



PUBLIC COMMENTS RECEIVED SURROUNDING ROUND 1 PUBLIC OPEN HOUSE MEETINGS

Open Houses held July 19 and 20, 2022

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

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

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



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

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



ROUND 1 PUBLIC MEETINGS COMMENT FORMS

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

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

SAFETY

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



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

RESPECTING CORRIDOR CHARACTER

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

NATURAL RESOURCE PRESERVATION

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

COLLABORATIVE IMPROVEMENTS

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



OTHERS TO BE CONSIDERED

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

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

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

Other: Police enforcement! ●
Traffic flow in our community ●



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

GEOMETRIC ISSUES

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

SPEEDING / TRASH / NEED FOR ENFORCEMENT

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

PRIORITIZE SPECIFIC LOCATIONS

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



IN FAVOR OF IMPROVEMENTS

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

CONCERNS ABOUT ADDITIONAL TRAFFIC

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

PLEASE PROVIDE GENERAL SUGGESTIONS AND COMMENTS REGARDING THIS PROJECT.

SUGGESTED SAFETY IMPROVEMENTS

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



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

RESPECT CORRIDOR CHARACTER

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



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

IN FAVOR OF SAFETY IMPROVEMENTS TO COTTONWOOD PASS

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

CR 113 (CATTLE CREEK)

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

OTHER COMMENTS

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



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

HOW DID YOU HEAR ABOUT THIS MEETING?

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

ROUND 1 PUBLIC MEETINGS COMMENT MAP

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

ROUND 1 PUBLIC MEETINGS STAFF CLIPBOARD COMMENTS

IN FAVOR OF SAFETY IMPROVEMENTS TO COTTONWOOD PASS

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



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

CELL SERVICE

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

SPEEDING & ENFORCEMENT

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



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

CONCERNS ABOUT ADDITIONAL TRAFFIC

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



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

CO 82 & INTERSECTIONS

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



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

CR 113 (CATTLE CREEK)

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

OTHER AREA ROADWAYS

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

OTHER COMMENTS

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



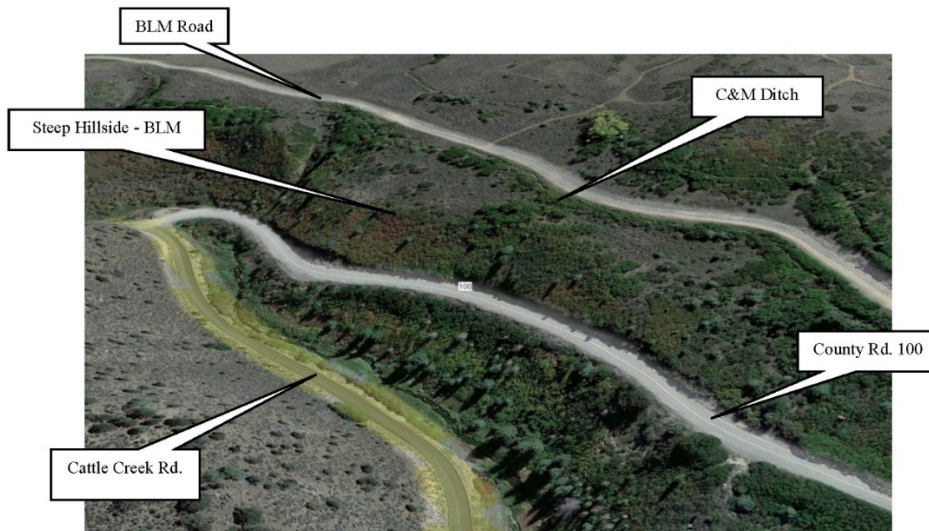
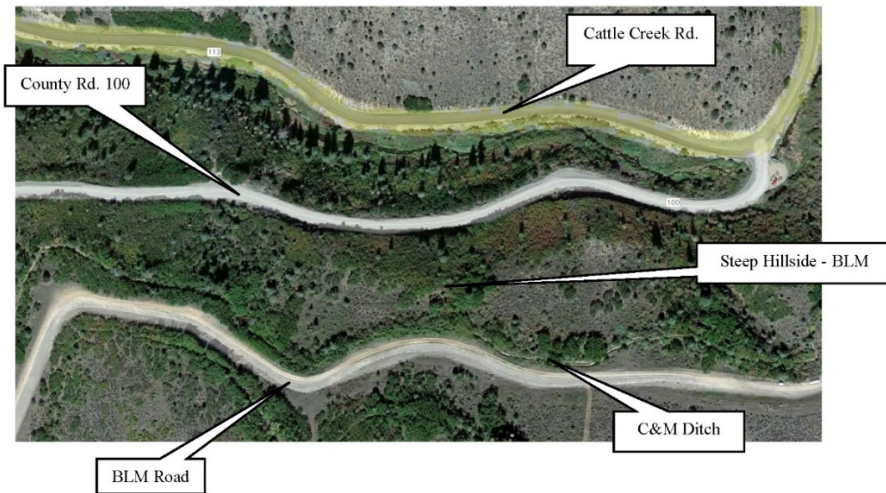
- ✧ They gave me a paper with their Core Values and Critical Success factors:
 - » Any road improvements should protect the East Coulter Creek headwaters and riparian ecosystem.
 - » Avoid negatively impacting adjacent private land.
 - » Keep access to gate and entrances on ranch from Cottonwood pass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

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

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



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





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

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

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

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

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

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

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

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

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



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

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

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

These issues are only part of the problem.

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

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

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

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



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

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

COMMENTS RECEIVED VIA THE PROJECT WEB PAGE

IN FAVOR OF SAFETY IMPROVEMENTS TO COTTONWOOD PASS / IMPROVEMENT SUGGESTIONS

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



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

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

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



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

CONCERNS ABOUT ADDITIONAL TRAFFIC

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



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

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

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



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

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

CR 113 (CATTLE CREEK)

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



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

OTHER COMMENTS / MULTIPLE TOPICS

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



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

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

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

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



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

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



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

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

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

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

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

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

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

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

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



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



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

Specific Areas of Concern:

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