



COLORADO

Department of Transportation

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



Welcome!

AGENDA

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

WHAT TO EXPECT

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



Project team presenters



Karen Berdoulay
CDOT Region 3
East Program
Engineer



Jacob Rivera
CDOT Region 3
Project Manager



Stacy Tschuor
David Evans and
Associates, Inc.
Project Manager



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



Leah Langerman
David Evans and
Associates, Inc.
Public Engagement

What is your main interest in the Cottonwood Pass Corridor?



I own property adjacent to one of the site design options



I own property/live somewhere else along Cottonwood Pass



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

0

I commute along Cottonwood Pass

0

I bike along Cottonwood Pass



Other



Project Overview





Project purpose

FOCUS

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

PURPOSE

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

IMPETUS

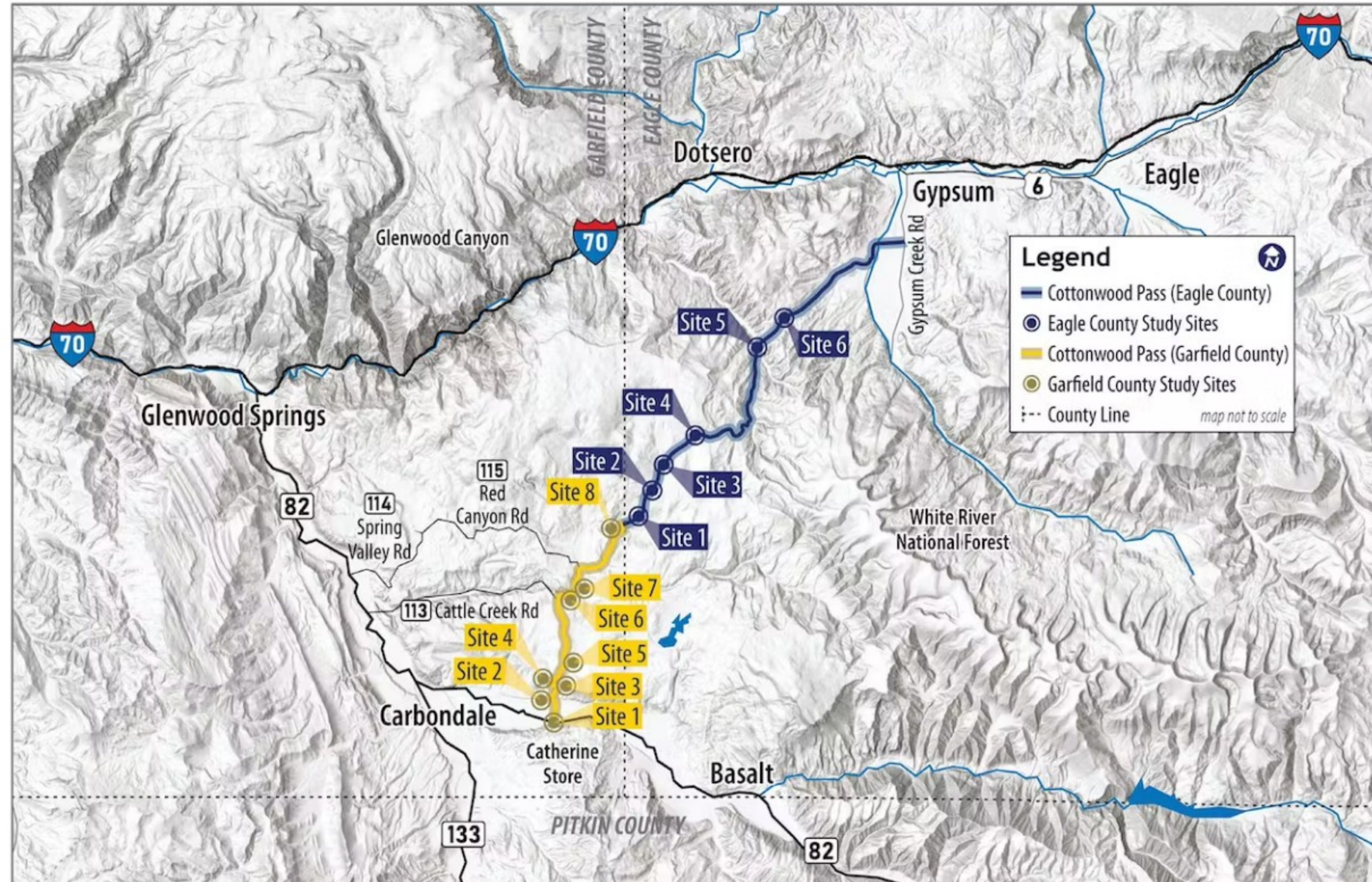
- Eagle and Garfield counties recognized the need for safety improvements
- This need became more apparent during Glenwood Canyon closures

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



Project site key map

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

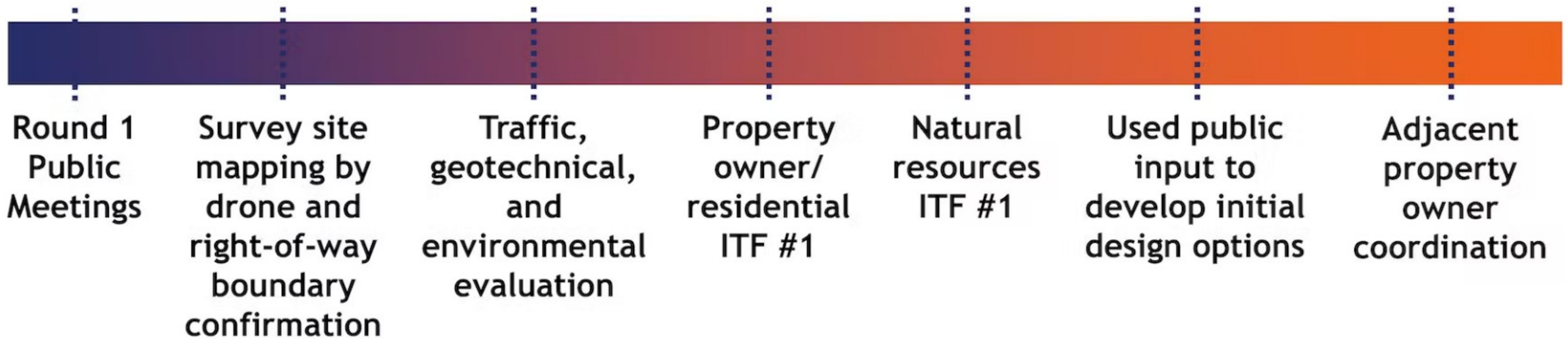


Where do you live?





Progress to date





Adjacent owner comments

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



Improvement concepts

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

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



Increased Signage

Pros:

- Reduced speeds, especially unfamiliar drivers

Cons:

- Maintenance



Enhanced Signs

Pros:

- Interactive
- Reduced speeds

Cons:

- Cost
- Maintenance
- Visual impacts



Speed Feedback Signs

Pros:

- Interactive
- Reduced speeds

Cons:

- Cost
- Maintenance
- Visual impacts



Rumble Strips

Pros:

- Promotes drivers to stay in lane/slow down

Cons:

- Cost
- Noise impacts



Context Sensitive Solutions (CSS) process

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



Evaluation criteria - Core Values

Core Values

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

WHAT IS IMPORTANT?

SAFETY

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

RESPECTING CORRIDOR CHARACTER

Maintain the rural feel of road

Minimize impacts to private property

Mitigate visual impacts from improvements

NATURAL RESOURCE PRESERVATION

Minimize impacts to nearby wildlife habitat and waterways

COLLABORATIVE IMPROVEMENTS

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



Evaluation criteria

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



Design Options and Existing Conditions Considerations by Site





TRAFFIC

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



ENVIRONMENTAL

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

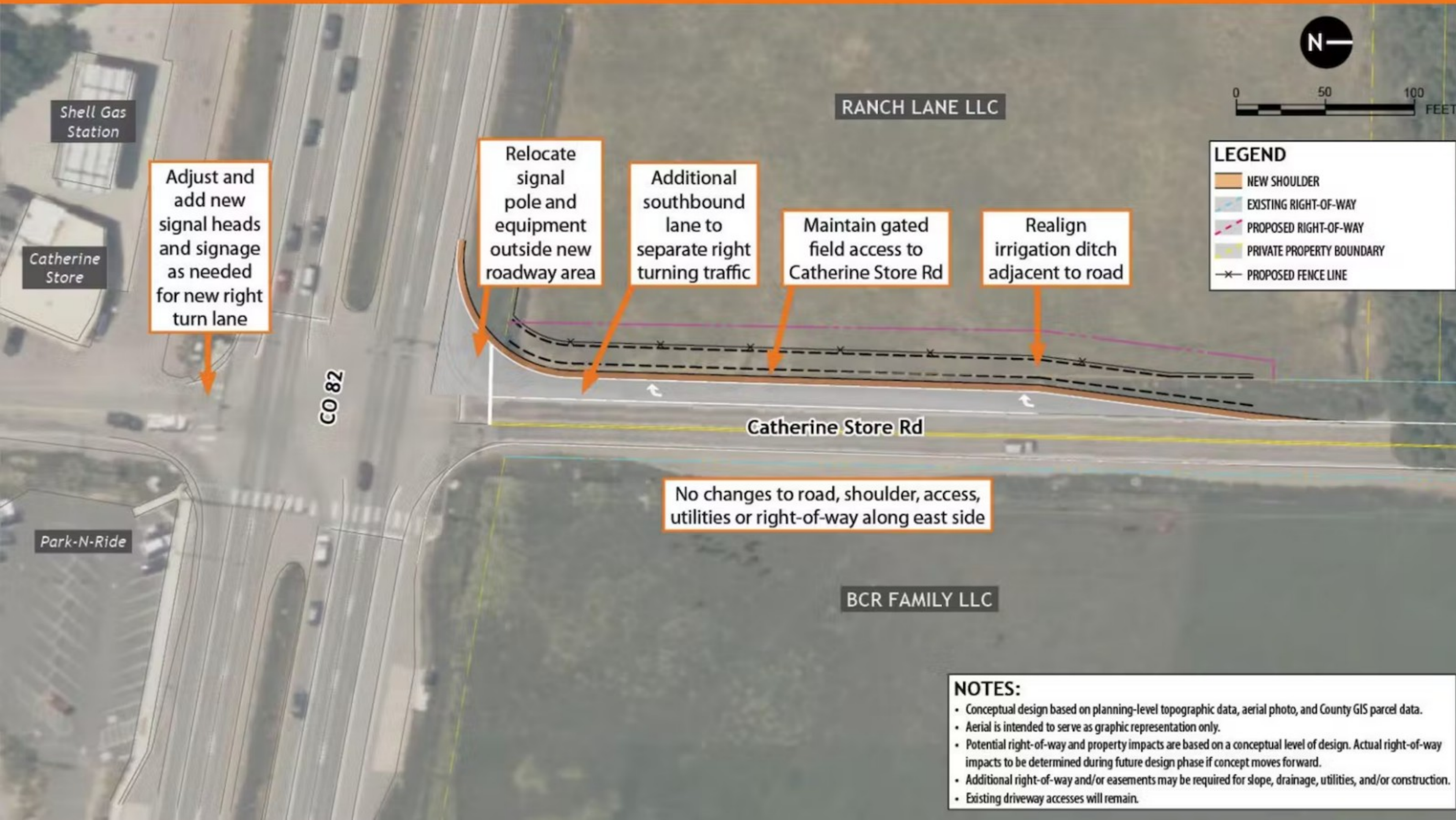


CONCEPTS

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



Garfield County Site 1



CONSIDERATIONS

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

NOTES:

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

Share Your Thoughts Garfield County Site

1

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

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

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

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

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

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

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

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

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



Share Your Thoughts Garfield County Site

1

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

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

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

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

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

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

Great idea adding a northbound turn lane!

Add bike lanes to Catherine Store and Cattle Creek Roads.

good as is

Share Your Thoughts Garfield County Site

1

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



Garfield County Site 2 - Option 1

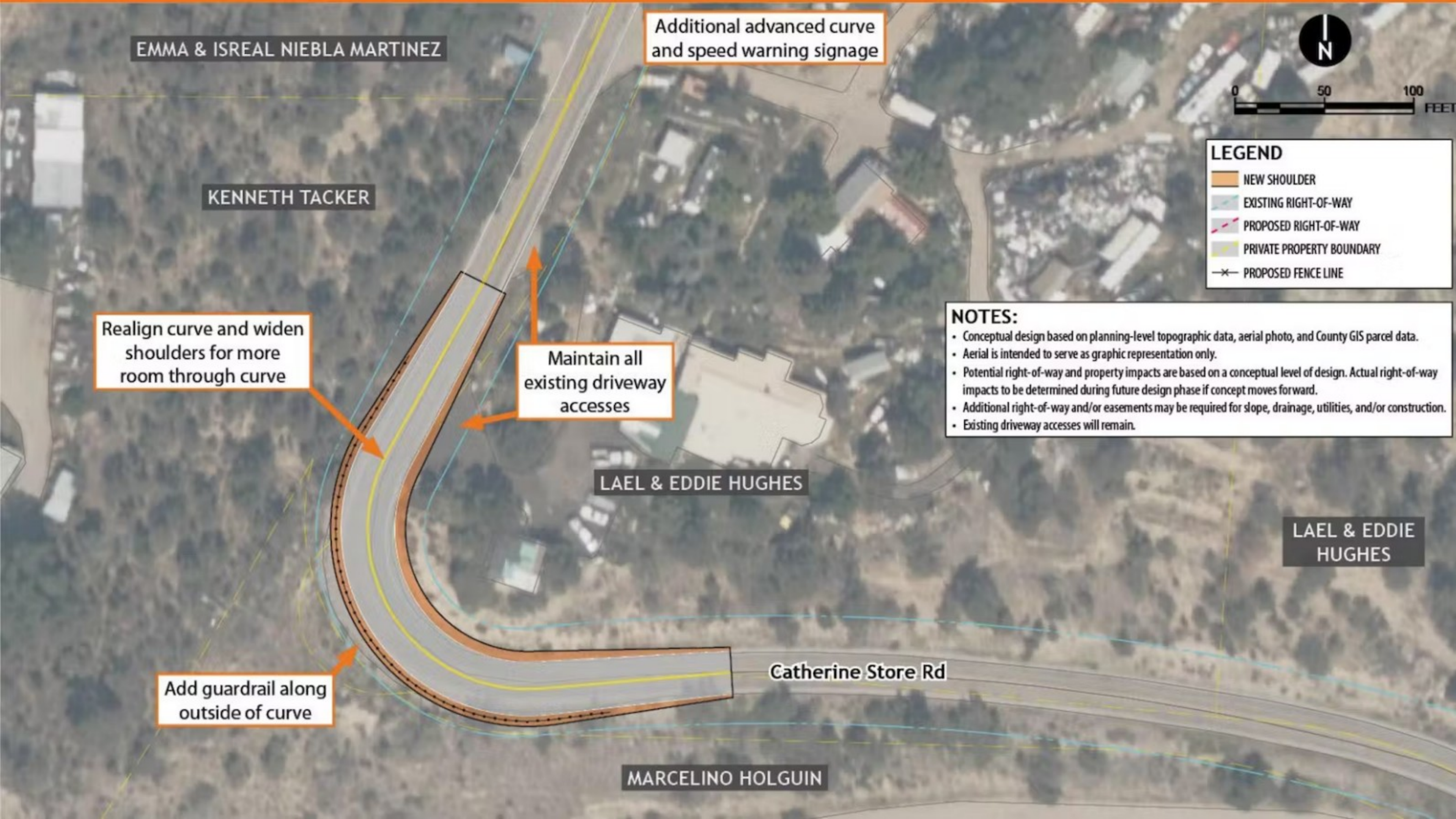


CONSIDERATIONS

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



Garfield County Site 2 - Option 2



CONSIDERATIONS

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

Share Your Thoughts Garfield County Site

2

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

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

There are herds of deer in the area.

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

Who pays for the driveway extensions?

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

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

Who would pay for my land you are taking ?

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

Share Your Thoughts Garfield County Site

2

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

Widen & straighten.

Widen & straighten.

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

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

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



Garfield County Site 3

NOTES:

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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.



Modify existing driveway accesses to tie into roadway at new curve

Replace or extend existing culvert under new roadway

Realign curve and widen shoulders to provide more room for drivers through curve

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

Share Your Thoughts Garfield County Site

3

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

Property owner impacts on inside of curve, mostly.

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

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

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

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

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

Doesn't it make the curve even more pronounced?

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

Share Your Thoughts Garfield County Site

3

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

Widen & straighten.

Widen & straighten - add a bike lane.

Good improvement

Widen & straighten - add a bike lane.

Widen & straighten - add a bike lane.

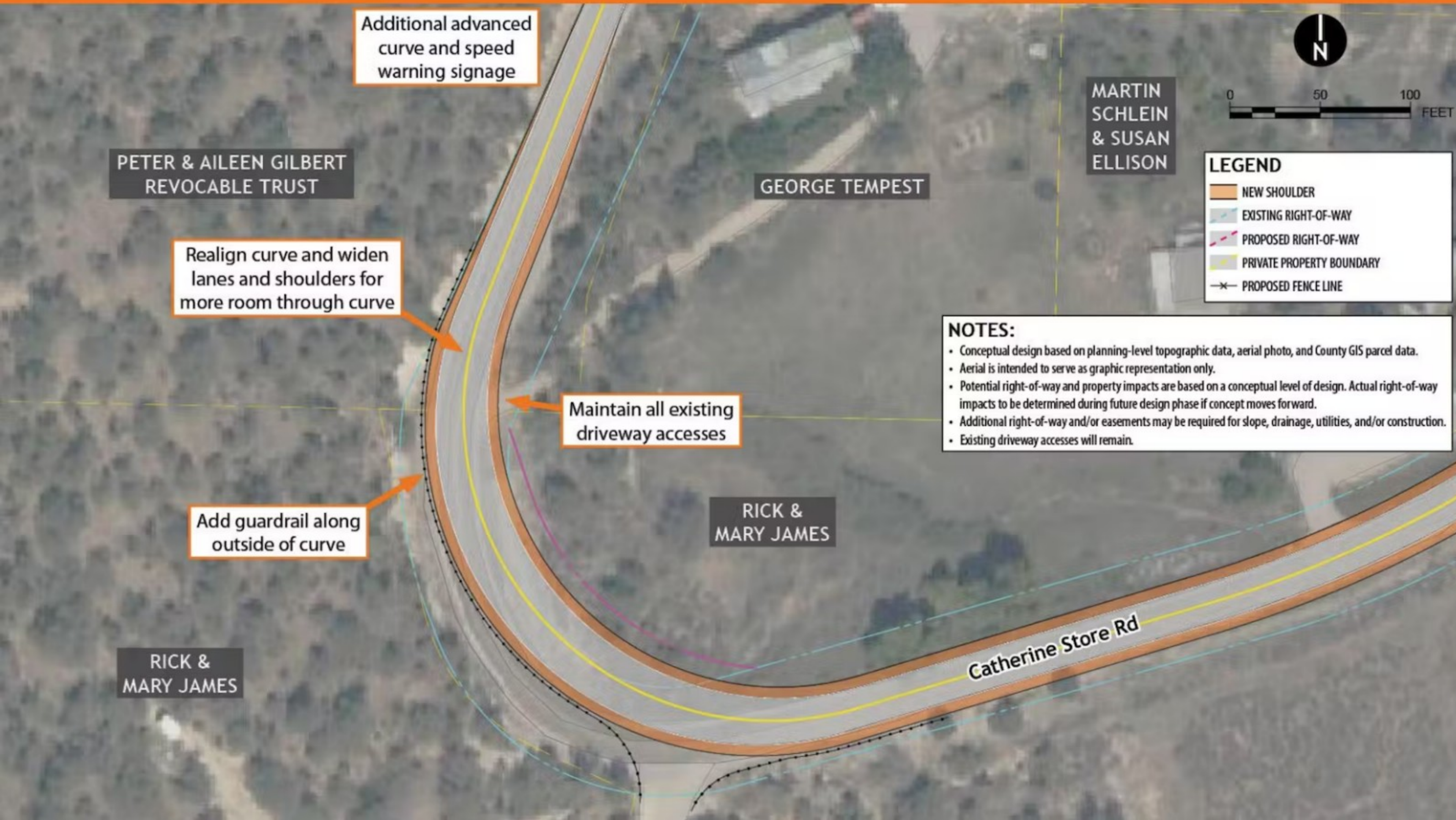
Widen & straighten.

Widen & straighten - add a bike lane.

Better.



Garfield County Site 4



CONSIDERATIONS

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

Share Your Thoughts Garfield County Site

4

Active wetland on north side.

Expanding shoulders. Are cyclists being considered in these alternatives?

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

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

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

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

That seems like a good option.

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

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

Share Your Thoughts Garfield County Site

4

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

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

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

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

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

Widen & straighten - add a bike lane.

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

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

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



Garfield County Site 5



CONSIDERATIONS

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

NOTES:

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- Existing driveway accesses will remain.

Share Your Thoughts Garfield County Site 5

I know dreams and now Lng back the Cutti

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

X

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

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

Option 1

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

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

X

Share Your Thoughts Garfield County Site

5

This would just increase traffic speeds heading down hill IMO

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

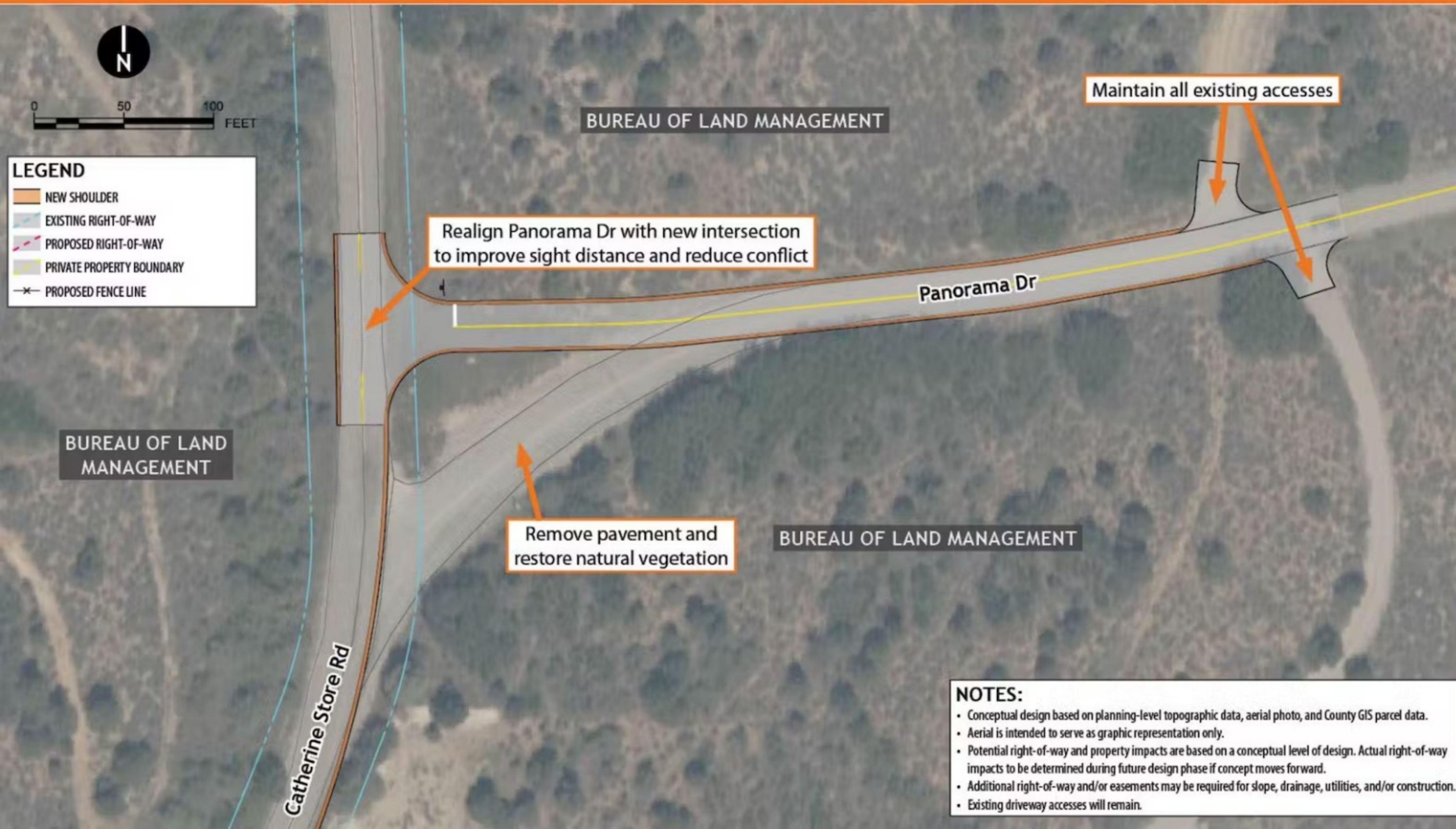
Widen & straighten - add a bike lane.

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

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



Garfield County Site 6



CONSIDERATIONS

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

NOTES:

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- Existing driveway accesses will remain.

Share Your Thoughts Garfield County Site

6

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

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

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

I support this.

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

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

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

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

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

Share Your Thoughts Garfield County Site 6

Widen & straighten - add a bike lane.

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



Garfield County Site 7 - Option 1

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BUREAU OF LAND MANAGEMENT

4 WILD ROSES LLC



LEGEND

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

Grading or retaining wall with road alignment

Remove existing stop sign for Cattle Creek Rd

Remove pavement and restore natural vegetation

BUREAU OF LAND MANAGEMENT

Relocate the stop sign for Cattle Creek Rd

Replace or extend existing culvert with roadway modifications

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

Remove existing stop sign for Catherine Store Rd

TURNBERRY RANCH PROPERTIES LLC

BUREAU OF LAND MANAGEMENT

CONSIDERATIONS

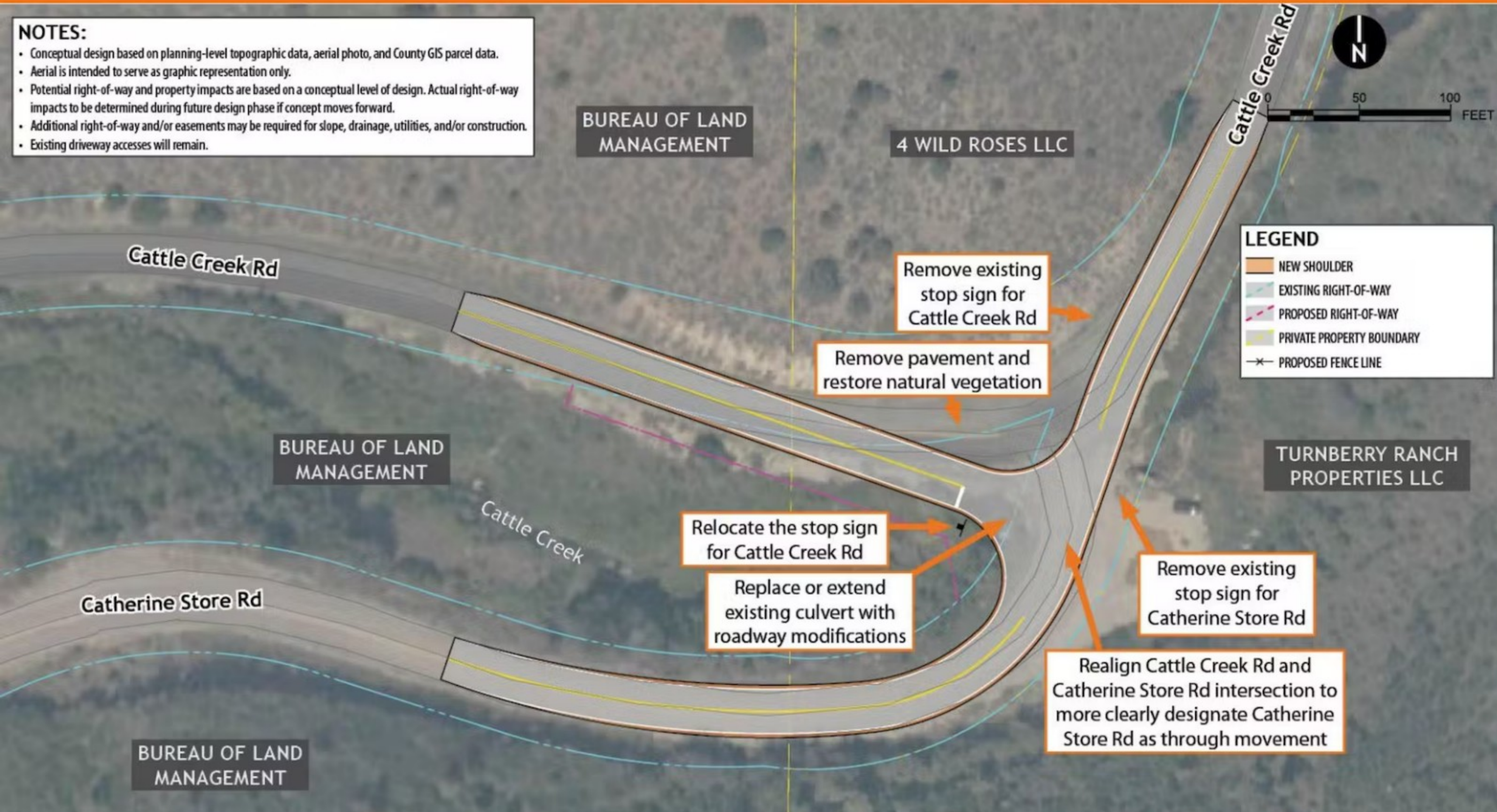
- **Environmental**
 - Cattle Creek and associated wetlands presumed to be jurisdictional waters
 - Potentially suitable habitat for federal threatened & endangered species (yellow-billed cuckoo and Ute ladies'-tresses orchid)
 - Cultural resource - Cattle Creek Rd
- **Geotechnical**
 - Collapsible and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



Garfield County Site 7 - Option 2

NOTES:

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

Share Your Thoughts Garfield County Site

7

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

Option 2 looks better.

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

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

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

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

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

Option one has less impact on the creek. Removing the stop signs doesnt change anything, nobody stops anyway.

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

Share Your Thoughts Garfield County Site

7

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

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

Option 1 is preferred

Widen & straighten - add a bike lane.



Garfield County Site 8



CONSIDERATIONS

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

NOTES:

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- Existing driveway accesses will remain.

Share Your Thoughts Garfield County Site

8

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

a straighter alignment is a good idea.

Widen & straighten - add a bike lane.

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

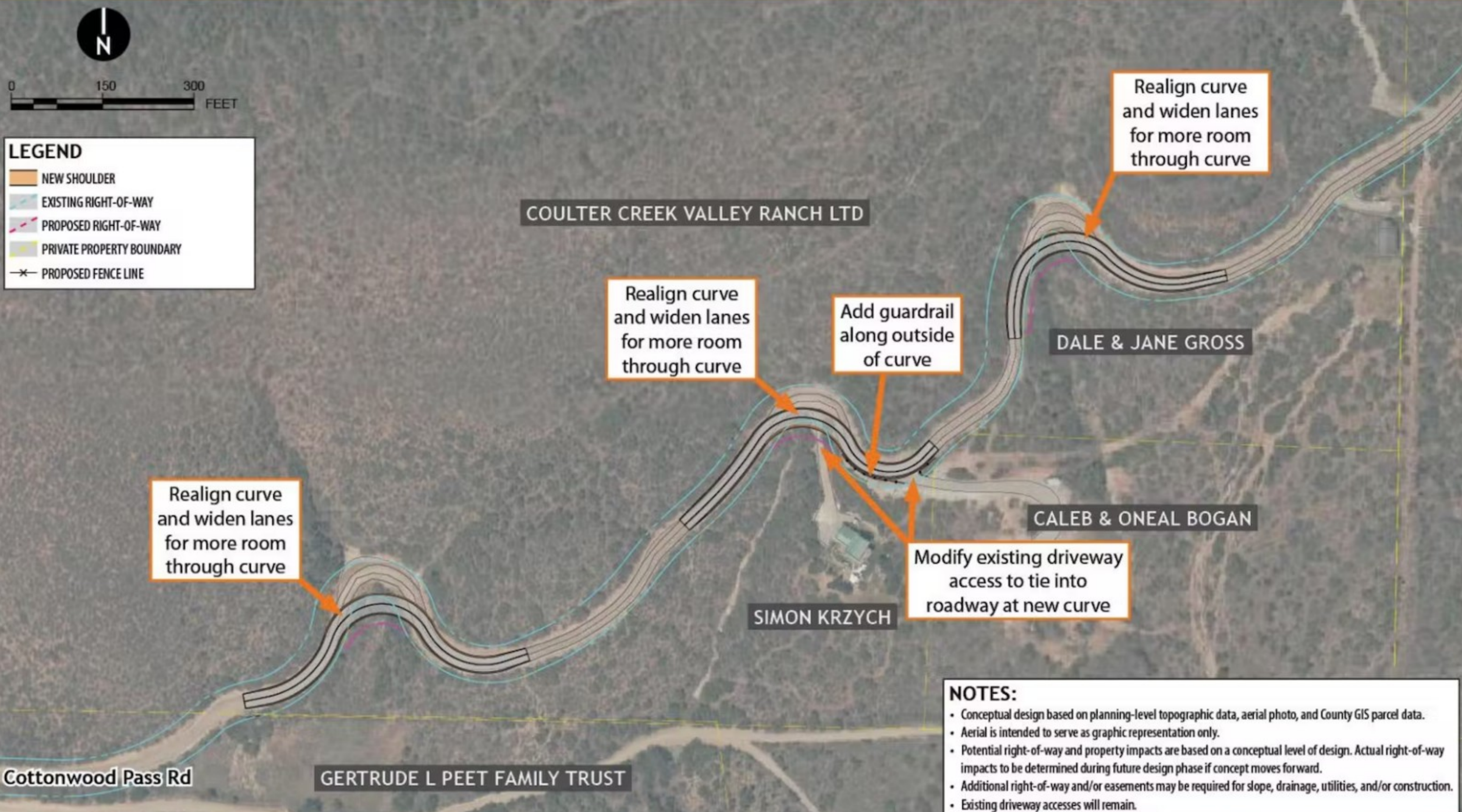
Just along 1/2 mile of our property line I pick up several 30 gallon trash bags full of alcohol containers. Again no patrols.

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

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



Eagle County Site 1 - Option 1



CONSIDERATIONS

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

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Eagle County Site 1 - Option 2



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

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Share Your Thoughts Eagle County Site

1

Curve realignments are a good idea and improve sight distance.

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

Prefer Option 1. Less impact on private property

Option 2 looks better.

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

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

Option 2

Option 2 looks better

Option 2 seems safer and better driveway access

Share Your Thoughts Eagle County Site

1

Option 1 to lessen impact to residence.

Widen & straighten - add a bike lane.

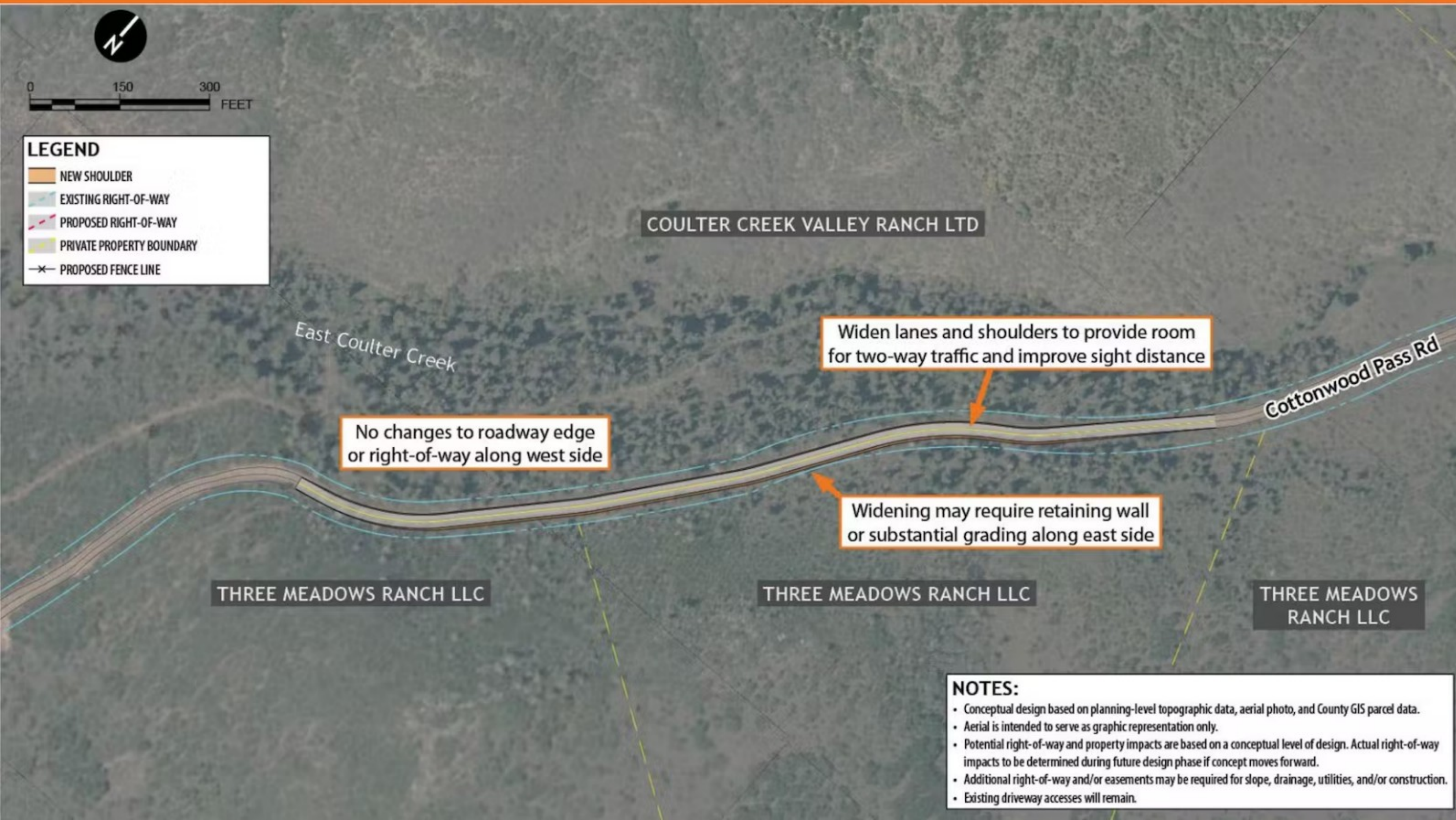
Option 2 straightens to much, impacts land owner and will increase speeds on a downhill grade. I think option 1 is more appropriate.

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

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



Eagle County Site 2



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

NOTES:

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

Share Your Thoughts Eagle County Site 2

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

environmental concerns about substantial grading into hillside

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

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

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

widening the road is a good idea here

It definitely needs to be widened

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

looks good

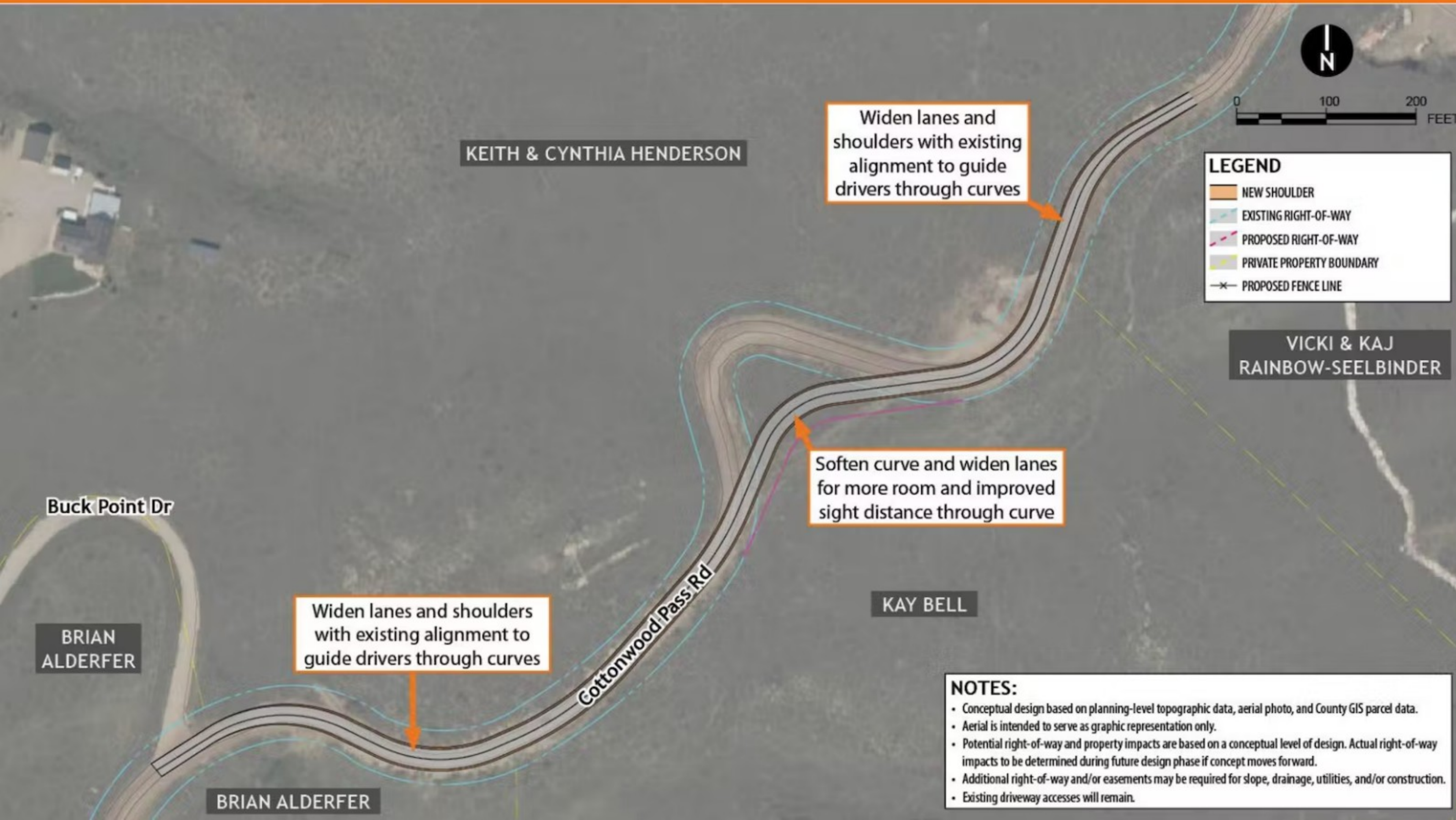
Share Your Thoughts Eagle County Site 2

No opinion

Widen & straighten - add a bike lane.



Eagle County Site 3 - Option 1



CONSIDERATIONS

- **Environmental**
 - Potentially jurisdictional mapped stream (unnamed) and wetlands associated with Von Springs Reservoir 1
 - No federal or state-listed threatened & endangered species habitat
 - Cultural resource - the Lower Von Springs Reservoir and dam

Geotechnical

- Potential for evaporite soils
- Site within mapped landslide, but no evidence of slope failure or movement

NOTES:

- Conceptual design based on planning-level topographic data, aerial photo, and County GIS parcel data.
- Aerial is intended to serve as graphic representation only.
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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 3 - Option 2



CONSIDERATIONS

- **Environmental**
 - Potentially jurisdictional mapped stream (unnamed) and wetlands associated with Von Springs Reservoir 1
 - No federal or state-listed threatened & endangered species habitat
 - Cultural resource - the Lower Von Springs Reservoir and dam

Geotechnical

- Potential for evaporite soils
- Site within mapped landslide, but no evidence of slope failure or movement

NOTES:

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

Share Your Thoughts Eagle County Site 3

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

Option 1.

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

important to protect wetlands

Option 2 is preferred less private property impact

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

Option 2 is a better option

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

Either is fine

Share Your Thoughts Eagle County Site 3

Option 2. Less impact to Kay and area

Option 1 definitely. Option 2 is no improvement.

Widen & straighten - add a bike lane.

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

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

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

It will require me loosing property.



Eagle County Site 4

NOTES:

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



0 100 200 FEET

LEGEND

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

CONSIDERATIONS

- **Environmental**
 - No mapped streams or wetlands
 - No federal or state-listed threatened & endangered species habitat
 - No cultural resources near site

Geotechnical

- No evidence of geologic hazards or geotechnical features that would adversely impact design or construction

Share Your Thoughts Eagle County Site

4

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

Not sure the improvements will make much difference

looks fine

important to maintain culvert

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

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

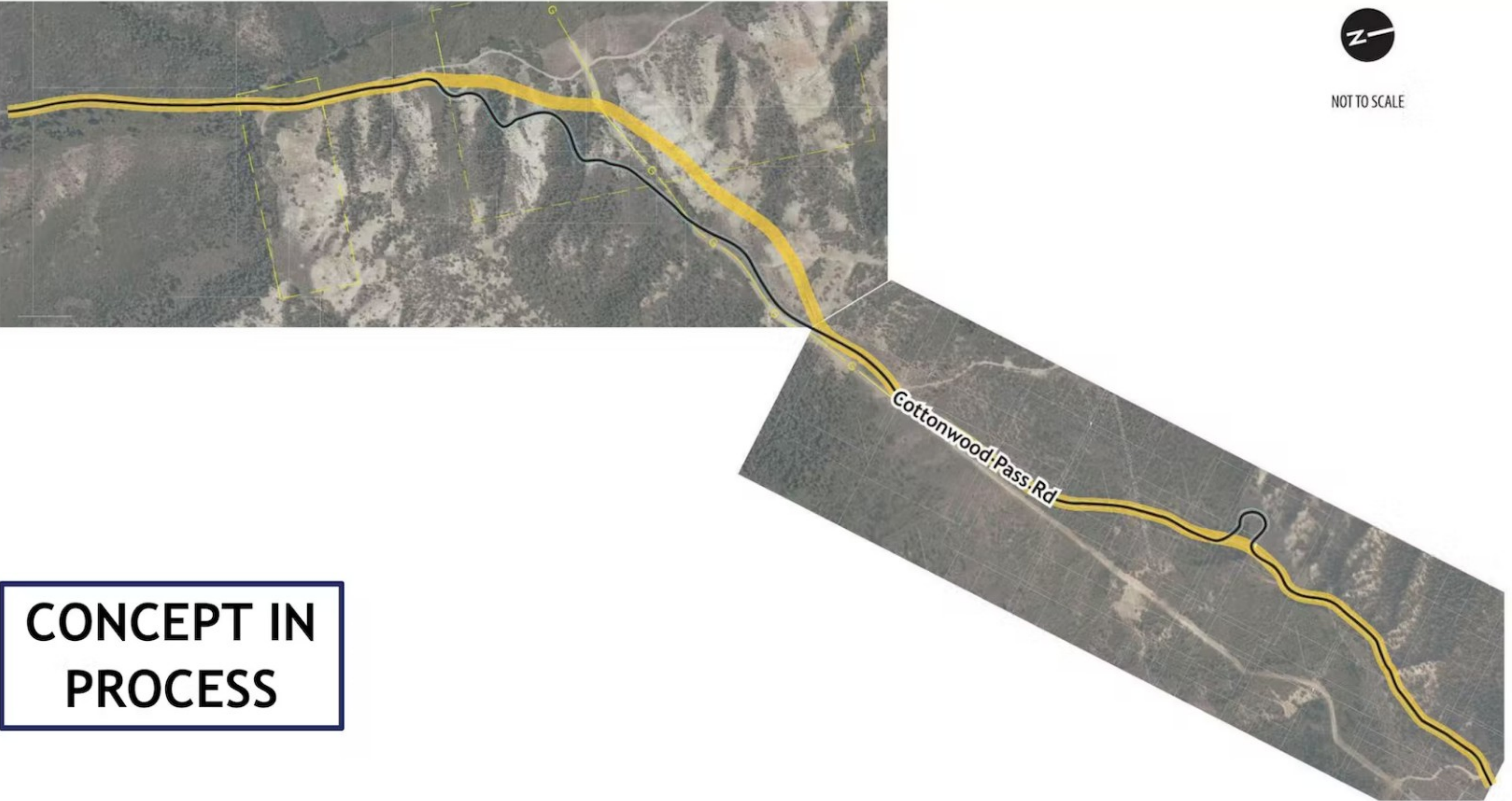
Loose gravel on the curve is the biggest issue going downhill. Washboard is the issue after the curve going uphill.

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

Widen & straighten - add a bike lane.



Eagle County Sites 5 & 6 (Blue Hill)



NOT TO SCALE

**CONCEPT IN
PROCESS**

Share Your Thoughts Eagle County Sites 5 & 6

Hard to answer when concept is incomplete

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

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

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

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

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

Shale!

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

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

Share Your Thoughts Eagle County Sites 5 & 6

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

Widen & straighten - add a bike lane.



Next Steps

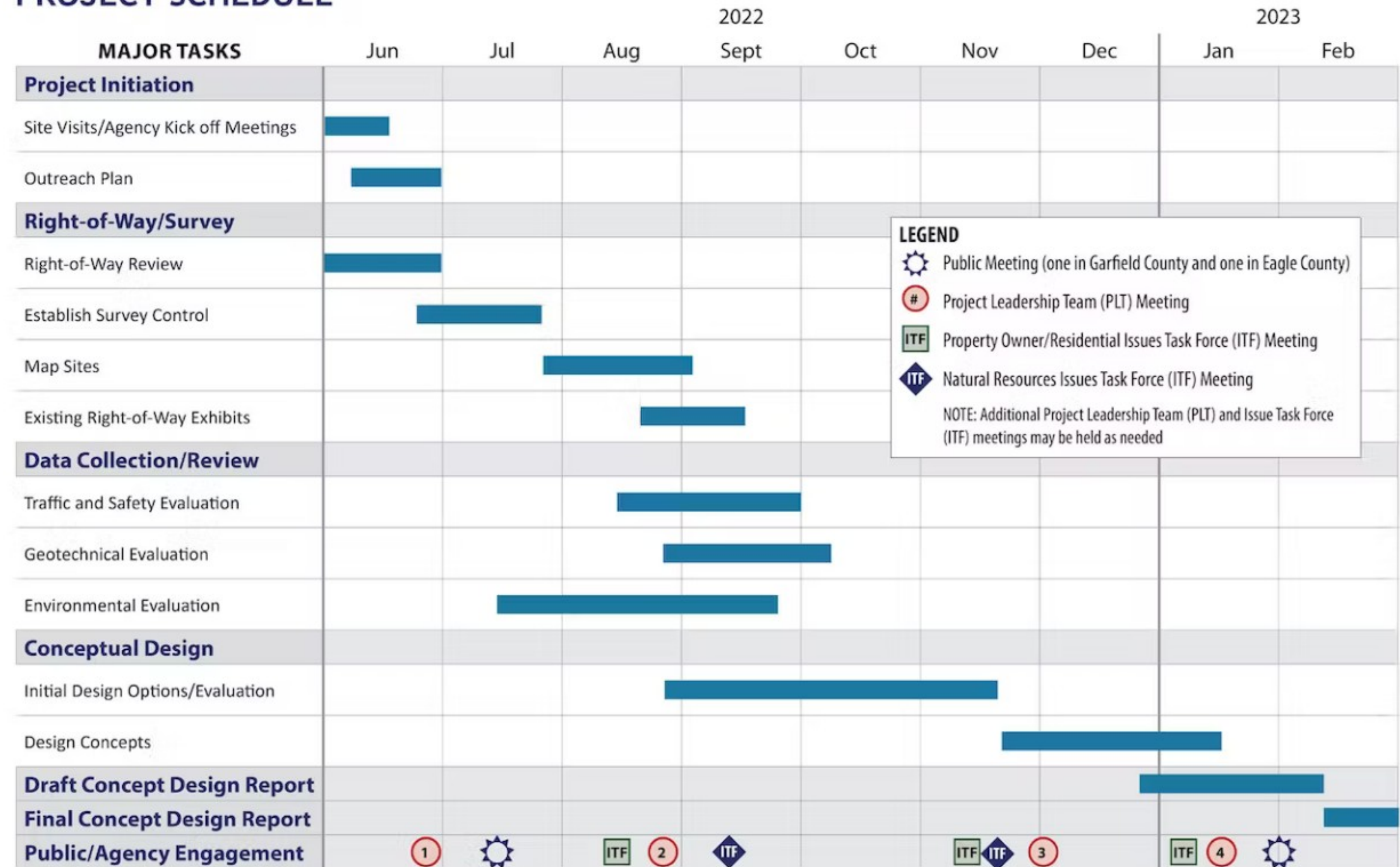




Next steps

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

PROJECT SCHEDULE





Group Discussion/Q & A





Thank you!

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