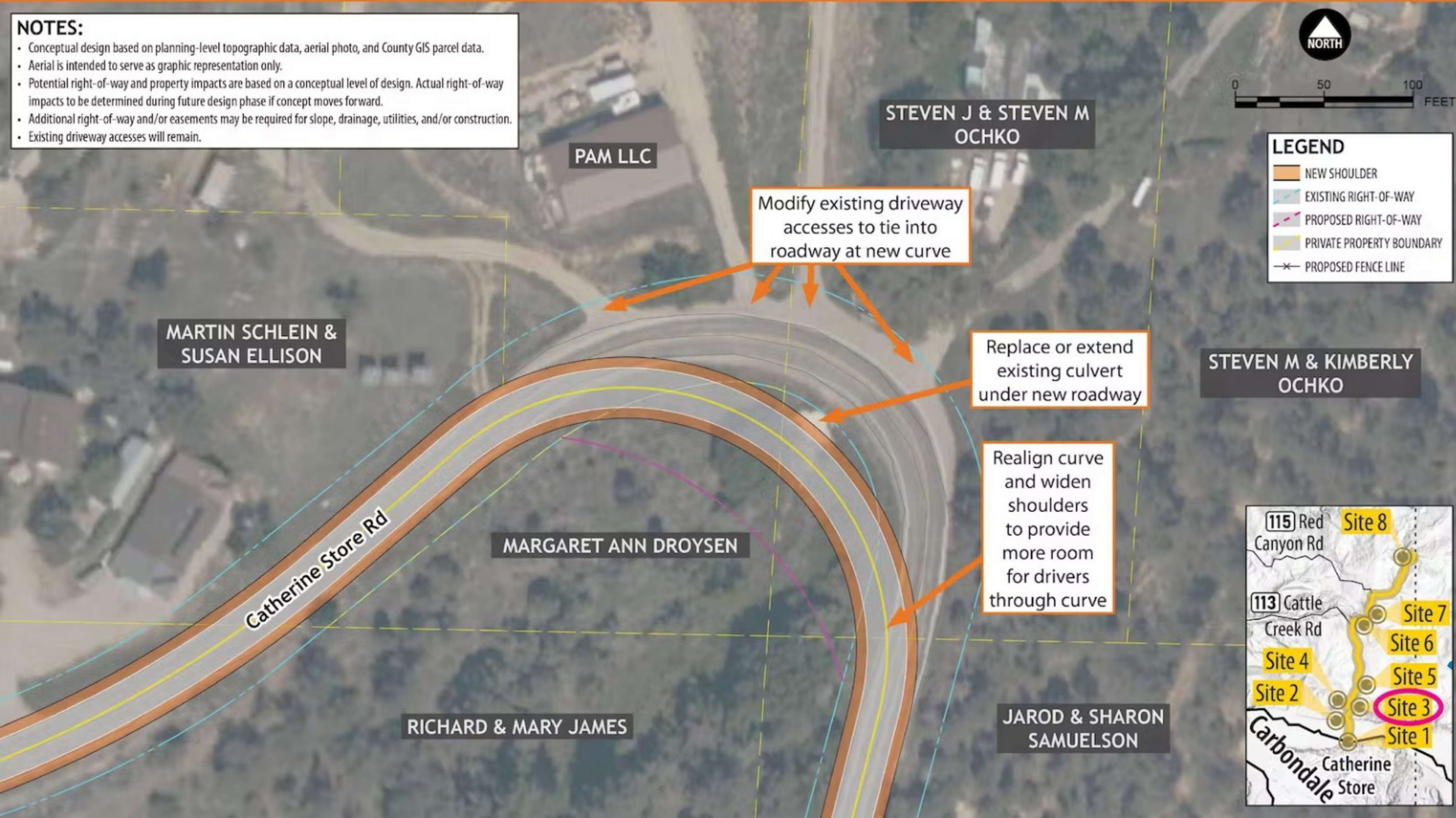
- \$600 - 700k



# Garfield County Site 3

**NOTES:**

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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.



## 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

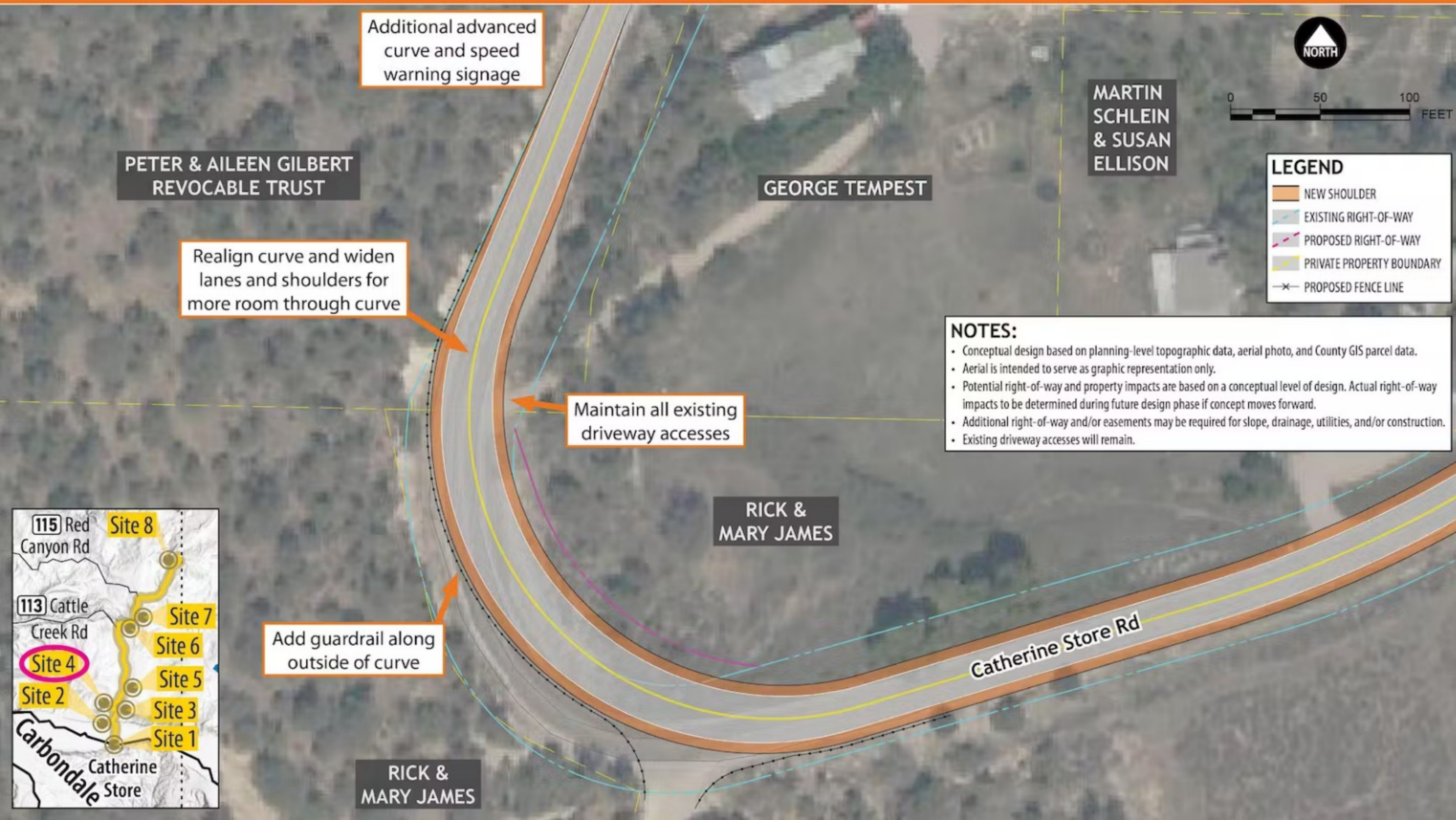


## CONCEPTUAL COST

• \$1.0 - 1.1 M



# Garfield County Site 4



**NOTES:**

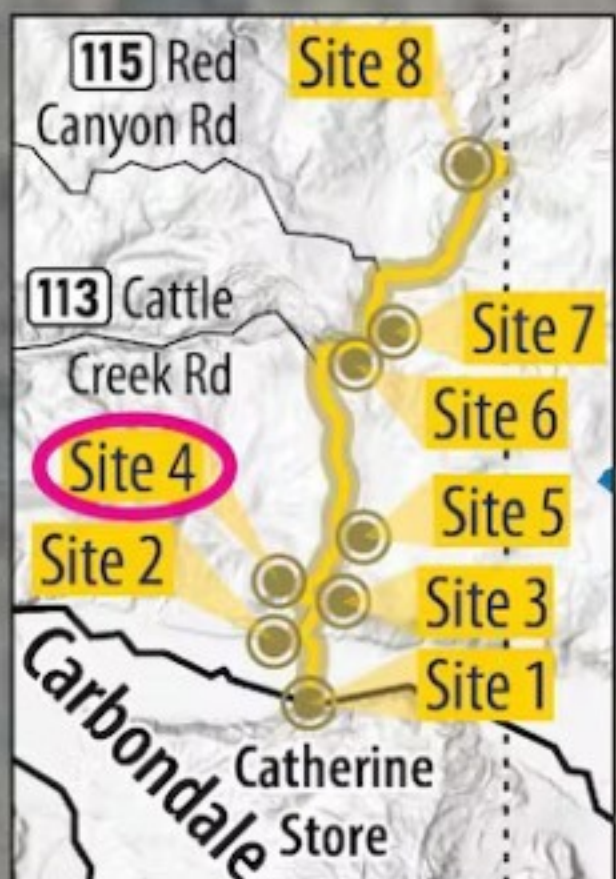
- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during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

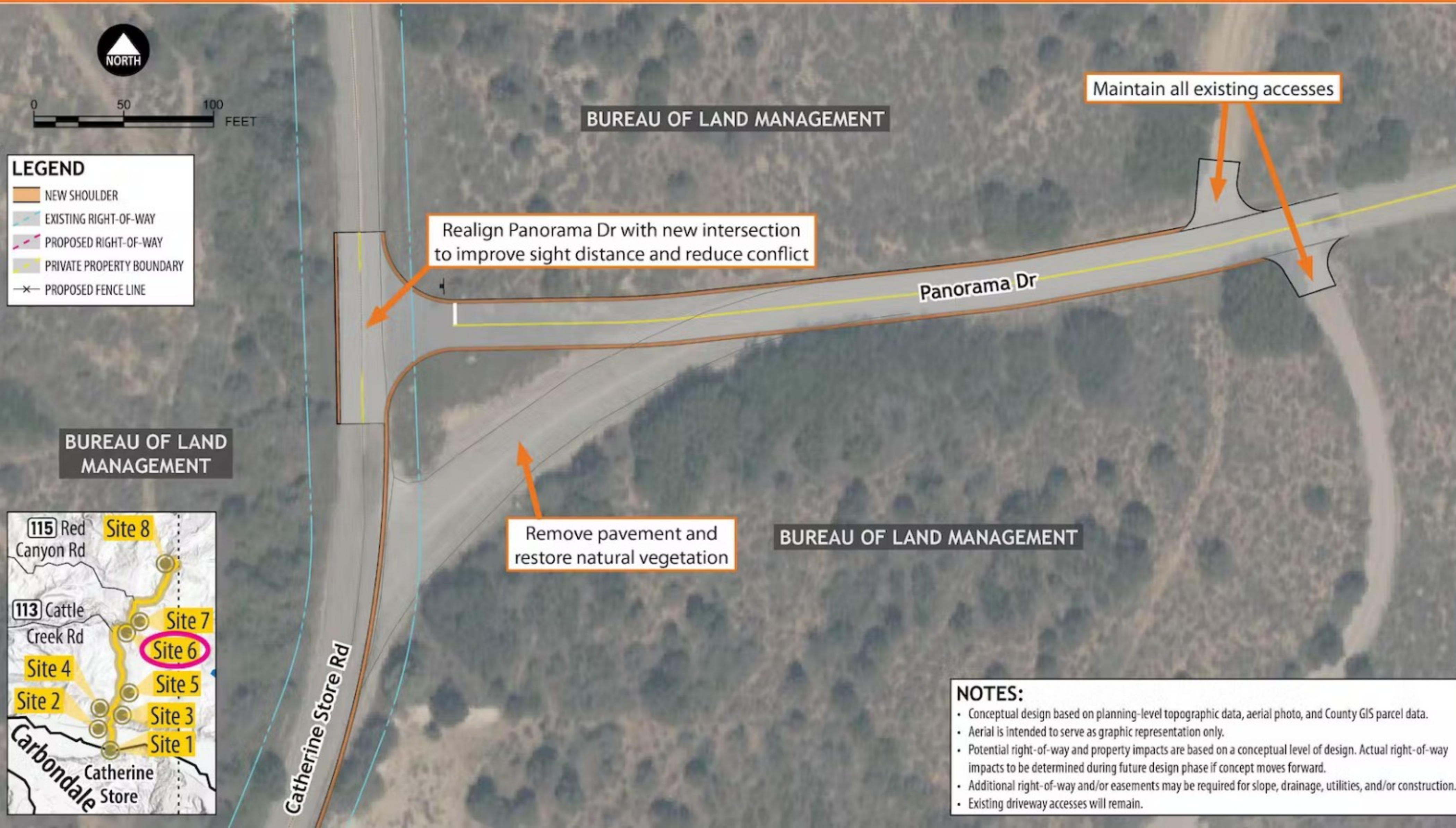
• \$1.3 - 1.4 M

### 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:

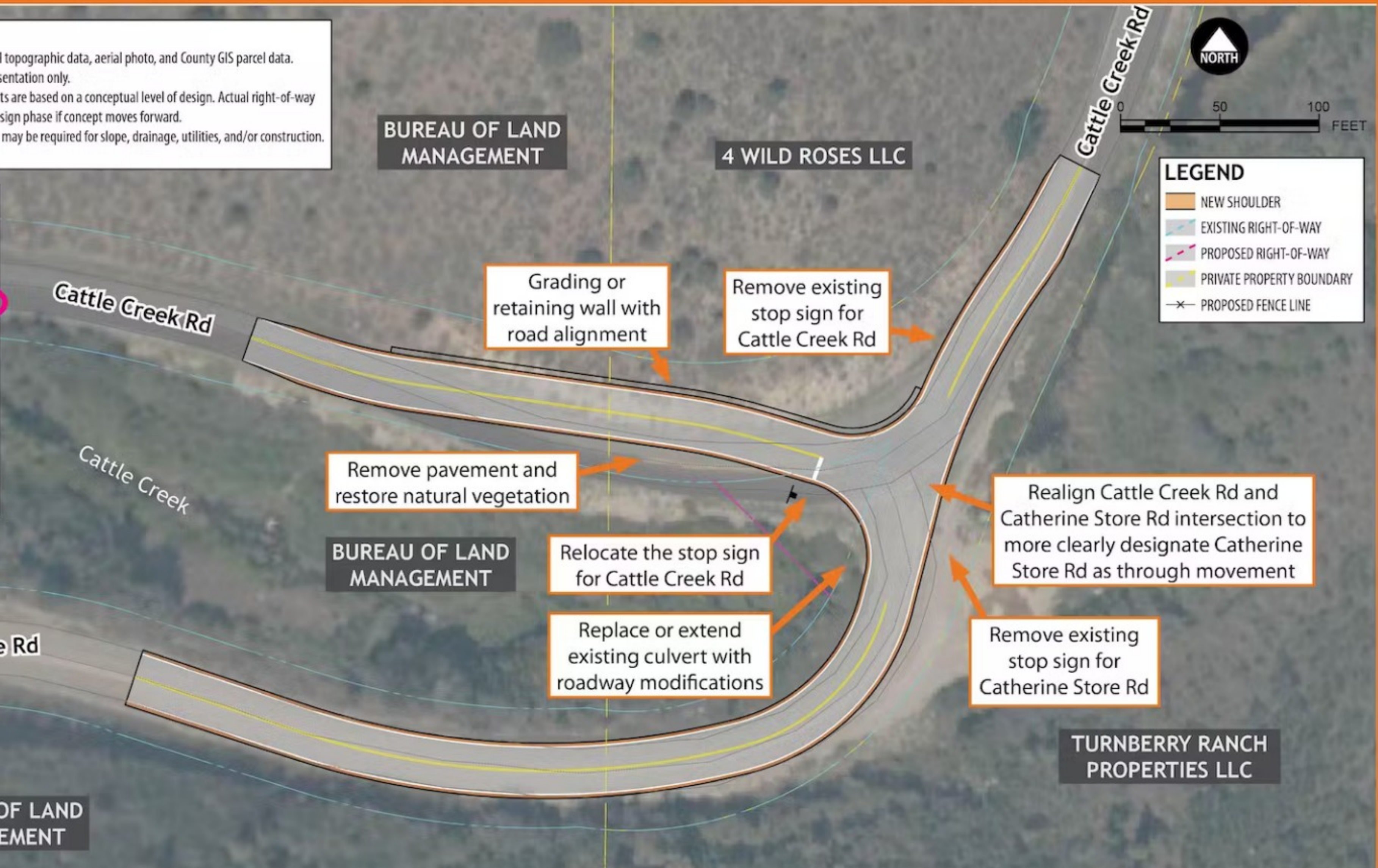
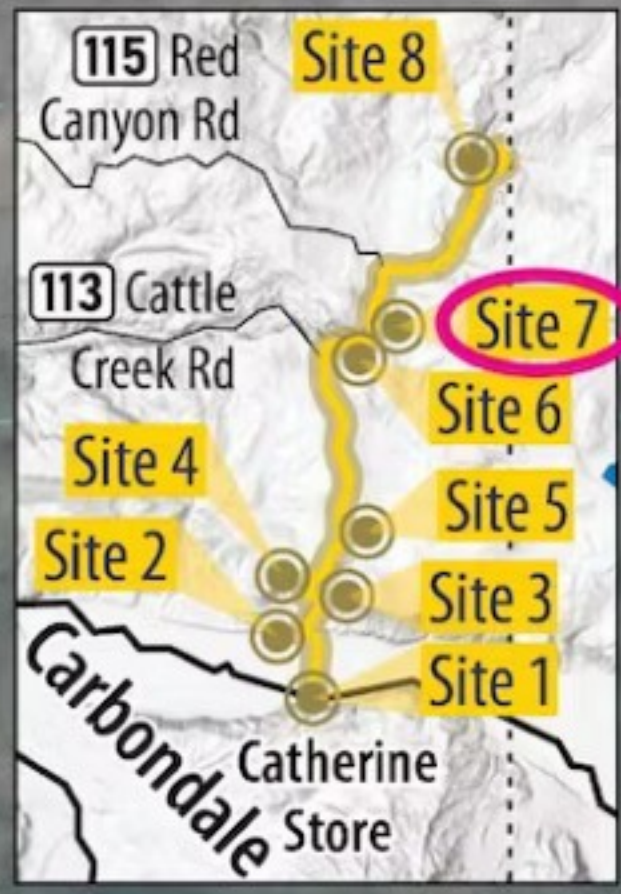
- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
- Potential right-of-way and property impacts are based on a conceptual level of design. Actual right-of-way impacts to be determined during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

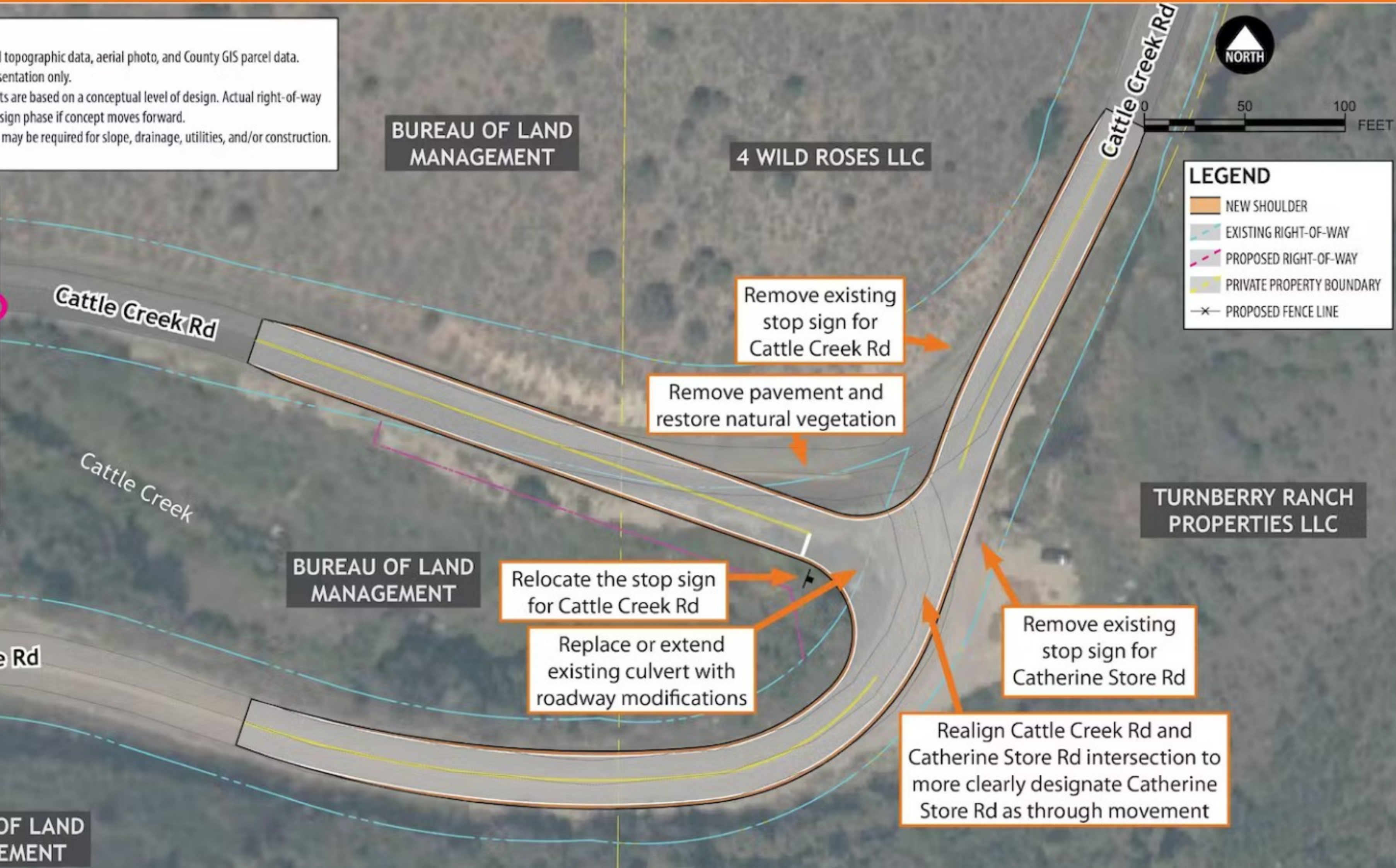
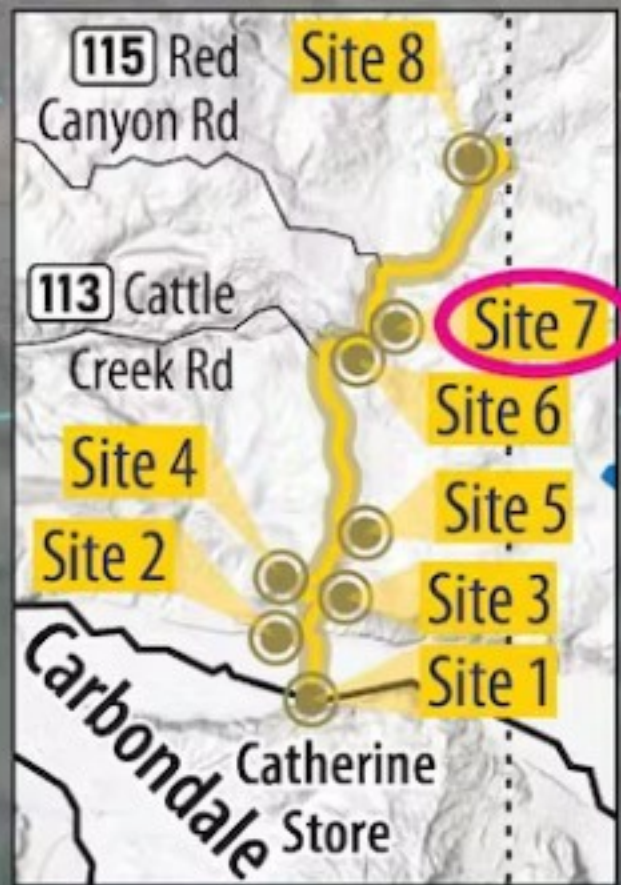
- \$3.0 - 3.2 M



# 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.



## 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

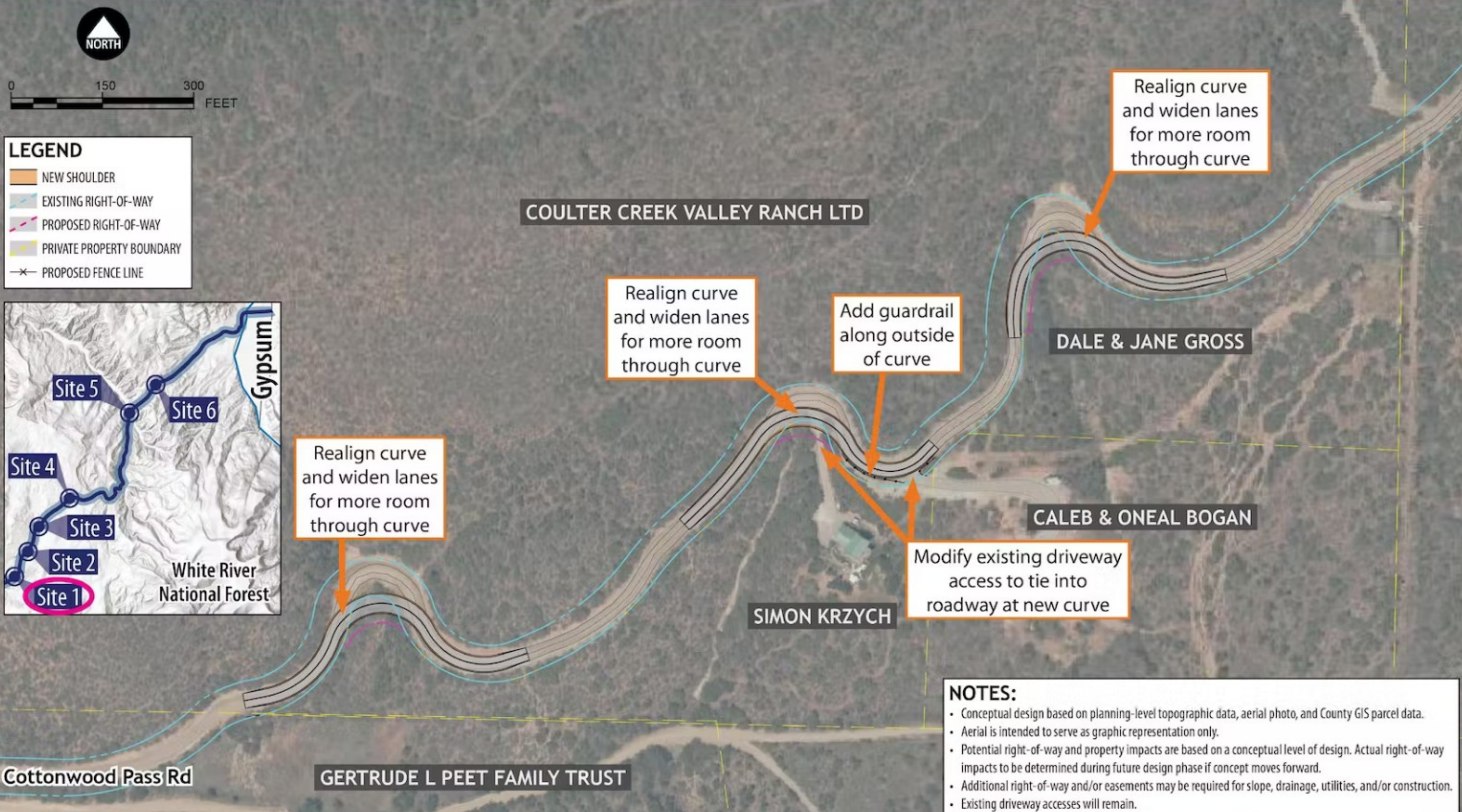
### NOTES:

- 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.
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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.



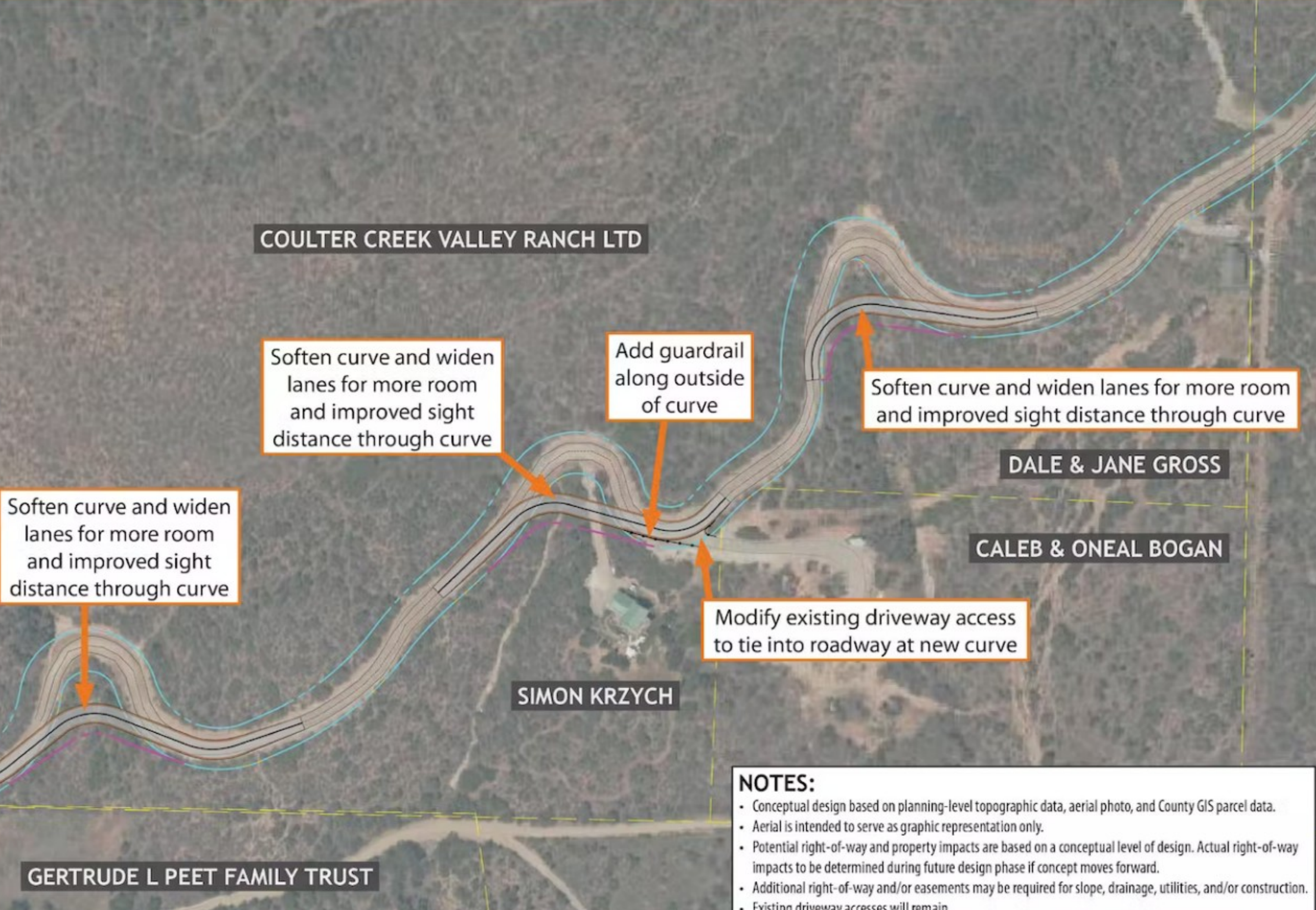
# Eagle County Site 1 - Option 2



0 100 200  
FEET

## LEGEND

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



COULTER CREEK VALLEY RANCH LTD

Soften curve and widen lanes for more room and improved sight distance through curve

Add guardrail along outside of curve

Soften curve and widen lanes for more room and improved sight distance through curve

DALE & JANE GROSS

CALEB & ONEAL BOGAN

Modify existing driveway access to tie into roadway at new curve

SIMON KRZYCH

Soften curve and widen lanes for more room and improved sight distance through curve

GERTRUDE L PEET FAMILY TRUST

Cottonwood Pass Rd

## 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.
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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.

## CONCEPTUAL COST

• \$900k - 1.1 M



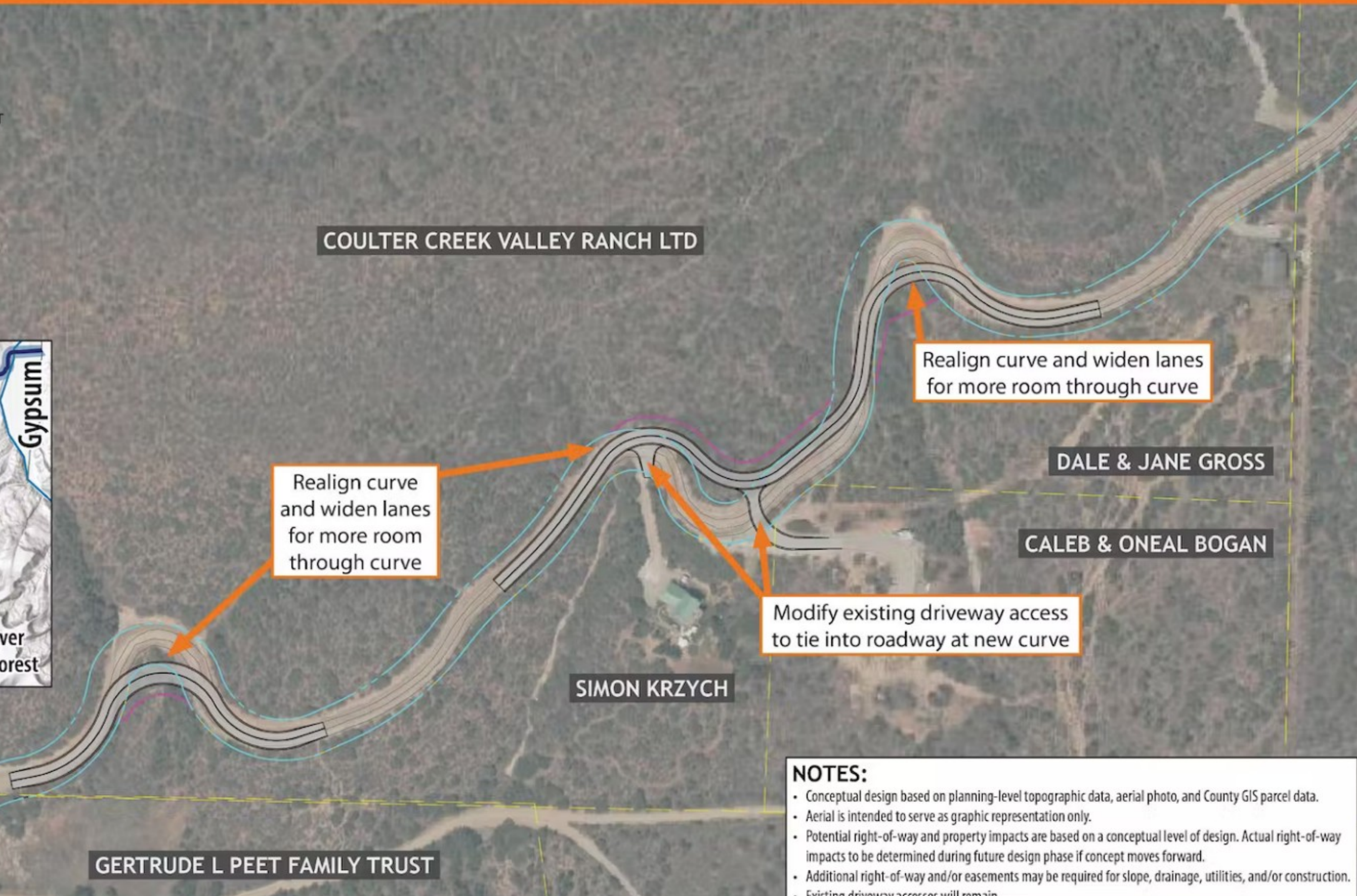
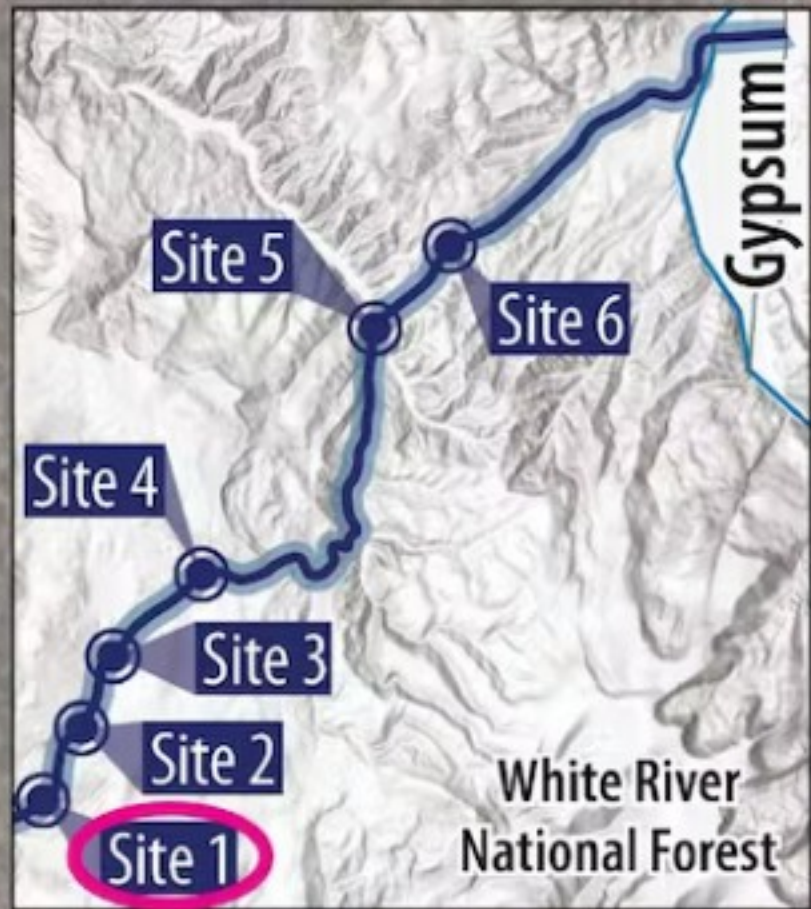
# Eagle County Site 1 - Refined Option



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:**

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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.

# 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

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

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.

No comment

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?

None

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



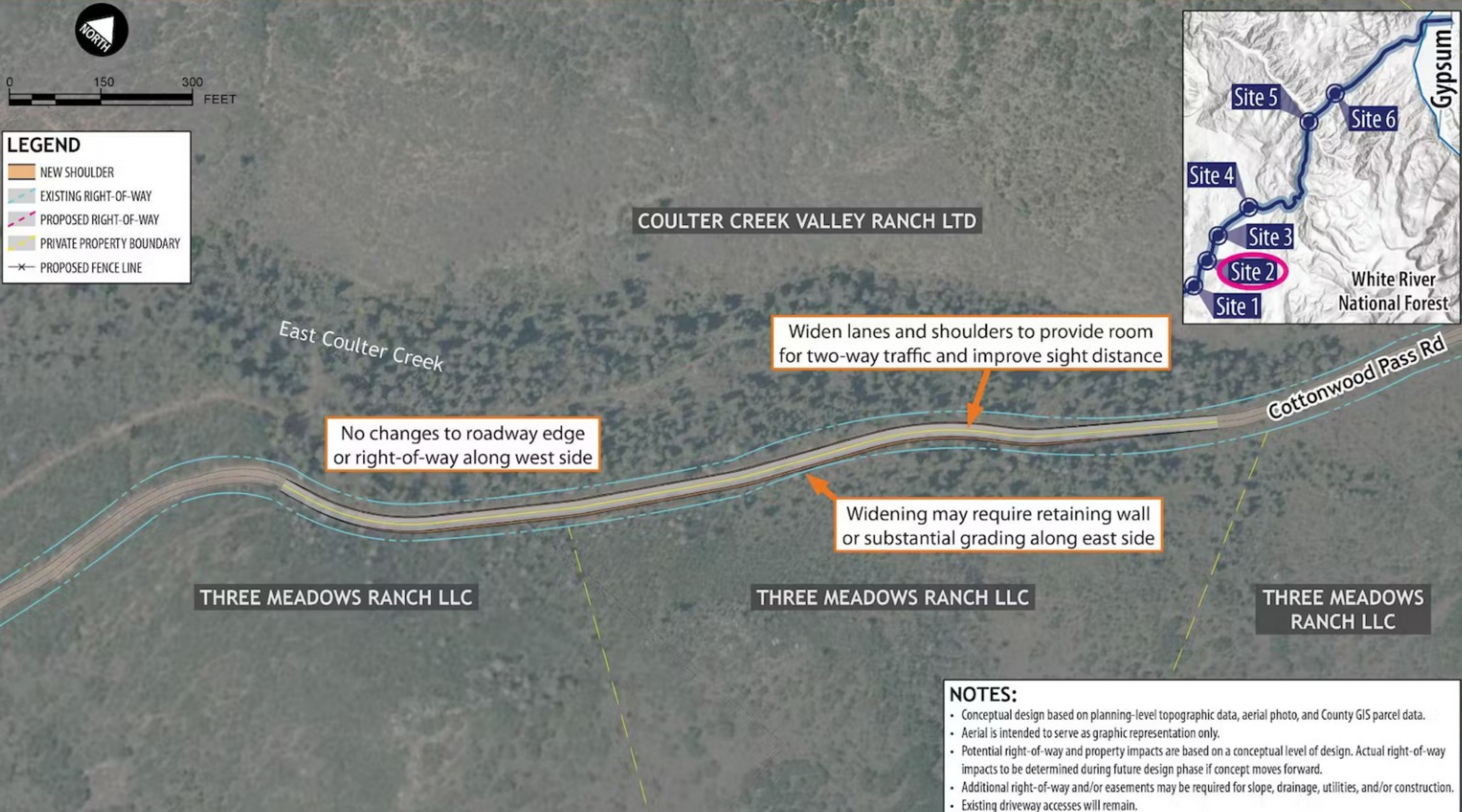


# Eagle County Site 2



**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

**CONCEPTUAL COST**

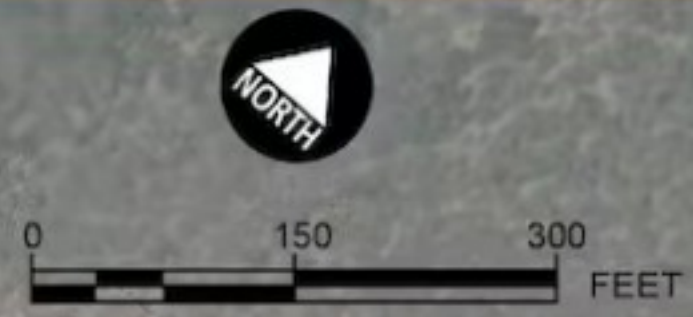
- \$3.7 - 4.0 M

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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.

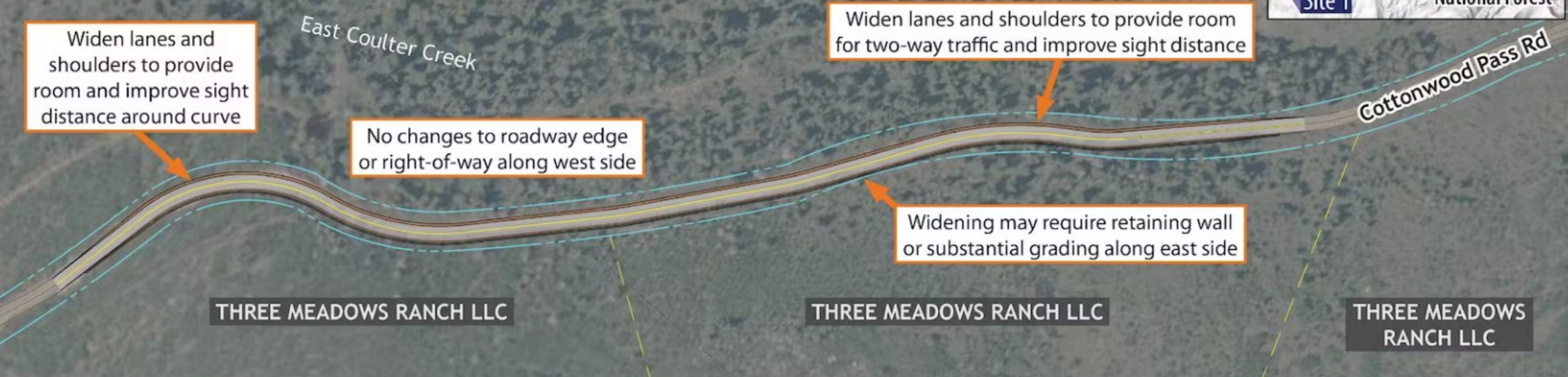


# Eagle County Site 2 - Refined Option



**LEGEND**

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



**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

**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.

**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



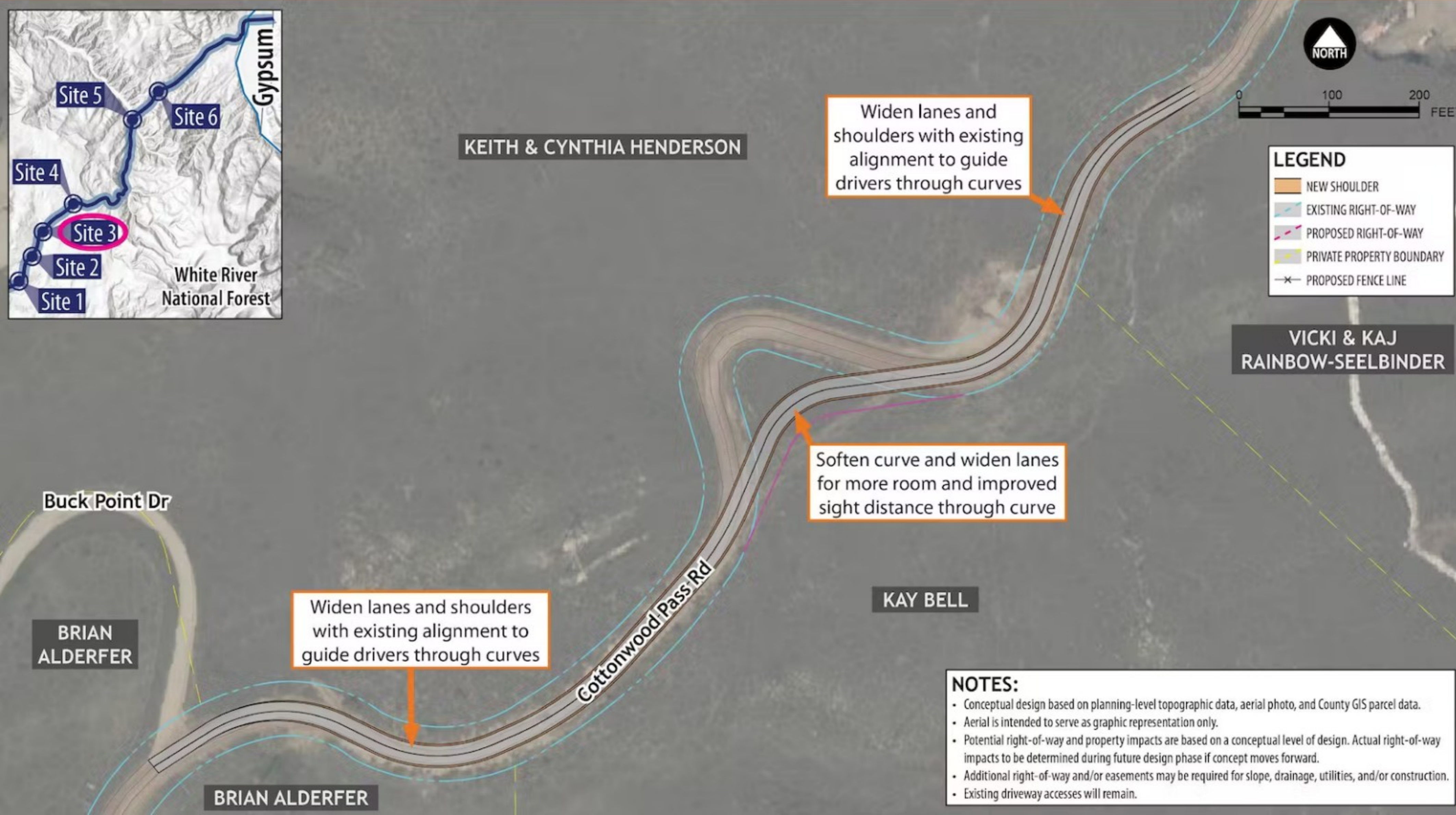
# Please share your thoughts on the Eagle County Site 2 refined option.

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

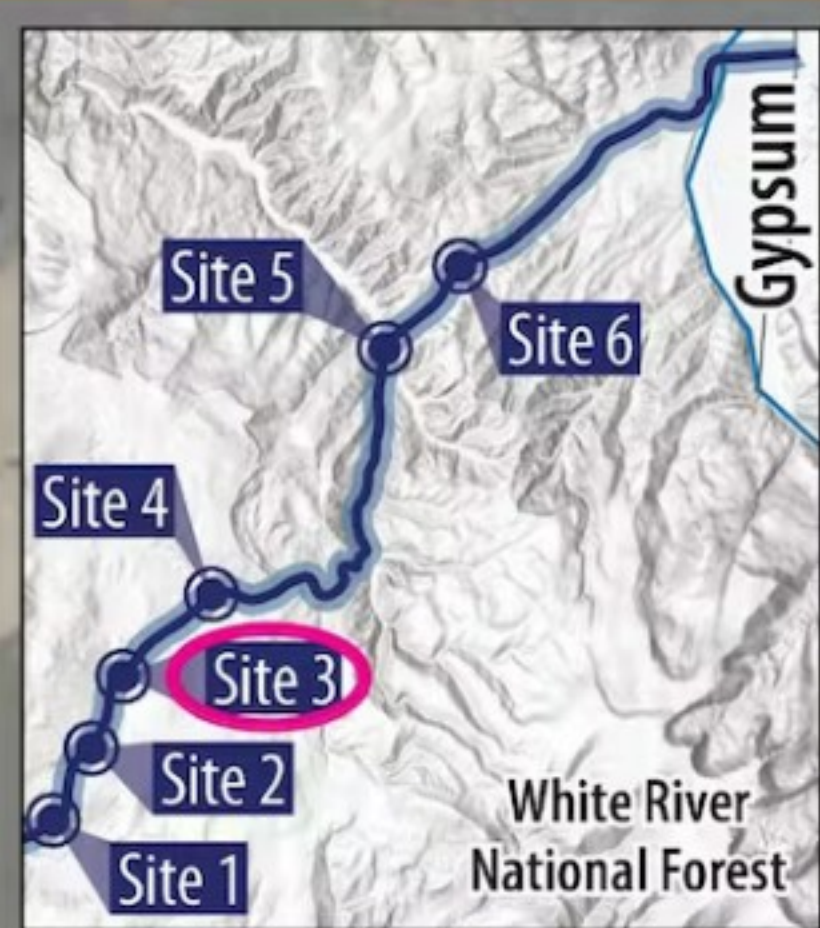
- **Safety**
  - Moderate improvement with realigned curves and wider shoulders
- **Respecting Corridor Character**
  - About 0.30 ac of ROW impacts
- **Natural Resource Preservation**
  - Potential stream impacts
- **Collaborative Improvements**
  - Strong concern about property impacts
  - General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



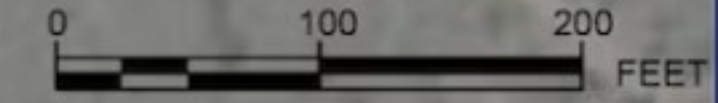
CRYSTAL RIVER RANCH

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

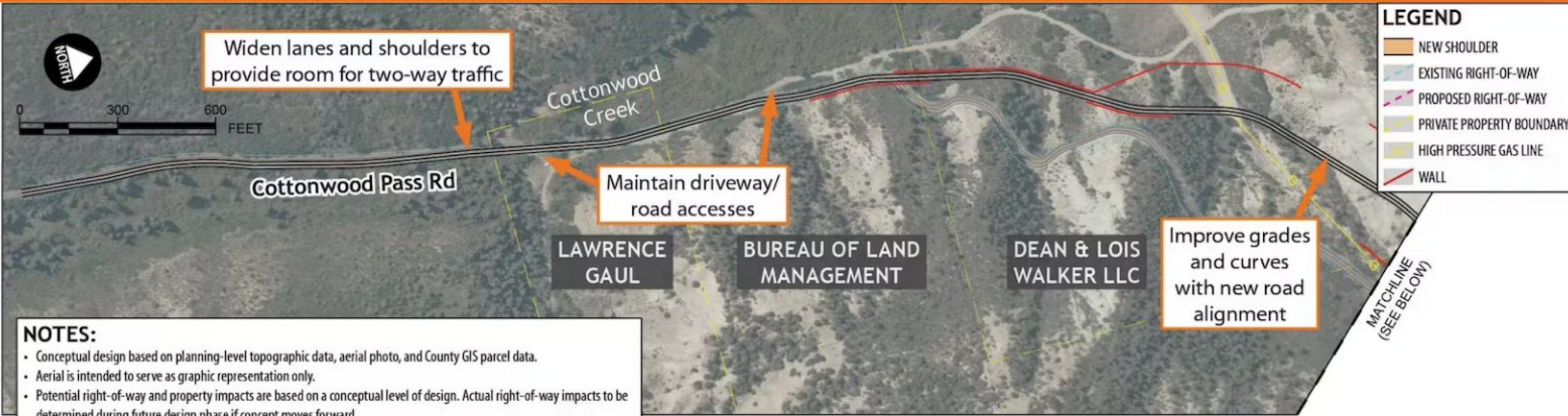
- **Safety**
  - Minor improvement with modifications and more room through curve
- **Respecting Corridor Character**
  - Less than 0.10 ac of ROW impacts
- **Natural Resource Preservation**
  - No expected impacts to wildlife or waterways
- **Collaborative Improvements**
  - Concern with increased speeds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

## CONCEPTUAL COST

- \$250 - 400k

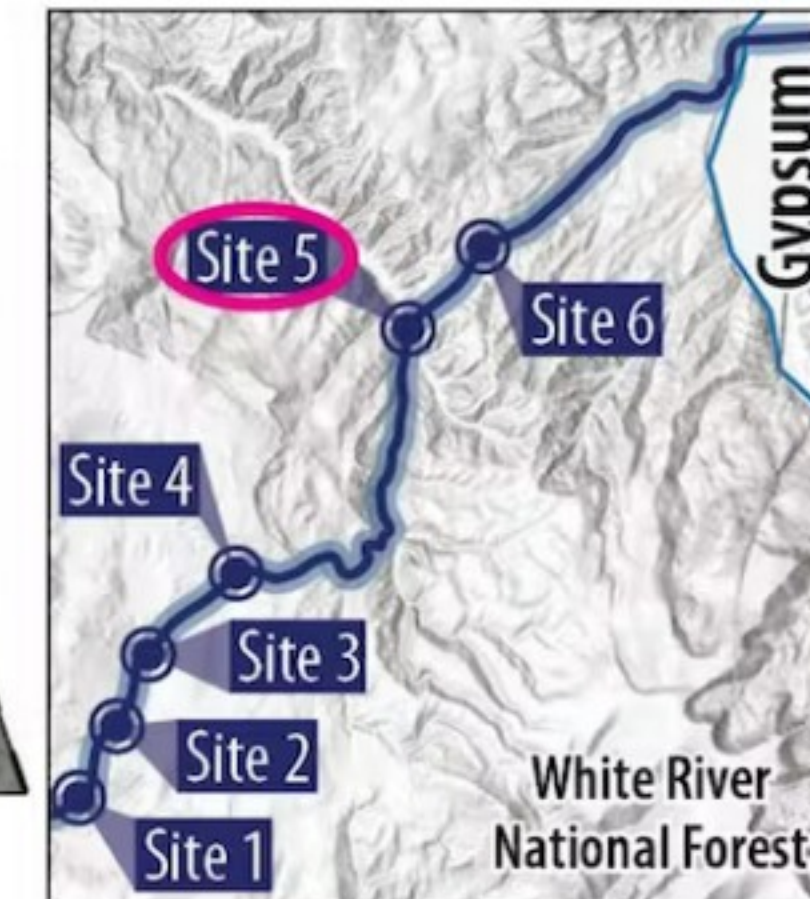
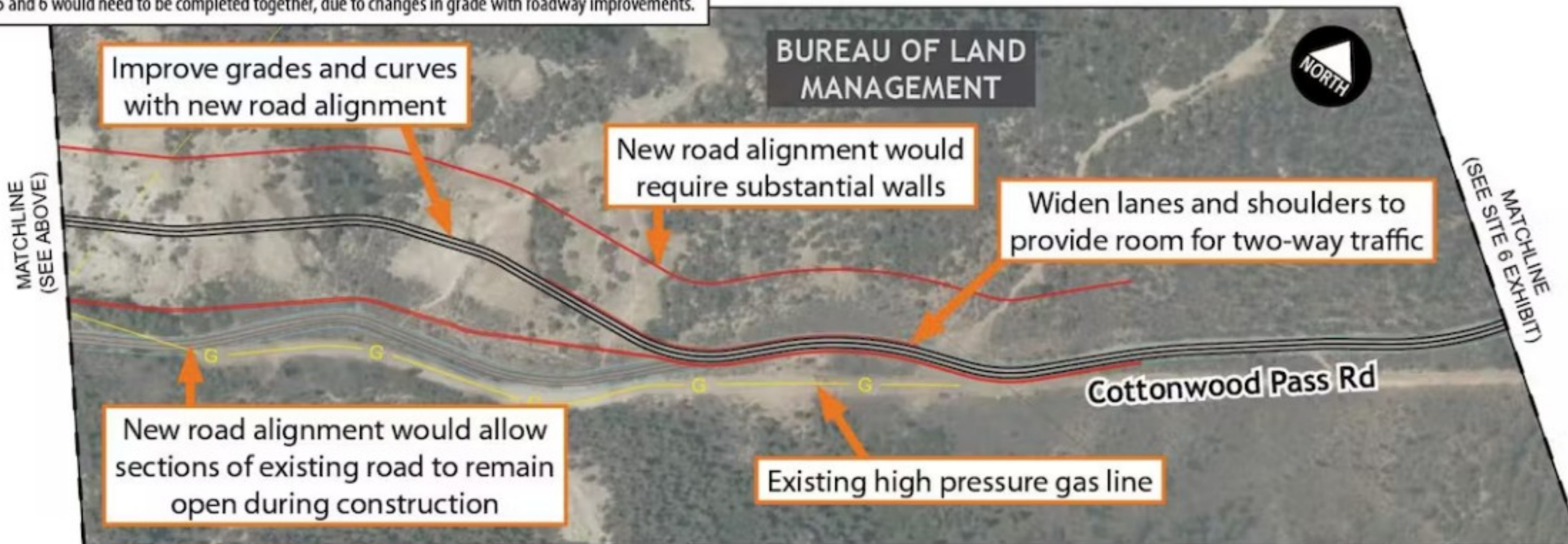


# Eagle County Site 5 - Option 1



**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.
- 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

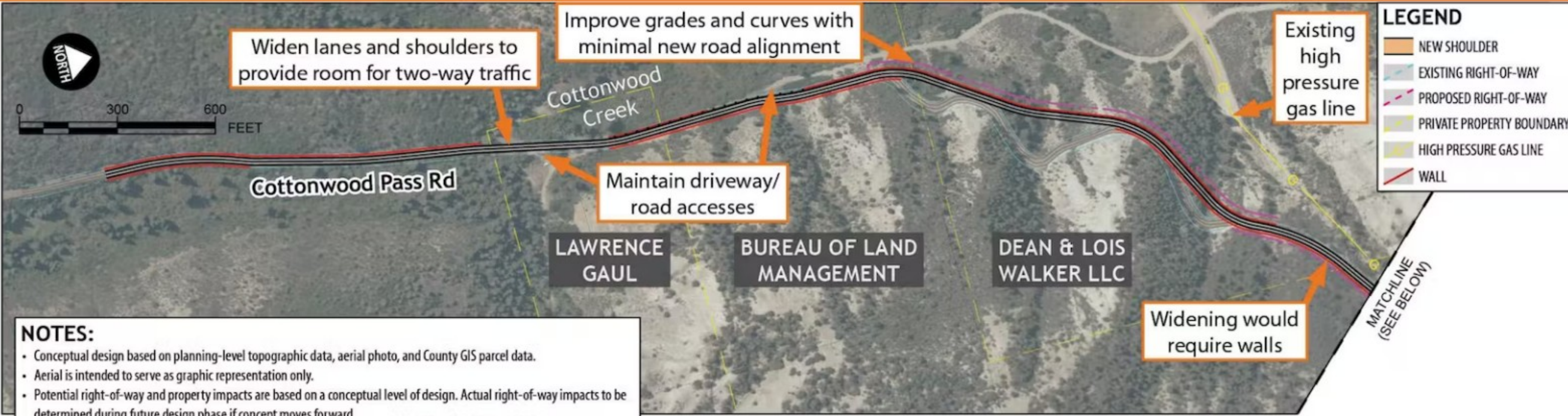
## CONCEPTUAL COST

- \$350 - 360 M



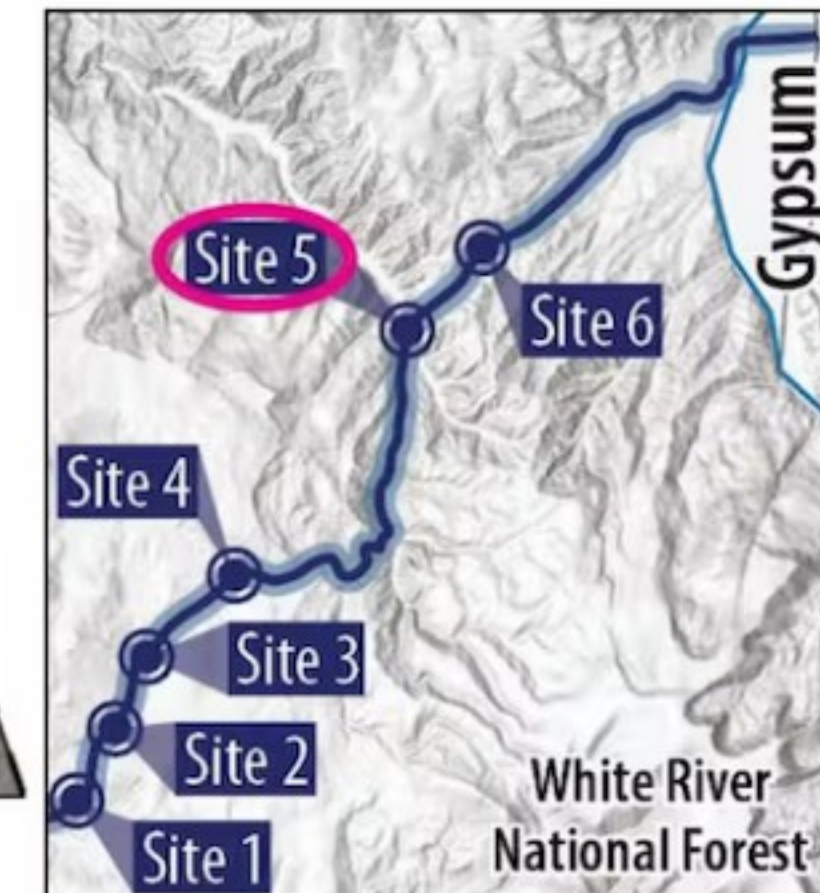
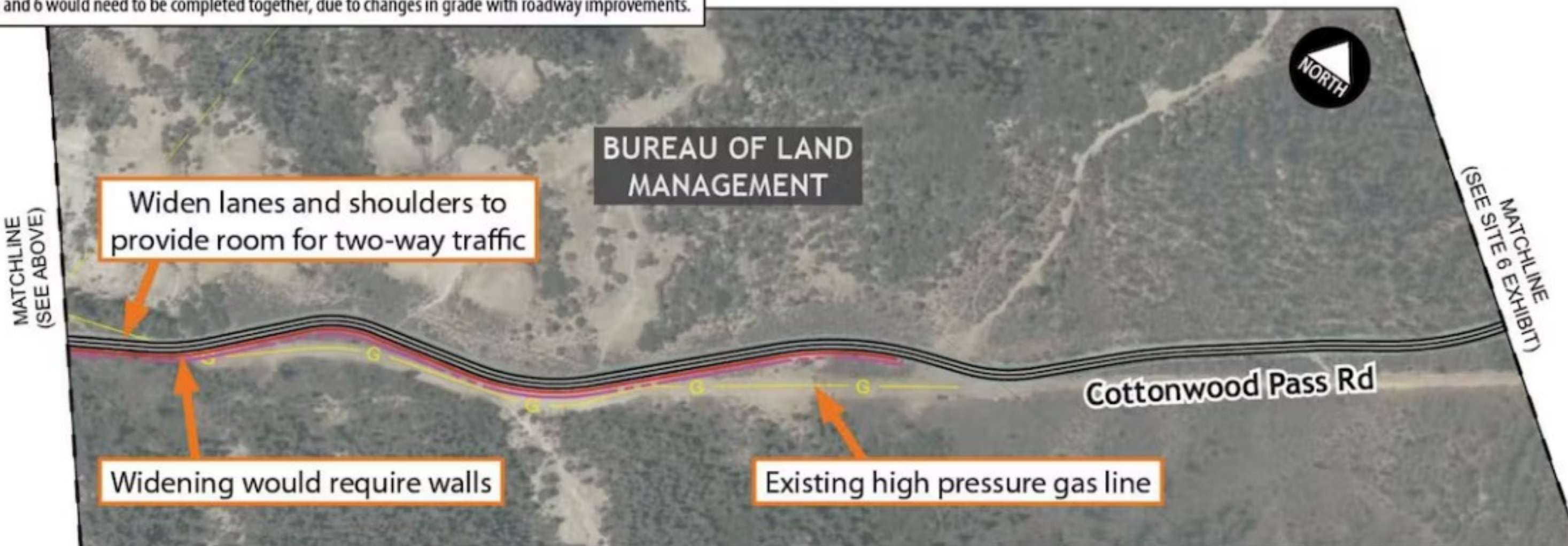


# Eagle County Site 5 - Option 2



**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.

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

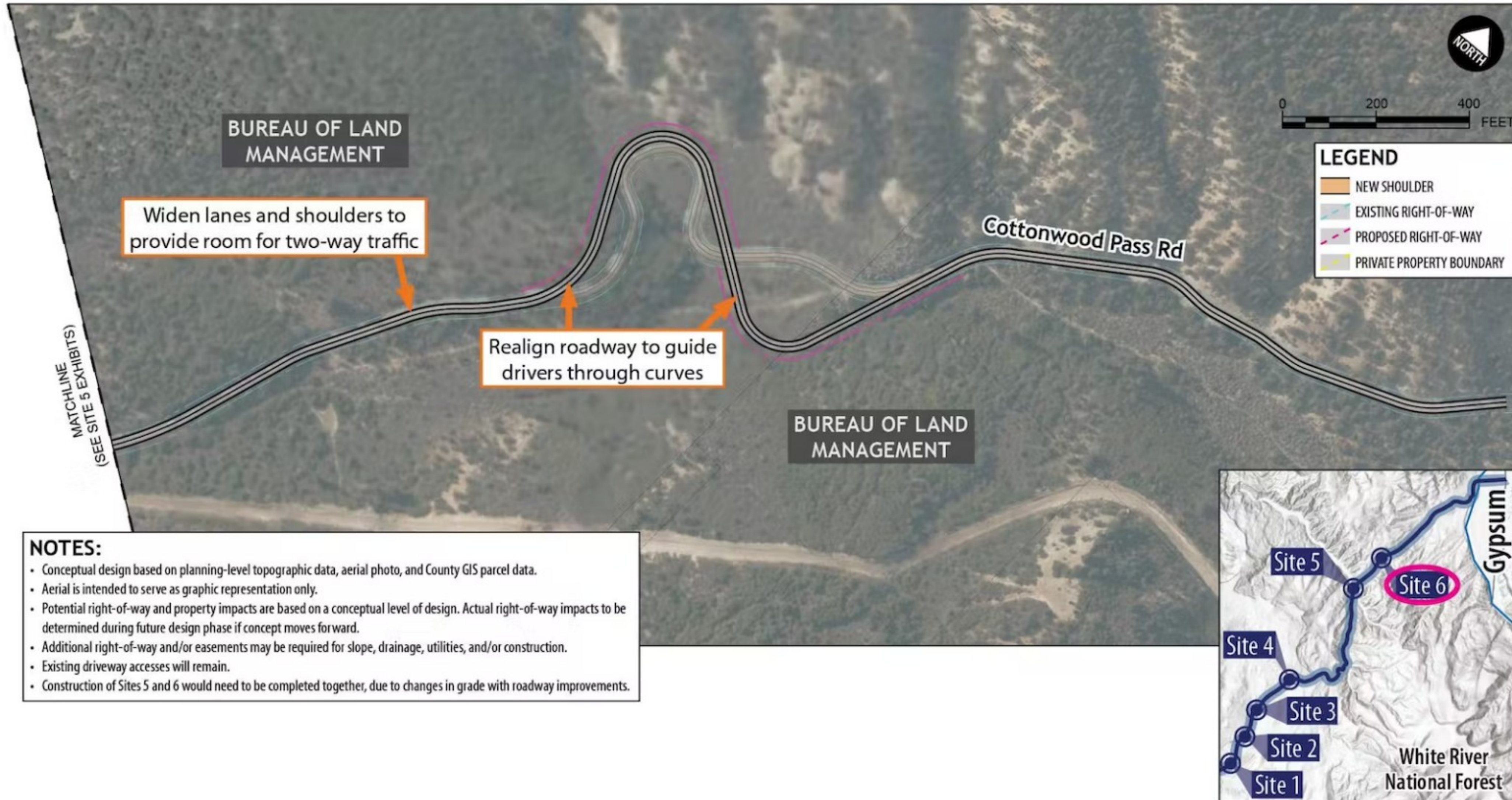
Option 1 should not even be considered due to the impacts on that area. Are you bringing in bridges for option 2? I cant see how that option is even possible

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



## 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



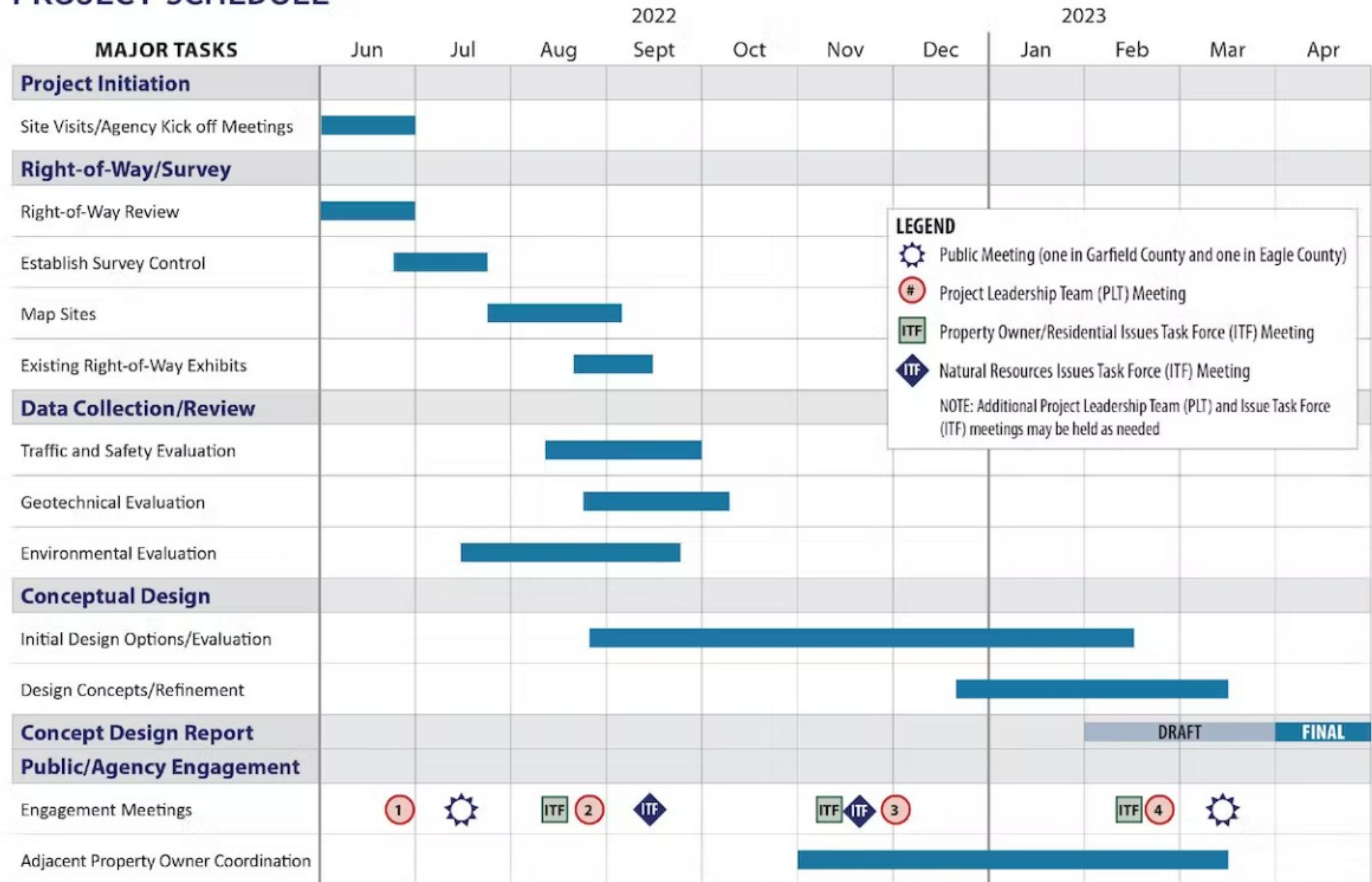




# Next steps

- 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)