



PROJECT PURPOSE AND SCOPE



What is the purpose of the Cottonwood Pass Concept Design project?

Safety improvements are needed on Cottonwood Pass between Gypsum in Eagle county and Colorado Highway (CO) 82 in Garfield County to make the county roads safer and more functional as a vital travel connection between the local communities.

What does the Cottonwood Pass Concept Design project include?

The Colorado Department of Transportation (CDOT) is supporting Eagle and Garfield counties with conceptual designs at the 14 specific locations along Cottonwood Pass to accommodate traffic more safely. The expected site improvements include curve softening, improved sight distance, and increased road width in areas to accommodate two vehicles in passing.

The scope of the project includes concept design and:

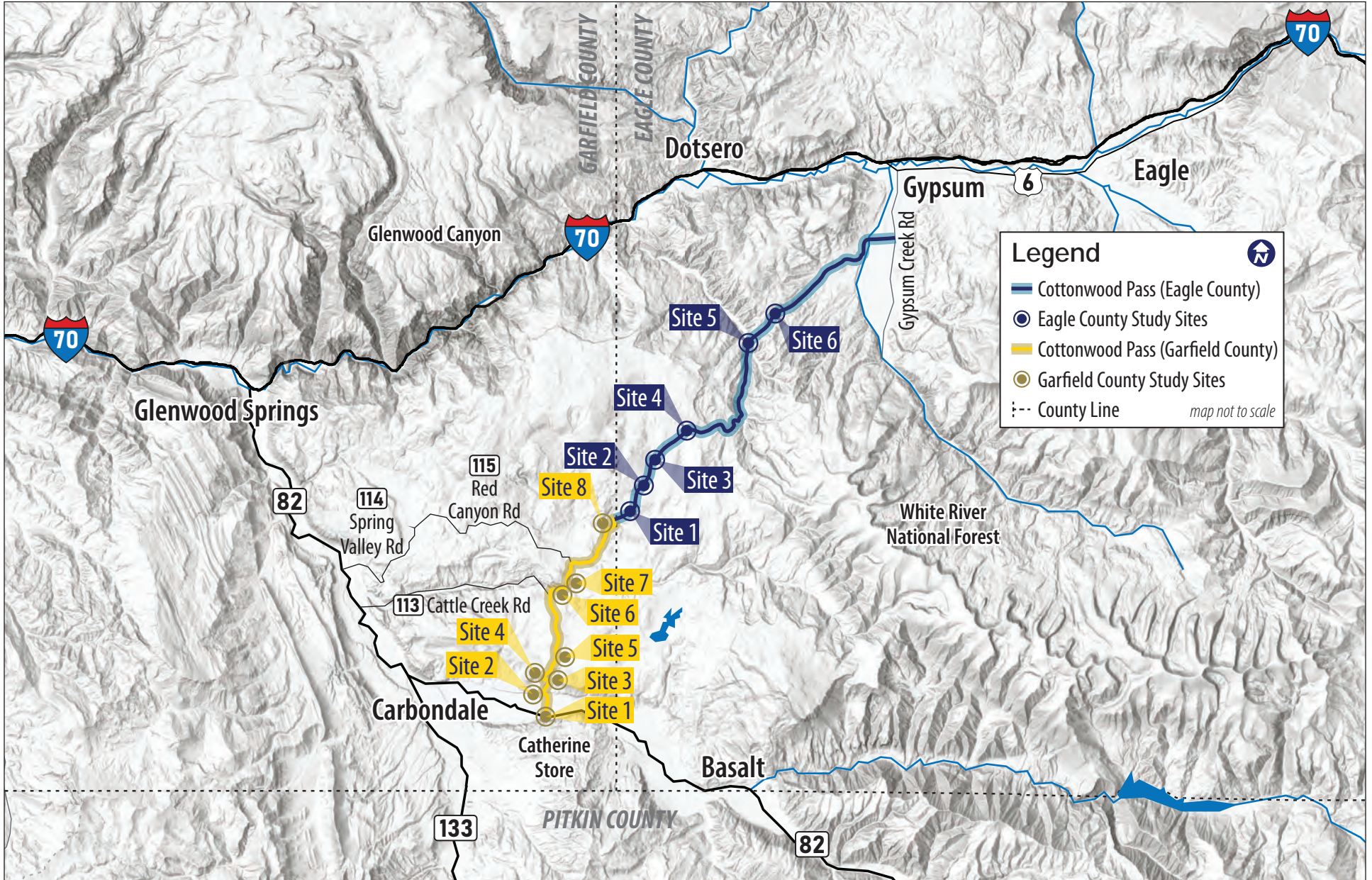
- ◆ survey of road right-of-way limits
- ◆ assessment of geotechnical and environmental conditions
- ◆ development and evaluation of safety improvement options
- ◆ estimates of conceptual cost

Items in Consideration

- ◆ Limited paving
- ◆ Widening one lane sections to two lanes
- ◆ Improve curves
- ◆ Improved functionality during I-70 Glenwood Canyon closures
- ◆ Cottonwood Pass remains a county road (not a state highway)



PROJECT SITE KEY MAP





PROJECT SITE SELECTION

How were the 14 sites selected?

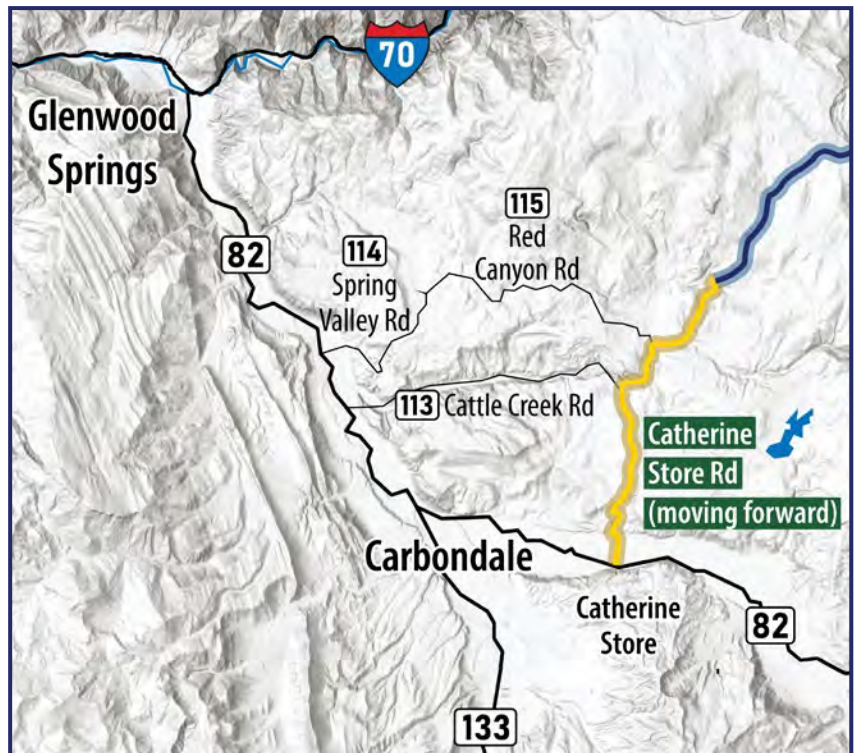
Eagle and Garfield counties selected the 14 locations along the alignment based on reported and recurring safety concerns including: limited site distance, tight curves, narrow roadway width, and lack of guardrail.

Why sites along Garfield County Road 100/Catherine Store Road?

During the summer of 2021, Garfield County evaluated multiple options for consideration as the official Cottonwood Pass alignment.

- ◆ County Road (CR) 114 (Spring Valley Road)/ CR 115 (Red Canyon Road)
- ◆ CR 113 (Cattle Creek Road)
- ◆ Catherine Store Road

The county concluded that the Catherine Store Road route was the most feasible because the other two routes have significant challenges and constraints, including extremely narrow (one-lane) roadway widths and multiple residences directly adjacent to the roadway.

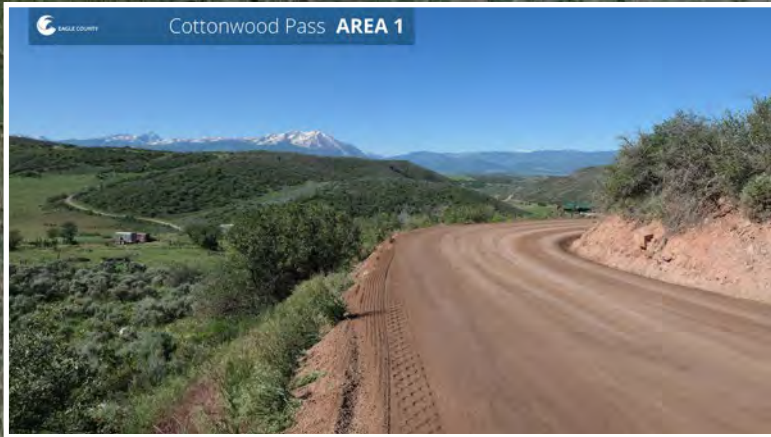


Additionally, the intersection of Colorado Highway 82 and Catherine Store Road is currently signalized and provides better visibility for traffic as compared the other routes, CR 113 (Cattle Creek) and CR 114 (Spring Valley Road). In addition, the geometry of the existing intersections is not optimal for site distance and turning movements.





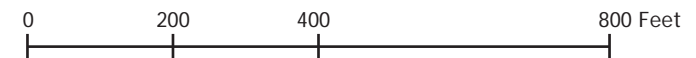
EAGLE COUNTY SITE 1



Improvements:
Realignment to improve curves
and sight distance



Google Earth





EAGLE COUNTY SITE 2



Improvements:
Widening and guardrail



Google Earth





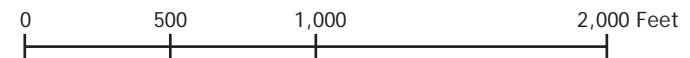
EAGLE COUNTY SITE 3



Improvements:
Realignment to improve curves
and sight distance

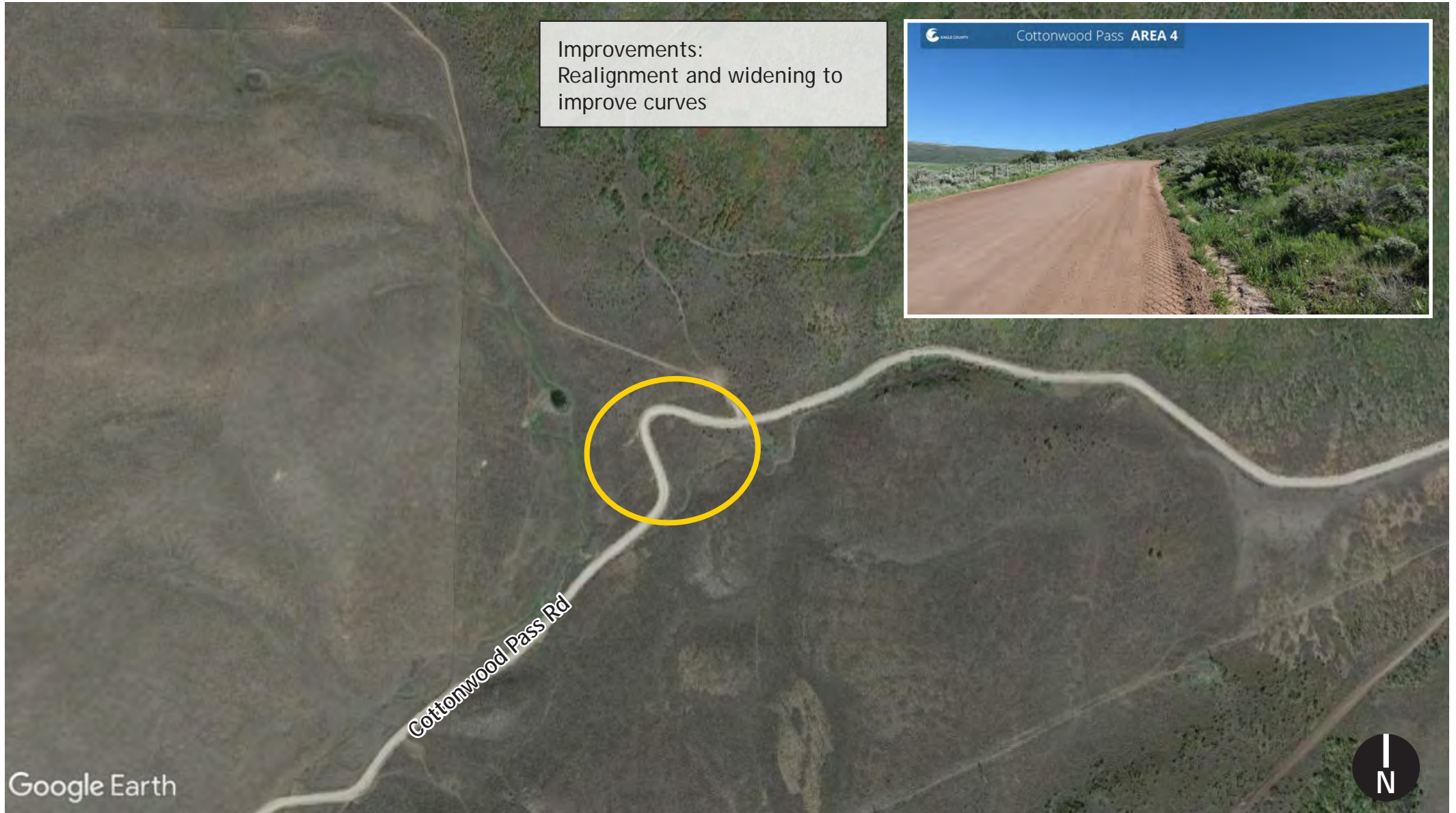


Google Earth





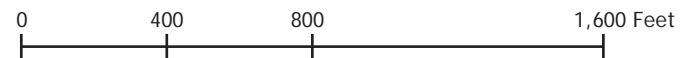
EAGLE COUNTY SITE 4



Improvements:
Realignment and widening to
improve curves



Google Earth





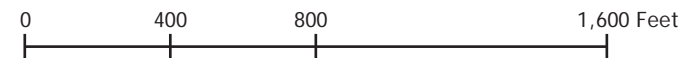
EAGLE COUNTY SITE 5 (BLUE HILL)



Improvements:
Realignment and widening to
improve curves



Google Earth





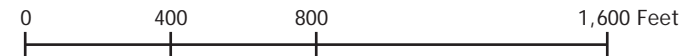
EAGLE COUNTY SITE 6



Improvements:
Realignment and widening to
improve curves and sight distance



Google Earth

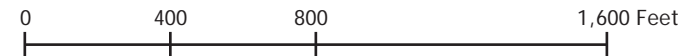




GARFIELD COUNTY SITE 1

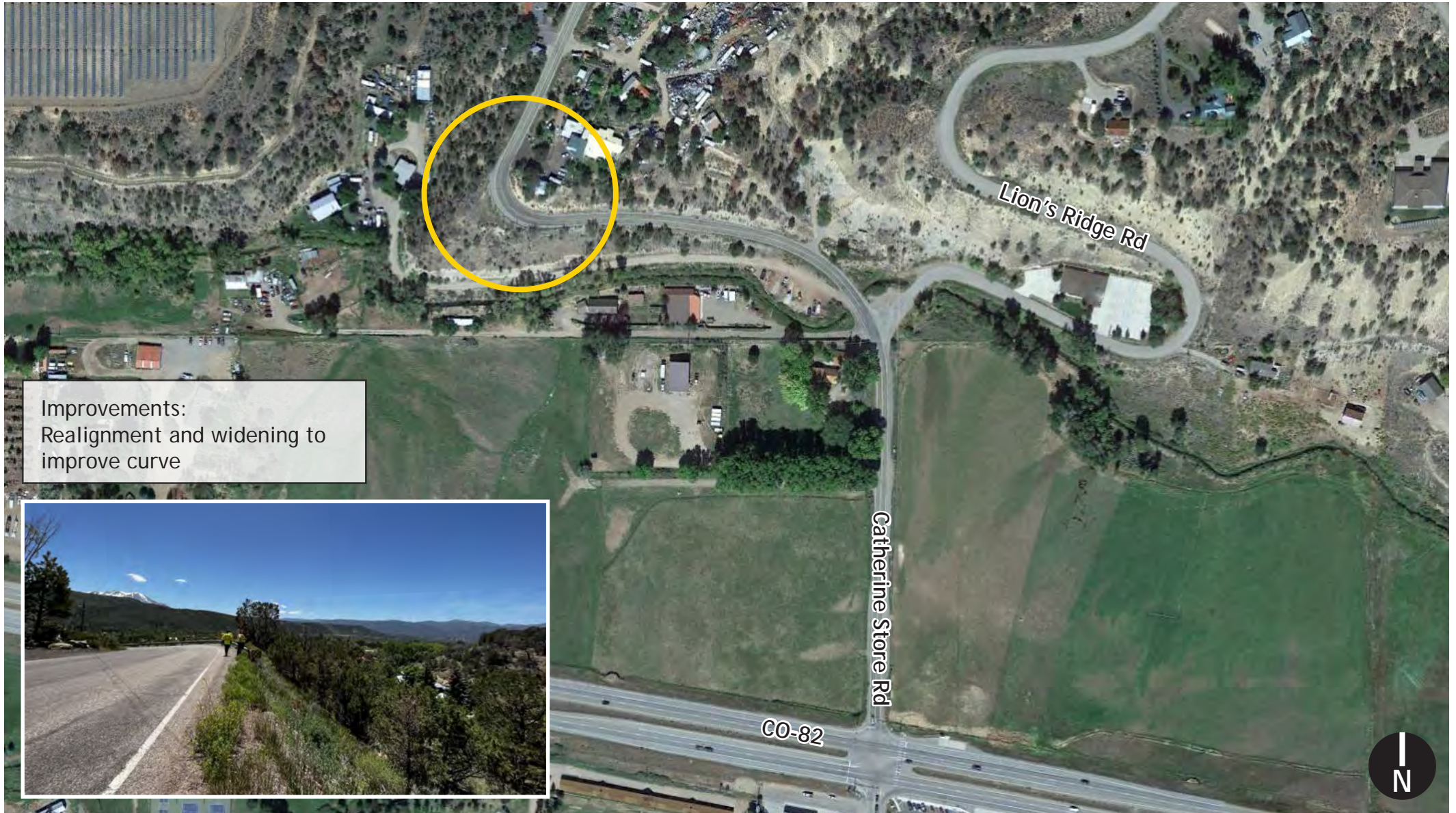


Improvements:
Intersection lane modifications

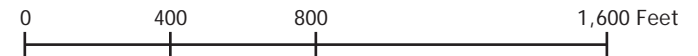
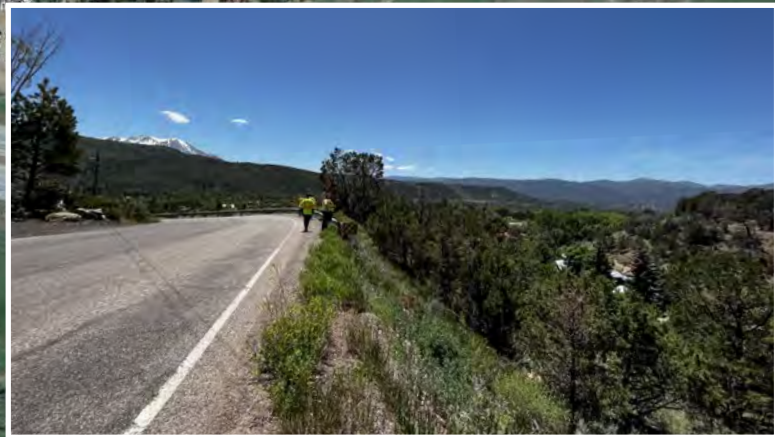




GARFIELD COUNTY SITE 2



Improvements:
Realignment and widening to
improve curve

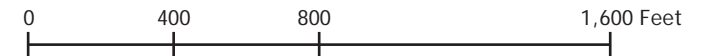
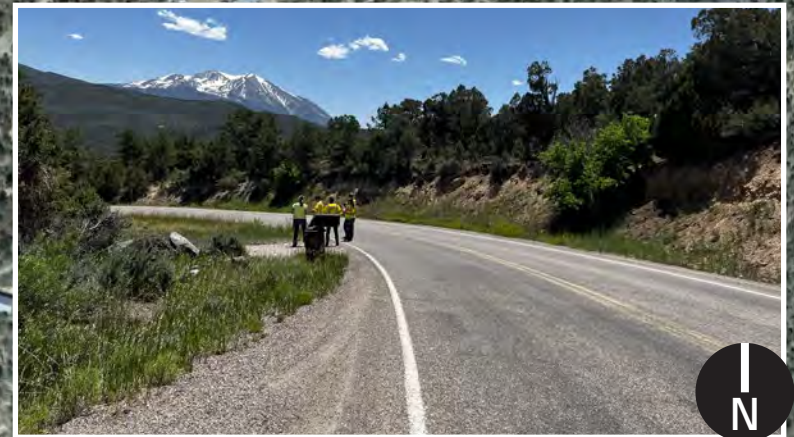




GARFIELD COUNTY SITE 3 & 4



Improvements:
Realignment and widening to
improve curve and sight distance



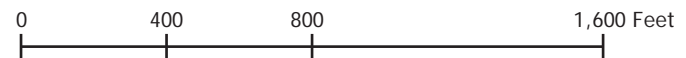


GARFIELD COUNTY SITE 5



Catherine Store Rd

Improvements:
Realignment and widening to
improve curves





GARFIELD COUNTY SITE 6 & 7

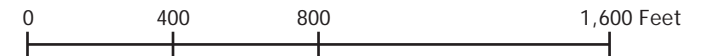




GARFIELD COUNTY SITE 8



Improvements:
Realignment and widening to
improve curves and sight distance





CONTEXT SENSITIVE SOLUTIONS (CSS) PROCESS

CDOT is committed to using Context Sensitive Solutions (CSS) on the project.

- ◆ CDOT developed CSS guidelines for all planning, design, and construction projects along the I-70 Mountain Corridor. Given the high-profile nature of this corridor, CDOT is applying the CSS process to the Cottonwood Pass project.
- ◆ The CSS process is designed to foster collaboration, partnerships, transportation innovation, and environmental sustainability.
- ◆ CSS will reflect the unique context of the corridor in design development.

Principles inherent in the CSS decision-making process include the following:

- ◆ **Collaborative Decision-making** – The project will involve an open, comprehensive, and fair public process. Input from stakeholders and project teams is highly valued.
- ◆ **Teams** – The following collaborative stakeholder teams will be formed for this project:

Project Leadership Team (PLT)/ Technical Team (TT)	Issue Task Forces (ITFs)	Project Staff
Multidisciplinary team of technical experts who focus on the decision-making process and moving the process forward	Teams of technical experts brought together to address specific issues, including property owner and residential needs and natural resources	CDOT and Consultant staff focused on the day-to-day work of the project

- ◆ **Six-Step Process** – This project will generally apply the six-step CSS process, which includes:
 - ✦ Establishing project goals
 - ✦ Establishing participant roles and responsibilities
 - ✦ Establishing criteria for evaluating alternatives
 - ✦ Developing alternatives for improvements
 - ✦ Evaluating alternatives based on established criteria
 - ✦ Documenting the process and final recommendations



DRAFT CONTEXT STATEMENT AND CORE VALUES

Context Statement

What makes Cottonwood Pass unique?

Cottonwood Pass, in Eagle and Garfield Counties, provides a critical connection for local residents between the towns of Gypsum and Carbondale, including access to medical care. The rural mountain county road provides access to numerous private properties, including primary residences, equestrian facilities, and ranches. The winding and narrow road provides sweeping views of the Elk Range and provides access to recreation areas on Bureau of Land Management and U.S. Forest Service land. The surrounding federal land supports valuable natural resources, including habitat for numerous state and federal threatened and endangered species. The corridor is also traversed by numerous waterways and wetlands, which provide habitat and foraging areas for wildlife.

Cottonwood Pass is currently unpaved in Eagle County, with several one-lane sections located on steep embankments with sharp curves without guardrail. While the alignment is primarily paved in Garfield County, there are several sharp curves with limited visibility and narrow roadway sections. These roadway conditions create safety and operational problems for all travelers, which became especially problematic for local residents during recent long-term closures of I-70 through Glenwood Canyon. Improvements to Cottonwood Pass must provide safer conditions for drivers while maintaining the rural nature of the route and minimizing impacts to private properties and natural resources.

Core Values

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

WHAT IS IMPORTANT?

SAFETY

Improve safety by making improvements at critical areas of geometric deficiencies

RESPECTING CORRIDOR CHARACTER

- Maintain the rural feel of road
- Minimize impacts to private property
- Mitigate visual impacts from improvements

NATURAL RESOURCE PRESERVATION

Minimize impacts to nearby wildlife habitat and waterways

COLLABORATIVE IMPROVEMENTS

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



WHAT IS MOST IMPORTANT TO YOU?

Place a sticker by the Core Value you think is most important to consider when determining improvements.

Safety



Improve safety by making improvements at critical areas of geometric deficiencies

Respecting Corridor Character



Maintain the rural feel of the road, minimize impacts to private property, and mitigate visual impacts from improvements

Natural Resource Preservation



Minimize impacts to nearby wildlife habitat and waterways

Collaborative Improvements



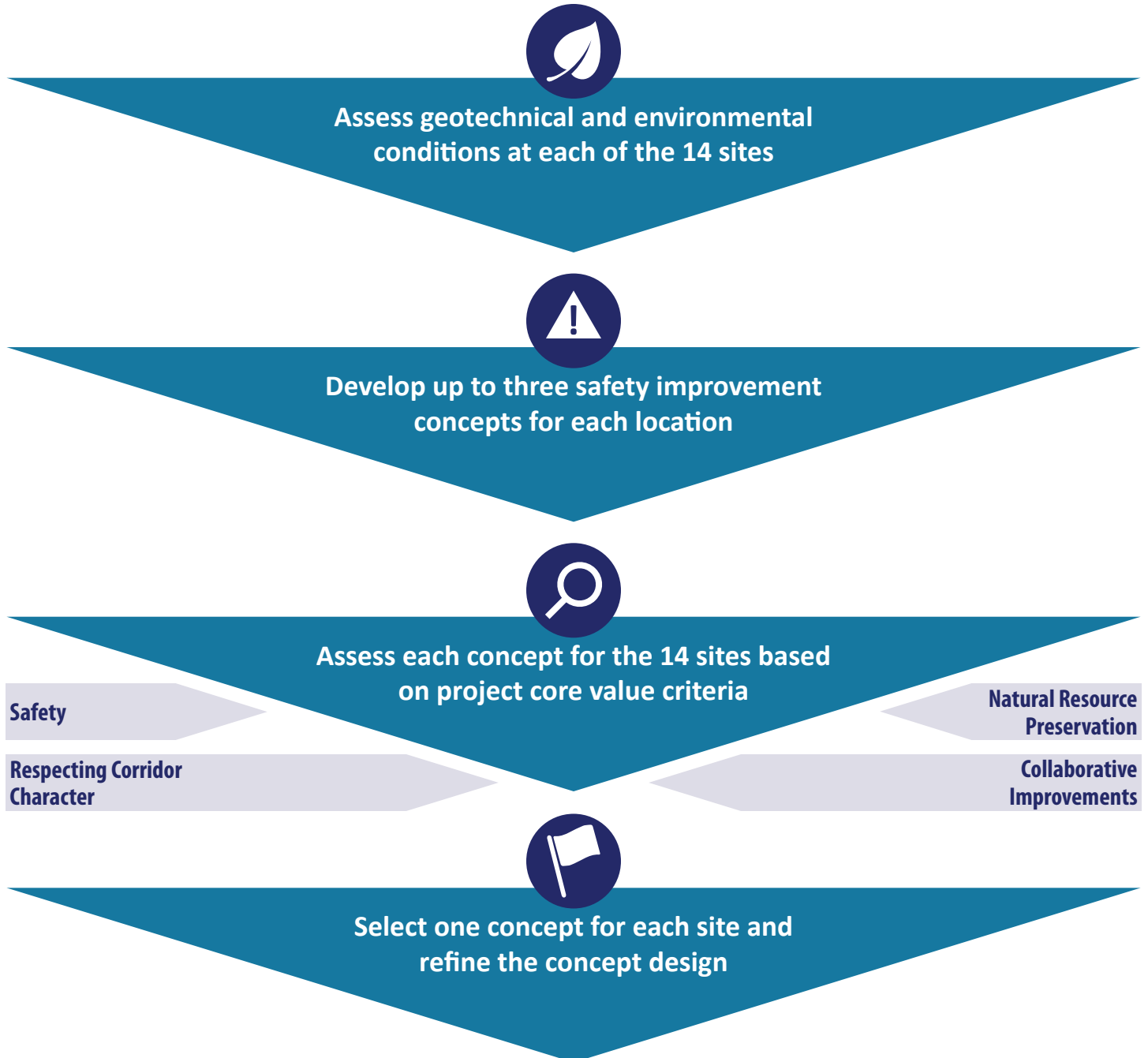
Engage public and stakeholders to provide meaningful input into the concept design process

Other:



SITE EVALUATION AND IMPROVEMENT RECOMMENDATION PROCESS

The following shows the process that the project team will use to identify recommended safety improvements at the 14 locations along Cottonwood Pass.

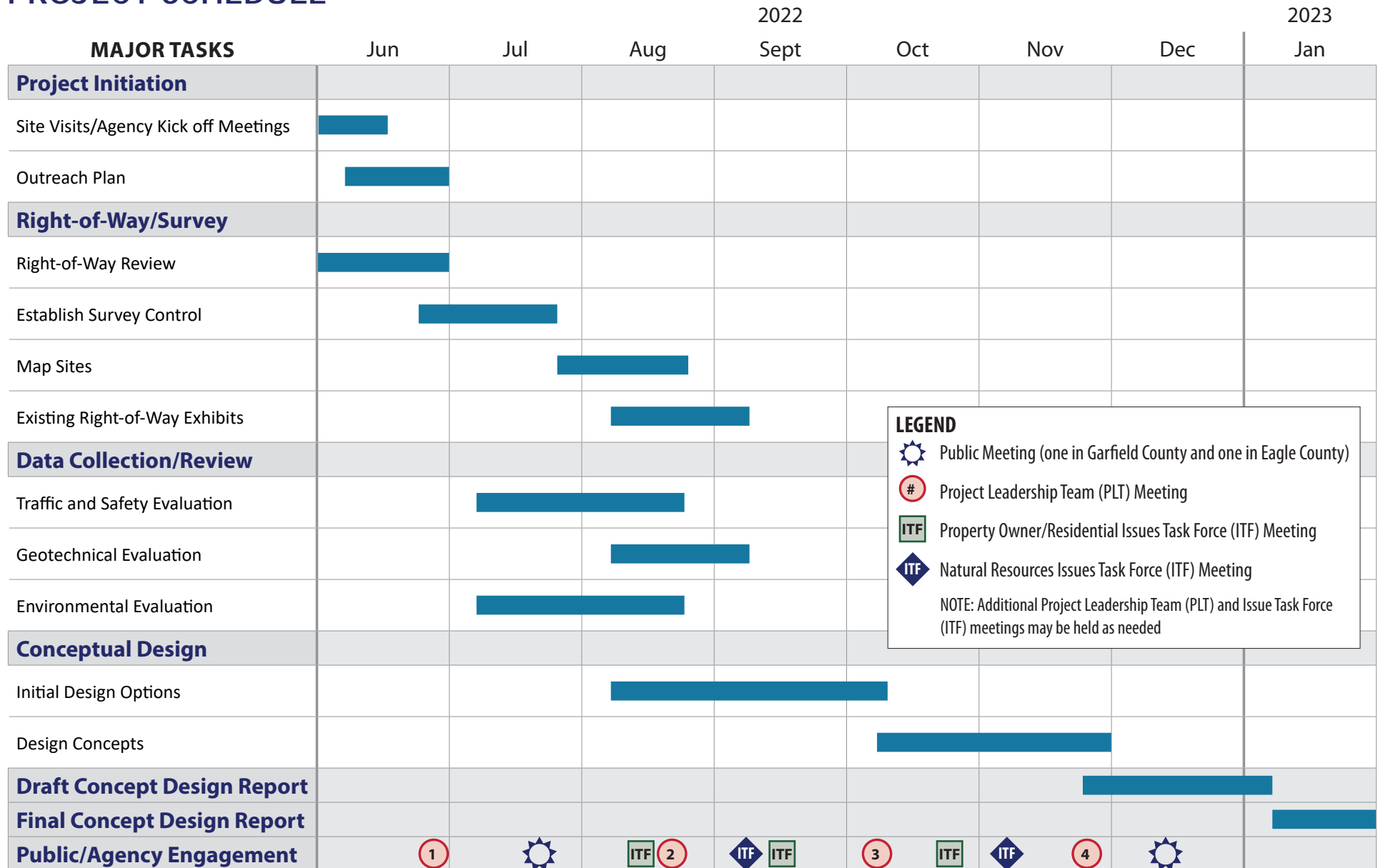


Finalize concept recommendations in a report

With the information provided by this project, Eagle and Garfield counties will determine next steps for implementing improvements. Concept design is expected to be complete by early 2023. The counties will complete design and evaluate pursuing construction of improvements as funding becomes available in the future.



PROJECT SCHEDULE



LEGEND

- ☀ Public Meeting (one in Garfield County and one in Eagle County)
- ① Project Leadership Team (PLT) Meeting
- ITF Property Owner/Residential Issues Task Force (ITF) Meeting
- ITF Natural Resources Issues Task Force (ITF) Meeting

NOTE: Additional Project Leadership Team (PLT) and Issue Task Force (ITF) meetings may be held as needed



PUBLIC MEETING #1 OVERVIEW

The Colorado Department of Transportation (CDOT) is supporting Eagle and Garfield counties to design safety improvements on county roads that traverse Cottonwood Pass between Gypsum and Colorado Highway 82. The counties identified 14 areas that need enhancements to make the county road safer and more functional as a vital travel connection between the local communities. This project will assess existing conditions and result in 10% concept design for improvements. With the information provided by this project, Eagle and Garfield Counties will determine next steps for improvements. The counties will complete design and evaluate pursuing construction of improvements as funding becomes available.

Purpose of this Public Meeting

Exhibits are arranged around the room to present the project introduction, existing conditions, and study process and next steps.

The purpose of this first round of public open house meetings is to introduce the project and gather feedback regarding desired safety improvements at the 14 identified sites along Cottonwood Pass. Let us know which improvements would enhance your travel along this corridor. Input received regarding the Core Values that are most important to you will be considered as improvement concepts are designed and prioritized for implementation.

Ways to Comment

- ◆ Talk with project personnel (with name tags) during tonight's open house or contact them following the meeting
- ◆ Note your comments directly onto the project map on the table
- ◆ Fill out a comment sheet and leave it at the sign-in table or mail/email it in later
- ◆ Type your comment on the project web page comment form:

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

Public Meeting #1 Agenda

July 19 Garfield County Meeting
Open House: 5:30 - 7:30 PM

July 20 Eagle County Meeting
Open House: 5:00 - 7:00 PM

No formal presentations



Contact Information

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FACT SHEET

Cottonwood Pass Concept Design (Eagle and Garfield Counties)

Project Overview

Safety improvements are needed on county roads that traverse Cottonwood Pass between Gypsum in Eagle County and Colorado Highway (CO) 82 in Garfield County. The county roads have been used as a local detour route during I-70 closures through Glenwood Canyon, leading to increased traffic volumes and incidents during I-70 closure events. Eagle and Garfield counties identified 14 areas that need improvement to make the county roads safer and more functional as a vital travel connection between the local communities. The expected site improvements include curve softening, improved sight distance, and increased road width in areas to accommodate two vehicles in passing.

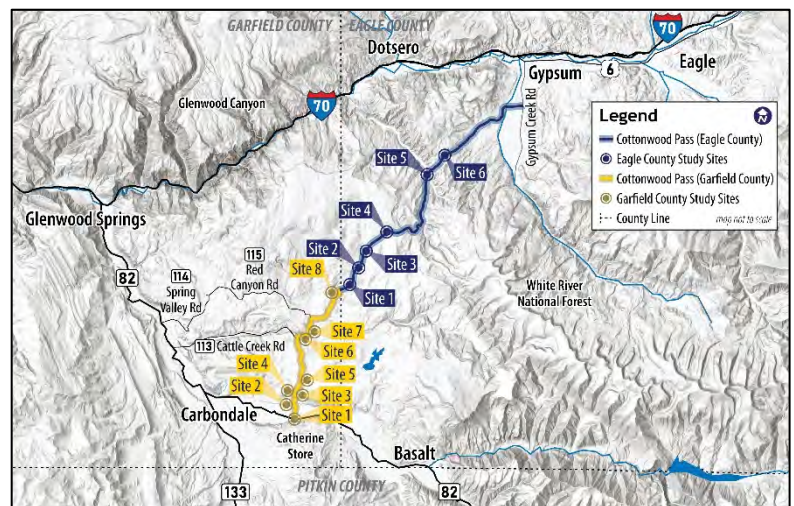
The Colorado Department of Transportation (CDOT) is supporting Eagle and Garfield counties with conceptual designs at the 14 specific locations along Cottonwood Pass shown below to more safely accommodate traffic.

The scope of the project includes concept design (approximately 10% design level) and:

- ◆ survey of road right-of-way limits
- ◆ assessment of geotechnical and environmental conditions
- ◆ development and evaluation of safety improvement options
- ◆ estimates of conceptual costs

Public and stakeholder coordination will occur throughout the process.

With the information provided by this project, Eagle and Garfield counties will determine next steps for implementing improvements. **Further design and construction funds have not been identified.**



Key Schedule Milestones

- ◆ Summer 2022: Conduct right-of-way survey and field data collection
- ◆ July 19 & 20, 2022: Hold first public open houses in Eagle and Garfield counties
- ◆ Late summer 2022: Conduct first small-group outreach meetings
- ◆ Late summer/early fall 2022: Develop and evaluate safety improvement options and conduct additional small-group outreach meetings
- ◆ Fall 2022: Refine design concepts
- ◆ Late 2022: Hold second public open houses in Eagle and Garfield counties
- ◆ Late 2022/early 2023: Finalize concept design report

Construction is not funded and there is no expected schedule for construction of improvements

Contact Information

For more information contact Leah Langerman at 720-225-4651 or dot_CottonwoodPassConceptDesign@state.co.us



QUESTIONS AND ANSWERS

Q: What is the purpose of this project?

A: The purpose of the project is to improve safety at 14 specific locations along Cottonwood Pass to make the county roads safer and more functional as a vital travel connection between the local communities. The expected site improvements include curve softening, improved sight distance, and increased road width in areas to accommodate two vehicles in passing.

Q: What process is being used to guide this concept design project?

A: The Context Sensitive Solutions (CSS) process will be used. CSS is designed to foster collaboration, partnerships, transportation innovation, and environmental sustainability for transportation projects. The CSS process will reflect the unique context of Cottonwood Pass in design development.

Q: Will these improvements allow Cottonwood Pass to stay open year-round?

A: This is a high-altitude road that experiences heavy snow and drifting and has steep grades. Maintaining the road during the winter would be extremely expensive and isn't budgeted or planned at this time, although this is a long-term goal if funding can be secured.

Q: Google Maps and other wayfinding apps direct travelers to Cottonwood Pass when Glenwood Canyon is closed. Can someone correct this?

A: Eagle County has been actively working with wayfinding companies to ensure Cottonwood Pass is not shown as a detour route.

Q: There are multiple routes on the south (Garfield County) end of Cottonwood Pass. How did you determine which corridor is called Cottonwood Pass and which spur gets safety improvements as part of this project?

A: Garfield County evaluated multiple routes in depth last year during the Glenwood Canyon I-70 closure events. The Catherine Store route was selected by the county commissioners after reviewing the other routes in detail. Generally, the other routes are extremely narrow (one-lane) in locations and have multiple residences directly adjacent to the roadway. Using Lower Cattle Creek Road would likely result in a full property acquisition if the road was widened to accommodate two lanes of traffic. Additionally, the intersection of Colorado Highway (CO) 82 and Catherine Store Road is currently signalized and has better visibility and roadway geometry for traffic as compared to the CO 82 intersections with other routes (CR 113 and CR 114).

Q: When will the improvements be constructed?

A: The timeline for construction of improvements is dependent on funding availability. Funding has not yet been identified for full design or construction. However, completing this concept design provides more information about the recommended improvements for Eagle and Garfield counties to consider in the pursuit of funding. It is possible portions of the improvements would be constructed in phases as funding becomes available.

Q: Where can I find more information about the project and submit a comment?

A: Visit the project web page: www.codot.gov/projects/cottonwood-pass-concept-design





Please provide general suggestions and comments regarding this project.

How did you hear about this meeting?

- | | |
|--|--|
| <input type="checkbox"/> Postcard mailer | <input type="checkbox"/> News story/notice |
| <input type="checkbox"/> Email from project team | <input type="checkbox"/> Word of mouth/Forwarded email |
| <input type="checkbox"/> Social media | <input type="checkbox"/> Other _____ |
| <input type="checkbox"/> Agency's email blast/newsletter | |

NAME: _____

ADDRESS: _____

CITY, STATE, ZIP: _____

PHONE #: _____

EMAIL: _____

Return To: Leah Langerman (720) 225-4651 phone
 David Evans and Associates, Inc. dot_CottonwoodPassConceptDesign@state.co.us
 1600 Broadway, Suite 800,
 Denver, CO 80202

Visit the project web page to submit a comment and learn more:
www.codot.gov/projects/cottonwood-pass-concept-design

