

APPENDIX A

DEIS COMMENTS AND RESPONSES (INCLUDING PUBLIC HEARING)

Index of DEIS Comments and Responses

The table below provides an index of comments received on the DEIS, the page number where the comment can be found in this appendix, and changes that were made in the Abbreviated FEIS based on the comment.

Comment Number	Commenter	Comment Page Number	Changes Made to Abbreviated FEIS
1	Terry Marcum, Public Hearing Transcript	1	Comment reviewed, no changes are required to the document.
2	Don Martin, Public Hearing Transcript	2	Comment reviewed, no changes are required to the document.
3	Sam McCleneghan, Public Hearing Transcript	3	Comment reviewed, no changes are required to the document.
4	Jamie Farfone, Public Hearing Transcript	4	Comment reviewed, no changes are required to the document.
5	Sara Scholten, Public Hearing Transcript	5	Comment reviewed, no changes are required to the document.
6	Jamie Farfone, Public Hearing Transcript	7	Comment reviewed, no changes are required to the document.
7	Bill Tordoff, Public Hearing Transcript	8	Comment reviewed, no changes are required to the document.
8	Bruce Plankinton, Public Hearing Transcript	9	Comment reviewed, no changes are required to the document.
9	Phil Wilson, Public Hearing Transcript	10	Comment reviewed, no changes are required to the document.
10	Gayle and Gary Renick, Public Hearing Transcript	12	Comment reviewed, no changes are required to the document.
11	Gary Wilkinson, Public Hearing Transcript	13	Comment reviewed, no changes are required to the document.
12	Blue River Inn, Public Hearing Transcript	16	Comment reviewed, no changes are required to the document.
13	Elizabeth Black, Public Hearing Transcript	17	Comment reviewed, no changes are required to the document.
14	John Roberts, Public Hearing Transcript	18	Comment reviewed, no changes are required to the document.
15	Ron Carlson, Public Hearing Transcript	19	Comment reviewed, no changes are required to the document.
16	Tom Zebarth, Public Hearing Transcript	20	Comment reviewed, no changes are required to the document.
17	Joseph F. Evans, Public Hearing Transcript	22	Comment reviewed, no changes are required to the document.

Comment Number	Commenter	Comment Page Number	Changes Made to Abbreviated FEIS
18	Del Anderson, Public Hearing Transcript	23	Comment reviewed, no changes are required to the document.
19	Robin Robson, Public Hearing Transcript	25	Comment reviewed, no changes are required to the document.
20	Adam Rudziewicz, Public Hearing Transcript	26	Comment reviewed, no changes are required to the document.
21	Brad Leonard, Public Hearing Transcript	27	Comment reviewed, no changes are required to the document.
22	Marie E. Robeats, Public Hearing Transcript	30	Comment reviewed, no changes are required to the document.
23	Neal McClanahan, Public Hearing Transcript	31	Comment reviewed, no changes are required to the document.
24	Public Hearing Transcript	32	Comment reviewed, no changes are required to the document.
25	Public Hearing Transcript	33	Comment reviewed, no changes are required to the document.
26	Public Hearing Transcript	35	Comment reviewed, no changes are required to the document.
27	Public Hearing Transcript	36	Comment reviewed, no changes are required to the document.
28	Public Hearing Transcript	37	Comment reviewed, no changes are required to the document.
29	Public Hearing Transcript	38	Comment reviewed, no changes are required to the document.
30	Public Hearing Transcript	39	See Section 4.6.1.3
31	Public Hearing Transcript	40	Comment reviewed, no changes are required to the document.
32	Public Hearing Transcript	41	Comment reviewed, no changes are required to the document.
33	Public Hearing Transcript	42	Comment reviewed, no changes are required to the document.
34	Public Hearing Transcript	43	Comment reviewed, no changes are required to the document.
35	Public Hearing Transcript	44	Comment reviewed, no changes are required to the document.
36	Public Hearing Transcript	45	Comment reviewed, no changes are required to the document.
37	Public Hearing Transcript	47	Comment reviewed, no changes are required to the document.
38	Public Hearing Transcript	48	Comment reviewed, no changes are required to the document.
39	Public Hearing Transcript	49	Comment reviewed, no changes are required to the document.

Comment Number	Commenter	Comment Page Number	Changes Made to Abbreviated FEIS
40	Public Hearing Transcript	50	Comment reviewed, no changes are required to the document.
41	Public Hearing Transcript	51	Comment reviewed, no changes are required to the document.
42	Public Hearing Transcript	52	Comment reviewed, no changes are required to the document.
43	Public Hearing Transcript	53	Comment reviewed, no changes are required to the document.
44	Public Hearing Transcript	54	Comment reviewed, no changes are required to the document.
45	Public Hearing Transcript	55	Comment reviewed, no changes are required to the document.
46	Public Hearing Transcript	56	Comment reviewed, no changes are required to the document.
47	Public Hearing Transcript	57	Comment reviewed, no changes are required to the document.
48	Public Hearing Transcript	58	Comment reviewed, no changes are required to the document.
49	Public Hearing Transcript	59	Comment reviewed, no changes are required to the document.
50	Public Hearing Transcript	60	Comment reviewed, no changes are required to the document.
51	Public Hearing Transcript	62	Comment reviewed, no changes are required to the document.
52	Public Hearing Transcript	63	Comment reviewed, no changes are required to the document.
53	Public Hearing Transcript	64	Comment reviewed, no changes are required to the document.
54	Public Hearing Transcript	65	Comment reviewed, no changes are required to the document.
55	Public Hearing Transcript	66	Comment reviewed, no changes are required to the document.
56	Public Hearing Transcript	68	Comment reviewed, no changes are required to the document.
57	Public Hearing Transcript	69	Comment reviewed, no changes are required to the document.
58	Public Hearing Transcript	70	Comment reviewed, no changes are required to the document.
59	Public Hearing Transcript	72	Comment reviewed, no changes are required to the document.
60	Warren Hancock	75	Comment reviewed, no changes are required to the document.

Comment Number	Commenter	Comment Page Number	Changes Made to Abbreviated FEIS
61	Sally and Richard Obregon	79	Comment reviewed, no changes are required to the document.
62	Charles P. Bear	82	Comment reviewed, no changes are required to the document.
63	Colorado Historical Society letter, July 10, 2002	85	Comment reviewed, no changes are required to the document.
64	Summit County Board of County Commissioners letter, August 5, 2002	86	Due to nature of majority of comments, no document changes are necessary. One comment required change to Section 1.5.5.
65	Town of Frisco letter, August 13, 2002	92	Due to Abbreviated EIS format, edits listed constitute changes to specified text.
66	Breckenridge Ski Resort letter, August 13, 2002	94	Comment reviewed, no changes are required to the document.
67	White River National Forest letter, August 13, 2002	95	Due to Abbreviated EIS format, edits listed constitute changes to specified text.
68	Colorado Senator Joan Fitz-Gerald letter, August 14, 2002	102	Comment reviewed, no changes are required to the document.
69	Town of Breckenridge letter, July 16, 2002	103	Comment reviewed, no changes are required to the document.
70	US EPA letter, July 11, 2002	104	Due to abbreviated FEIS format, not all changes are reflected in document. Responses included here constitute responses to specified text.
71	US DOI letter, November 12, 2002	120	See Chapter 2.0.

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Public Comments Given to Transcriber at Public Hearing

Comment # 1: Terry Marcum

4 TERRY MARCUM: Well, my name is
5 Terry Marcum, and I'm the lessee for the Farmers
6 Korner gas station. I have a 25-year lease, of which
7 I have approximately nine years remaining, and it
8 appears to me that I'm going to be affected by any of
9 the four alternatives. The only way I won't be
10 affected is if nothing happens, which would obviously
11 be my vote; and that if I am moved, I'm going to need
12 to be adequately compensated to try to find another
13 location for my business because it is a problem with
14 business, and it's going to be difficult for me to
15 find a spot like that. And my only concern is that
16 I'm fairly compensated for the income that the store
17 has produced for the 16 years that I've had it, for
18 the remaining nine if I am, I guess, bought out.
19 And, again, I understand why they're doing
20 what they're doing, but it would be better for me
21 personally not to do anything, and I guess that's all
22 I've got to say.

23 My address is P.O. Box 866 in Edwards,
24 Colorado. The zip is 81632. My phone number is
25 (970) 748-9660.

Responses to Comments

Response to Comment #1:

CDOT does not have the specific timing of when all of the proposed transportation improvements would take place on the State Highway 9 corridor. Therefore, it is difficult to predict how many years until improvements to the Farmers Korner area will take place.

All right-of-way acquisition would follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (Public Law 10-17) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646). These policies have measures intended to treat business owners, property owners, residents and tenants fairly during the right-of-way acquisition process. CDOT Right-of-Way specialists would work with the landowner during the acquisition and/or relocation process to address your individual needs and desires as best as possible as allowable under the law.

Comment # 2: Don Martin

- 1 DON MARTIN: I don't really want them to
- 2 do anything up here yet. My vote is no.

Responses to Comments

Response to Comment #2:

CDOT developed a process where any decision would allow for public involvement. The “do nothing” alternative does not meet the goals of the community for long-term transportation needs.

We appreciate your input. Your involvement does speak to the value CDOT receives from community members who provide input towards decisions impacting their community.

Comment # 3a: Sam McCleneghan

3 SAM MCCLLENEGHAN: I'm in favor of the
4 two-lane enhanced only. I'm not in favor of all of
5 the four lane. I'm concerned about the condemnation
6 of more right-of-way and the wide profile going
7 through a reasonably rural valley.

Comment # 3b: Sam McCleneghan

8 I feel that the photographs over there
9 showing the proposed alternatives are rather skewed.
10 You do not get a real perspective of what kind of
11 destruction or actual width would be involved with
12 the four-lane. I don't think those are a fair
13 representation of what that looks like in that
14 cross-section. An overhead view of at least that
15 area as is shown in these photographs would give an
16 individual a better perspective of the amount of
17 width of roadway that is going to be required.
18 Again, no more than an enhanced two lane.

Responses to Comments

Response to Comment #3a:

Alternative 4 does not meet the 2020 mobility needs of the corridor. Alternatives 1, 2, and 3 have 4 lanes that do meet the mobility and safety needs of the corridor. CDOT has asked the community to come to a consensus about which alternative meets their needs. The feedback to date has been a large majority supporting a 4-lane template. CDOT and FHWA identified a 4-lane facility (Alt. 3) as a preferred alternative.

All right-of- way acquisition would follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (Public Law 10-17) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646). CDOT Right-of- Way specialists would work with the landowner during the acquisition and/or relocation process.

Response to Comment #3b:

The renderings were prepared from a computer model of the alignment options based upon engineered dimensions. The "points of view" were selected to best represent the actual perspective and avoid any distorting (or skewing of the image). Please review plan sheets available at viewing locations for more detail about the proposed right-of-way needed to be acquired for the project.

Comment # 4: Jamie Farfone

19 JAMIE FARFONE: My address P.O. Box 2212,
20 and that's Frisco 80443. I would prefer the
21 Alternative 3 with the Jersey curbs, and at
22 Dickey Drive they are showing a turn signal. I
23 approve of the turn signal so that you can get turned
24 north from the subdivision.
25 The turn signal reason is there are
1 50 houses currently being built at Farmers Grove.
2 We have 60 houses in Lakeview Meadows, and there are
3 30 lots at Highland Meadows, all of which will hit
4 Highway 9 at approximately the same area. So the
5 turn signal will allow all three of those
6 subdivisions to merge or go onto the Highway 9 south
7 without taking the unnecessary chances of crossing
8 four lanes under snowy conditions or packed
9 conditions. That's all I wanted to say. Thank you.

Responses to Comments

Response to Comment #4:

Jersey curbs (barrier) are only proposed in the most constrained location on SH 9, near the reservoir to avoid impacts to the adjacent hillside, Dillon Reservoir and the fen wetland just north of Swan Mountain Road.

The signal at Dickey Drive may be warranted as the development in the area takes place. The 20-year growth projections show the need. The point in time when the signal warrants may be met cannot be predicted.

Comment # 5a: Sara Scholten

10 SARA SCHOLTEN: I would like to see four
11 lanes, no HOV, no depressed medians where cars become
12 airborne if somebody crosses into oncoming traffic;
13 no raised medians, which collect snow and impede
14 vision.

Comment # 5b: Sara Scholten

15 I do want Jersey barriers where snow can
16 be easily removed and also eliminates potential
17 head-on accidents.

Responses to Comments

Response to Comment #5a:

The separation of travel lanes with a median has been found to significantly reduce the frequency and severity of accidents. The depressed medians proposed for this project meet current “clear zone” standards which are considered to be traversable and of adequate separation (at the proposed design speeds) to reduce head-on collisions, to safely allow an errand vehicle to recover and greatly reduce the probability of rollover collision or launching. Appropriate maintenance practices for plowing snow have historically been implemented in Summit County to assure safe conditions.

Response to Comment #5b:

Jersey curbs (barrier) are only proposed in the most constrained location on SH 9, near the reservoir to avoid impacts to the adjacent hillside, Dillon Reservoir, and the fen wetland just north of Swan Mountain Road. Elsewhere, the accident potential is minimized by the separation of lanes by the presence of a divided median that may be raised or depressed. Snow removal from Jersey curbs is typically more difficult than a median section.

Comment # 5c: Sara Scholten

17 I would like to see a traffic
18 light at Dickey Drive because there are four
19 subdivisions that can merge or use that light to
20 access Highway 9 safely. That's it.

Responses to Comments

Response to Comment #5c:

As the development in the area takes place, a signal at Dickey Drive will be warranted. The 20-year growth projections show the need. The point in time when signal warrants may be met cannot be predicted.

Comment # 6: Jamie Farfone

21 JAMIE FARFONE: I just saw your elk
22 wildlife corridor information. I am in total support
23 of having a wildlife corridor in the places that they
24 have shown on their map. In working with open space
25 and trails for Summit County would probably get the
1 easements that they need for that, and I believe that
2 most residents of Summit County would be in support
3 of a wildlife corridor since we live so closely with
4 wildlife and see them everyday on a day-to-day basis.
5 So I'm in total support of them trying to get the
6 funding for wildlife corridors along Highway 9.

Responses to Comments

Response to Comment #6:

CDOT is considering impacts to wildlife with the proposed transportation improvements. CDOT is working with the Colorado Division of Wildlife, Summit County Open Space and private landowners to plan a wildlife crossing to allow for wildlife migration near Gold Hill on SH 9.

Written Comments at Public Hearing

Comment # 7a: Bill Tordoff

8 BILL TORDOFF: 495A Hammerstone Lane,
9 Frisco, Colorado 80443, (970) 668-8213.
10 Secretary of Water Dance Homeowners' Association,
11 P.O. Box 4608, Frisco, Colorado 80443.

12 The owners of the developments identified
13 as Water Dance and Wooden Canoe appreciate the
14 efforts of CDOT to include provisions to erect sound
15 barrier as part of the SH 9 project. We encourage
16 the erection of aesthetic and effective barriers
17 early in the project. They would be effective now.

Comment # 7b: Bill Tordoff

18 CDOT must redesign the on-ramps to
19 I-70 since vehicles currently stack up at high
20 traffic times during high seasons. Perhaps dual lane
21 entrances similar to Copper Mountain would reduce
22 backups.

Comment # 7c: Bill Tordoff

23 Alternative 1 appears to be the
24 most practical.

Responses to Comments

Response to Comment #7a:

The Draft EIS describes locations proposed for noise mitigation that meets CDOT's reasonable and feasible criteria. Timing of construction is dependent on the funding stream. A barrier at Water Dance has, at this time, been recommended for inclusion on the project based on the preliminary design information available at this time. This (and other) recommended noise barrier(s) will be reanalyzed at final design based on final design data. It is unknown when funding would be available to improve this section of the highway and to provide for noise mitigation. The noise wall would be conducted concurrently with any highway widening in this location.

CDOT is interested in designing aesthetically pleasing noise mitigation projects. Cost places a limitation of the options available for aesthetic treatment. CDOT will work with community members on the aesthetic treatment options, such as colors and textures, before construction. In addition, see the *Aesthetic Treatment Study and Design Guidelines* available at the viewing locations.

Response to Comment #7b:

CDOT is considering increasing the on ramps from SH 9 to east bound I-70 from one lane to two lanes. This improvement will be considered under the minimal action alternative for the I-70 Programmatic EIS.

Response to Comment #7c:

CDOT developed a process where any decision would allow for public involvement. "Alternative 1" with the wider median did not meet the goals of the community for limited right-of-way impacts.

Responses to Comments

Response to Comment #7c (continued):

We appreciate your input. Your involvement does speak to the value CDOT receives from community members who provide input and direction towards decisions impacting their community.

Comment # 8: Bruce Plankinton

25 BRUCE PLANKINTON: 14926 Highway 9,
1 P.O. Box 5649, (970) 453-4087.
2 We live on Highway 9 at 14926. We
3 favor, first of all, do nothing to the highway and
4 decrease speed limit and enforce it. If four lane is
5 necessary, a reduced median similar to Highway 6 at
6 Keystone is preferable. Even 18 feet as in ALT 3 is
7 too much. Most of this corridor is expensive land,
8 and a large median is wasting taxpayer money. You
9 can never build enough highway to handle the peak
10 ski crowds of front range skiers.

Responses to Comments

Response to Comment #8:

The 18 foot median is considered a minimum when multiple or “back to back” left turn lanes are anticipated on a corridor. This allows for a 12-foot turn lane, two -1 foot curb sections and a 4-foot raised median. The 4 foot raised median provides a physical barrier for on coming traffic, extra width to accommodate larger trucks’ turning radius, and adequate width to place the proper signage without conflicting with vehicles’ (large trucks and bus) rear view mirrors.

If the median width is reduced between left turn bays, the roadway envelope will continually widen and narrow creating confusing and unsafe conditions, especially during bad weather.

CDOT is planning to have a consistent posted speed of 45 mph for the majority of the SH 9 corridor between Frisco and Breckenridge. Speeds would be reduced within the urban areas in the two towns. The consistent design speed should ease enforcement operations and driver expectations.

Comment # 9a: Phil Wilson

11 PHIL WILSON: Antler House, Box 1874,
12 Silverthorne, Colorado 80498, (970) 463-5768.
13 At this stage of designs I prefer
14 Alternatives 4 or 3. Enhanced two lane with raised
15 median and additional turn-out access lanes should be
16 adequate and much safer as well as minimal impact to
17 valley (corridor) floor. As this corridor's
18 population and building grows, I see no need for
19 all-out passing lanes. Set a safe speed and keep to
20 it. A minimum speed (weather permitting) is also a
21 good idea to keep the tourists moving.

Comment # 9b: Phil Wilson

21 Please
22 consider our wildlife in all scenarios.

Responses to Comments

Response to Comment #9a:

From the *Manual on Uniform Traffic Control Devices 2000* (MUTCD 2000), when a speed limit is to be posted, it generally represents the 85th percentile speed of free-flowing traffic, rounded up to the nearest 5 mph increment. Other factors that may be considered when establishing speed limits are:

- Road characteristics, shoulder conditions, grades, alignment, and sign distance
- The pace speed
- Roadside development and environment
- Parking practices and pedestrian activity
- Reported crash experience for at least a 12-month period

Where engineering judgment determines that slow speeds on a highway might impede the normal and reasonable movement of traffic, a minimum speed limit sign may be installed to indicate the minimum legal speed.

CDOT is planning to have a consistent posted speed of 45 mph for the majority of the SH 9 corridor between Frisco and Breckenridge. Speeds would be reduced within the urban areas in the two towns. The consistent design speed should ease enforcement operations and driver expectations.

Response to Comment #9b:

CDOT is considering impacts to wildlife with the proposed transportation improvements. CDOT is working with the Colorado Division of Wildlife, Summit County Open Space and private landowners to plan a wildlife crossing to allow for wildlife migration near Gold Hill on SH 9.

Comment # 9c: Phil Wilson

22 Our loss of
23 part of our property is very bothersome.

Responses to Comments

Response to Comment #9c:

The Antler House is proposed to be impacted by the improvements to SH 9. All right-of-way acquisition would follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (Public Law 10-17) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646). CDOT Right-of-Way specialists would work with the landowner during the acquisition and/or relocation process.

Comment # 10a: Gayle and Gary Renick

24 GAYLE and GARY RENICK: P.O. Box 5225,
25 Breckenridge, Colorado 80424, (970) 453-5979.

1 We definitely favor Alternative 1A --
2 no curbs. Less safe and requires constant repair.
3 Shoulders are needed for pull-off when problems
4 occur. Wide, grassy median provides for the future
5 growth. Concrete medians and curbs launch cars or
6 throws them back into the adjacent lane.

Comment # 10b: Gayle and Gary Renick

6 No HOV.

Comment # 10c: Gayle and Gary Renick

7 Do this right the first time. Constant
8 improvements will keep the highway under construction
9 and congestion forever. Also funding may not be
10 available when we realize we need to re-do and it
11 will only be more expensive.

Responses to Comments

Response to Comment #10a:

Typical section 1 A has been recommended in association with the majority of Alternative 1 and Alternative 3, primarily to improve safety. In those sections where 1 A was not proposed, physical limitations such as the river, the large hillside or existing buildings were considered to minimize impacts. The raised median on the south portion of the alignment entering Breckenridge will also help limit corridor impacts.

Response to Comment #10b:

The HOV lane was found to be impractical for this corridor because of the many accesses on the highway, the short length of the corridor, and difficulty for vehicles to weave into the HOV lanes to make right turns at intersections.

Response to Comment #10c:

The funding stream will determine how fast improvements may be constructed on the corridor. CDOT will work with the local governments of Frisco, Breckenridge and Summit County to minimize construction impacts during periods of high traffic volumes.

Comment #11a: Gary Wilkinson

12 GARY WILKINSON: P.O. Box 2907, Frisco,
13 Colorado 80443.
14 Prefer ALT 3.

Comment # 11b: Gary Wilkinson

14 I don't feel HOV would
15 help.

Comment # 11c: Gary Wilkinson

15 Traffic growth projections seem low.
16 Summit County staff working at growth and may have
17 projections this summer.

Responses to Comments

Response to Comment #11a:

Alternative 3 was identified as the Preferred Alternative for SH 9 because it met the future mobility and safety needs of the highway users, limited right-of-way impacts, and because it received support from the community.

Response to Comment #11b:

The HOV lane was found to be impractical for this corridor because of the many accesses on the highway, the short length of the corridor, and difficulty for vehicles to weave into the HOV lanes to make right turns at intersections.

Response to Comment #11c:

Forecast of future traffic volumes in the SH 9 study area are subject to several significant variables that can create a wide range in equally reasonable and practical projections. The primary growth variables include the expansion of the tourism industry and the growth in permanent resident population and employment base. Forecasted 2020 traffic volumes along the SH 9 corridor were based on the projected growth rate of population within Summit County and the surrounding areas as well as the projected growth in recreational traffic. It should also be noted that Summit County has some growth limitations due to the predominance of federal lands, designated open space parcels, and some topographical constraints. The population growth rates were based on information presented in the *Summit County Transit Development Plan*, 1999.

Comment # 11d: Gary Wilkinson

17 Retaining walls look good.

Comment # 11e: Gary Wilkinson

18 Land ownership/useage map between MP 94 and Frisco
19 town boundary appears wrong.

Comment # 11f: Gary Wilkinson

19 Process needs to move
20 faster.

Responses to Comments

Response to Comment #11c (continued):

The recreational traffic growth was based on the historical (flat) trend for the ski industry within Colorado and the future expansion potential for the Breckenridge Ski Area. The SH 9 traffic volume forecasts are consistent with the traffic volume projections from the travel demand model prepared for the I-70 Programmatic Environmental Impact Statement currently being conducted by CDOT Region 1.

Response to Comment #11d:

CDOT developed an aesthetic plan that incorporates pleasing aesthetic treatment in the designs of the retaining walls. This document can be viewed at all viewing locations.

Response to Comment #11e:

The land between milepost 94 and the Town of Frisco limits is NFS land and categorized as rural. The figure legend should have read "Low-Density Residential/Rural", instead of just "Low-Density Residential."

Response to Comment #11f:

Preparation of an Environmental Impact Statement has many steps and takes time because of the extensive public involvement process and because of coordination with other local, state and federal agencies. A Final EIS is prepared following the DEIS and includes the identification of a preferred alternative. Following another public hearing, CDOT and FHWA will write a Record of Decision (ROD). Once the ROD is signed and pending the ultimate funding stream, CDOT can begin design, right-of-way acquisition and construction of the preferred alternative.

Comment # 11g: Gary Wilkinson

20 Growth/traffic mainly caused by I-70.
21 Highway 9 needs fixed before I-70 corridor, Frisco to
22 Denver.

Comment # 11h: Gary Wilkinson

22 Keep width to minimum with safe barriers.

Responses to Comments

Response to Comment #11g:

The I-70 Programmatic Environmental Impact Statement (PEIS) is examining improvements to Interstate 70 to accommodate future mobility needs. The Programmatic EIS is a long-term plan and would require subsequent environmental clearances and funding allocations before any construction of meaningful proportions could begin.

The SH 9, EIS process is near completion of its environmental clearances and funding has been programmed beginning in 2004 and extending for many years. Thus, assuming a build alternative is selected as the preferred alternative, State Highway 9 will likely begin construction of transportation improvements before major improvements are made to I-70 because the I-70 FEIS is not yet completed.

Response to Comment #11h:

The width will be kept to a minimum by Dillon Reservoir with the use of jersey barriers in the median to separate oncoming traffic.

Alternative 3 in the EIS does have the narrower median of 18' which is raised or depressed which should reduce overall roadway template width impacts along the entire corridor. The median should increase safety on the corridor.

Comment # 12: Blue River Inn

23 BLUE RIVER INN: P.O. Box 271, Dillon,
24 Colorado 80435, (970) 547-9928.

25 I would be against making the service road
1 on Farmers Korner not connecting with Swan Mountain
2 Road. It would seriously destroy our business to
3 make people pass it and then come back.

Responses to Comments

Response to Comment #12:

The SH 9 alignment was shifted west at the Farmer's Korner location, so that the Swan Mountain Road intersection with the Frontage Road could remain as it currently exists.

Comment # 13a: Elizabeth Black

4 ELIZABETH BLACK: P.O. Box 1335, Frisco,
5 Colorado.
6 No HOV lanes.

Comment # 13b: Elizabeth Black

6 Signal on Silver Schekle
7 entrance to Highway 9 (Fairview Boulevard) and Coyne
8 (left turn). Extend two lane to one lane conversion
9 at points away from residential access. They're at
10 Gold Hill and Silver Schekle. No four lane -- keep
11 modified plan. Separated medians would help in both
12 two lane and one-lane areas to prevent head-on
13 collisions.

Responses to Comments

Response to Comment #13a:

The HOV lane was found to be impractical for this corridor because of the many accesses on the highway, the short length of the corridor, and the difficulty for vehicles to weave into the HOV lanes to make right turns at intersections.

Response to Comment #13b:

CDOT recently conducted a traffic signal warrant study for the intersection of SH 9 and Coyne Valley Road and determined that a signal is warranted. The plans for the SH 9 corridor will be amended. Additionally, this signal will be noted on the Access Management Plan being conducted for the SH 9 Frisco to Breckenridge corridor. Additionally the preferred alternative is a four lane template. Therefore the lanes will be consistent throughout the corridor for the final design and this should eliminate the two to one lane conversion commenter noted near residential areas.

Alternative 4 was the enhanced two-lane with a divided median. This alternative did not meet the future mobility needs of the corridor and did not receive a large degree of community support. Alternative 3 did receive community support and will meet the future mobility needs. Alternative 3 is the preferred alternative and has a divided median to increase safety, and has a four-lane template, with a reduced median, thus limiting the total section width.

Comment # 14: John Roberts

14 JOHN E. ROBERTS: P.O. Box 5676, Frisco,
15 Colorado 80443.
16 The do-nothing alternative is preferably
17 satisfactory. If something must be done, then
18 Alternative 3 seems the most reasonable. HOV lanes
19 are seldom enforced and, therefore, useless.

Responses to Comments

Response to Comment #14:

Bus/HOV lanes are designed to provide travel time savings and improve travel time reliability by offering a means to bypass traffic congestion in the adjacent general-purpose lanes. Increases in ridesharing and transit use in a travel corridor can be achieved when improvements in travel time and/or travel time reliability create significant incentives for individuals to choose higher-occupancy modes over driving alone.

The application of Bus/HOV lanes on an arterial type roadway such as SH 9 presents several challenges and considerations. These include the need to allow turning vehicles to share the lanes, the inability for efficient or legal passing maneuvers when Bus/HOV restrictions are imposed, clear signing to convey operational restrictions, and enforcement difficulties due to access needs to/from connecting roads. In addition, the target market for Bus/HOV lane users and potential to change travel behavior must be considered.

The Final EIS will not include a designated Bus/HOV lane. Due to the importance of maintaining transit service in the SH 9 corridor, other transit priority roadway treatments are being considered. Transit priority options at intersection signals will be considered in the alternative concept as part of the preferred alternative. Alternative 3 was identified as the Preferred Alternative for the FEIS. Alternative 3 limits right-of-way impacts, meets mobility and safety needs for the year 2020, and had support from the community.

Comment # 15: Ron Carlson

20 RON CARLSON: P.O. Box 1829, Frisco,
21 Colorado, 668-1670.

22 Please consider another alternative from
23 the area where the Blue River crosses Highway 9 just
24 north of Tiger Run south to the Town of Breckenridge.
25 Please consider a new two lane, one way south to the
1 west of Stan Miller connecting with Airport Road to
2 Park, and Old Highway 11 would then become one way
3 north. Otherwise, out of the four alternatives No. 1
4 choice -- modified two lane.

Responses to Comments

Response to Comment #15:

“Off Alignment” alternatives were evaluated early in the environmental process. Due to both current and anticipated land use, it was determined that moving the highway from its current location would not be acceptable to the Town of Breckenridge, CDOT or Summit County.

This suggested realignment would utilize a local road. This idea will be forwarded to the Town of Breckenridge for their consideration. It should be noted that the Town of Breckenridge is currently developing a long-term master plan for this property by the Airport Block 11 and the gravel operations.

Comment # 16a: Tom Zearth

5 TOM ZEBARTH: 564 Range Road,
6 Breckenridge, Colorado 80424, 453-6759.
7 What will be the impact on this existing
8 paved bike path parallelling the Blue River/highway
9 between Frisco and Breckenridge?

Comment # 16b: Tom Zearth

9 What speed limits
10 are envisioned under the different alternatives?
11 Currently when this road widens to four lanes, the
12 actual speed limit in this left (passing) lanes is
13 closer to 60 miles per hour, and I have seen 65 to 70
14 miles per hour.

Responses to Comments

Response to Comment #16a:

The bike path will be impacted in two locations:

- At Leslie's Curve (south side of the hill) the path is immediately adjacent to the highway. It has been suggested that the path be diverted of its current alignment to a position over Iron Springs Hill along the Forest Service property, and merge back to the existing alignment near the high school through the old church property to avoid highway conflicts.
- Just north of Breckenridge, the town has recommended that the path be relocated from the east side of the river to the west side of the river. This relocation would be between Park Avenue to just north of Valley Brook. A pedestrian bridge will be required cross the river.

Only minor adjustments at few locations are anticipated throughout the rest of the alignment. The specifics of these adjustments will be determined as the design is refined.

Response to Comment #16b:

The speed of the proposed design is based on the classification of State Highway 9 and the access requirements to and from the highway at specific locations.

The posted speed along SH 9 is anticipated to be 45 mph. The design speed is 50 mph except at the following locations:

- 45 mph at/near Swan Mountain Road intersection.
- 45 mph from Park Avenue to Coyne Valley Road.

Comment # 16c: Tom Zearth

15 I see up to 11 potential stoplights
16 between Frisco and Breckenridge. Is there any plan
17 to limit the introduction of stoplights at every
18 commercial venture, or will the highway eventually
19 become a stop-and-go exercise?

Responses to Comments

Response to Comment #16c:

Traffic signals are installed at intersections that meet signal warrants. These criteria are based upon local access code, as well as the economy, demographics, traffic volumes, safety and future plans of the local community.

The planned signals are based on anticipated future warrants being met as a function of Breckenridge, Frisco and the counties anticipated land use and growth.

CDOT will create an access management plan which will look at locations for highway access and the need for future signals.

Comment # 17: Joseph F. Evans

20 JOSEPH F. EVANS: P.O. Box 5312,
21 (970) 668-4470.
22 I favor Alternative 1. I feel it would
23 solve present problems and future problems. The cost
24 between the three different problems does not vary a
25 lot.

Responses to Comments

Response to Comment #17:

Alternative 1 and Alternative 3 both meet the purpose and need for the project. Alternative 1 has larger impacts on right-of-way and did not receive as much community support as Alternative 3. CDOT and FHWA have identified Alternative 3 as the preferred alternative to be examined in the FEIS.

We appreciate your input. Your involvement does speak to the value CDOT receives from community members who provide input and direction towards decisions impacting their community.

Comment # 18a: Del Anderson

1 DEL ANDERSON: P.O. Box 797,
2 (970) 547-2969.
3 I prefer ALT 3 with raised and Jersey
4 barrier.

Comment #18b: Del Anderson

4 You still have not addressed stoplights at
5 Fairview Boulevard and Coyne Valley, noise factor in
6 Silver Schekle.

Comment #18c: Del Anderson

6 I am only in favor of four lanes if
7 speed is reduced and stoplights added. Take a look
8 at US 6 around Keystone. Reduce speed to decrease
9 noise.

Responses to Comments

Response to Comment #18a:

FHWA and CDOT would like to thank you for your involvement. Your input is critical to the success of this project. Alternative 3 was identified as the Preferred Alternative because it met future safety and mobility needs and received community support.

Response to Comment #18b:

Each of the alternatives currently anticipate a signal at Fairview Boulevard. No signal is planned at Coyne Valley Road. These design assumptions are based on the analysis of traffic volume of both State Highway 9 and the adjacent roadways, for the anticipated land use buildouts in the future provided by Frisco, Breckenridge and Summit County.

Noise receptors were modeled throughout the SH9 corridor including the area between Fairview Blvd and Coyne Valley Rd. Assuming that "Silver Schekle" is located above and to the east of Fairview Blvd, then these areas were not considered to be impacted as per CDOT guidelines. This is not to say that traffic noise from SH9 is not greater than 10 dBA increase, rather that no noise mitigation will be provided by CDOT because the reasonable and feasible criteria were not met.

Response to Comment #18c

The speed of the proposed design is based on the classification of State Highway 9 and the access requirements to and from the highway at specific locations.

Response to Comment #18c (continued):

The posted speed along SH 9 is anticipated to be 45 mph. The design speed is 50 mph except at the following locations:

- 45 mph at/near Swan Mountain Road intersection.
- 45 mph from Park Avenue to Coyne Valley Road.

Responses to Comments

Comment # 19: Robin Robson

10 ROBIN ROBSON: P.O. Box 2900, Dillon,
11 Colorado 80435, (970) 468-5012.

12 Regarding area at Swan Mountain Road and
13 Highway 9 intersection: It is my understanding that
14 the frontage road used to access Swan Mountain Inn,
15 Blue River Inn, et cetera will not be impacted by the
16 widening of Highway 9. It is crucial to me as a
17 business owner on this frontage road that we retain
18 our access to Swan Mountain Road and Highway 9 as
19 easily accessed as possible for our guests. The
20 scenario, keeping the frontage road as is, is most
21 preferable.

Response to Comment #19:

As currently planned, the Frontage Road by Farmer's Korner will not be impacted. The alignment was shifted west to avoid conflicts with the Frontage Road. Specific requirements will be determined in final design. CDOT will work with Summit County as it develops final design plans for the Swan Mountain Road and SH 9 intersection.

Comment # 20: Adam Rudziewicz

22 ADAM RUDZIEWICZ: 13203 Highway 9,
23 Breckenridge, (970) 453-6475.
24 I've lived here 30 years and seen a lot of
25 growth and most of it is okay. I also have a tourist
1 business off Highway 9 between Breck and Farmers
2 Korner. My view and most of my friends' is that
3 Highway 9 should have been four lane long ago.
4 And, yeah, I hope no one gets
5 killed at Fairview Road making a left turn before
6 they realize there's so much traffic there.
7 Highlands and golf course get one. Is that big money
8 talks? Thanks for this opportunity.

Responses to Comments

Response to Comment #20:

One of the main considerations for beginning the SH 9 EIS was to address the safety issues associated with fatalities having occurred near the high school. The alternatives that barrier separate the lanes not only add capacity but improve safety. With Alternative 3, a traffic signal at Fairview is likely to be installed because it will meet signal warrants. This will enable safe left-turn movements. Alternative 3 with four lanes has been identified as the preferred alternative in the Final EIS.

Comment # 21a: Brad Leonard

9 BRAD LEONARD: P.O. Box 3064,
10 Copper Mountain, Colorado 80443, (970)968-2104.
11 Route 9 is Summit County's main street
12 from Frisco to Breckenridge. As such, it should not
13 be considered a high-speed highway, but rather a slow
14 speed (35 miles per hour) connection through a
15 residential neighborhood. It has bottlenecks on both
16 ends (Frisco and Breckenridge) that can't handle the
17 volume of traffic (or parking for it) as forecast.
18 Creating a 50-mile-per-hour limited access highway
19 under circumstances is an unrealistic idea.

Comment # 21b: Brad Leonard

20 A better alternative might be some
21 variation on Alternative 4 with the highway designed
22 for a maximum of 35 miles per hour, traffic calming
23 devices installed to make higher speeds difficult or
24 impossible, multi-lanes at intersections to get as
25 much traffic through as possible, and ease for public
1 transportation alternatives.

Responses to Comments

Response to Comment #21a:

The speed of the proposed design is based on the classification of State Highway 9 and the access requirements to and from the highway at specific locations.

The posted speed along SH 9 is anticipated to be 45 mph. The design speed is 50 mph except at the following locations:

- 45 mph at/near Swan Mountain Road intersection.
- 45 mph from Park Avenue to Coyne Valley Road.

The Corridor through Town will utilize "urban criteria" and will have lower posted speeds. Specific coordination with the towns will be required in final design. The proposed alternative through Breckenridge on Park Avenue is anticipated to be 25 mph to 40 mph depending on final design decisions.

Response to Comment #21b:

Due to the rural functional classification of SH 9, lowering the speed limit from current conditions would not achieve the mobility goals of the project and is not acceptable practice for CDOT under these conditions.

A two lane enhanced alternative did not meet future mobility needs for the 2020 planning horizon and did not receive much support from the community. CDOT will be exploring bus queue jumping at some traffic signals on SH 9. These should assist transit operations. A consistent design speed

Responses to Comments

Response to Comment #21b:

of 50 mph with a posted speed of 45 mph is planned for the corridor.

At two locations, the design speed is reduced to 45 mph. The locations are at Swan Mountain Road intersection and Coyne Valley Road.

Comment # 21c: Brad Leonard

2 Alternative 1 rests on faulty
3 assumptions. You can't build your way out of the
4 problems here.

Responses to Comments

Response to Comment #21c:

Forecast of future traffic volumes within the SH 9 study area are subject to several significant variables that can create a wide range in equally reasonable and practical projections. The primary variables include the expansion of the tourism industry and the growth in permanent resident population and employment base. Forecasted 2020 traffic volumes along the SH 9 corridor were based on the projected growth rate of population within Summit County and the surrounding areas as well as the projected growth in recreational traffic. It should also be noted that Summit County has some growth limitations due to the predominance of federal lands, designated open space parcels, and some topographical constraints. The population growth rates were based on information presented in the *Summit County Transit Development Plan*, 1999. The recreational traffic growth was based on the historical (flat) trend for the ski industry within Colorado and the future expansion potential for the Breckenridge Ski Area. The SH 9 traffic volume forecasts are consistent with the traffic volume projections from the travel demand model prepared for the I-70 Programmatic Environmental Impact Statement currently being conducted by CDOT Region 1.

Induced travel was accounted for in estimating future traffic volumes along SH 9 for the 4-lane build alternatives in the SH 9 DEIS. Presently existing traffic volumes on SH 9 are approaching and/or exceed the capacity of the existing 2-lane SH 9 facility. The intent of the proposed transportation improvements is to address the current safety and operational problems along SH 9 in addition to accommodating projected traffic volume growth along the facility.

Responses to Comments

Response to Comment #21c (continued):

CDOT is also exploring enhancements to the transit system, such as bus priority signals at some intersections on SH 9, addressed in the FEIS. These will be designed to increase the overall efficiency of the system. By making transit more attractive and developing ridership, the overall capacity of the transportation system may be increased.

The local communities of Frisco, Breckenridge, and Summit County are responsible for approving new residential and commercial development. The corresponding traffic count will impact highway operations. The local communities are responsible for planning land use to appropriately match the capacity of infrastructure.

Comment # 22a: Marie E. Robeats

5 MARIE E. ROBEATS: 12 Lanson Lane,
6 P.O. Box 5676, (970) 668-8961.
7 I think Alternative 3 is the best. I
8 believe we need four lanes (two each way) but I would
9 like the center strip as narrow as possible but with
10 a barrier, not a depression.
11 When driving this road at night
12 when it is snowing, painted lane marks are invisible
13 and painted left turn lines invisible as well. I
14 think a raised barrier would make the road safer. I
15 also hope the breakdown lane is minimum to reduce the
16 big city looks of the road.

Comment # 22b: Marie E. Robeats

17 Please keep or replace the bicycle
18 path if it is disrupted.

Responses to Comments

Response to Comment #22a:

Alternative 3 with four lanes has been identified as the Preferred Alternative in the Final EIS. This alternative has the narrower 18' median, except for the area around Dillon Reservoir. Here, a jersey barrier raised median will be used to minimize rock cuts, impacts to the reservoir and the fen.

A raised median (jersey) barrier can be dangerous for long stretches. A raised barrier can actually project vehicles or rebound vehicles back into the traffic flow after impact. Providing traversable slopes without obstacles is a safe acceptable treatment when/where the physical surroundings allow.

Maintenance and plowing of snow also are problematic with respect to barriers.

Response to Comment #22b:

The bike path will be repaired or replaced anywhere there is a disturbance to the existing pathway. The three locations are described in the Section 4(f) analysis in Chapter 2.2.1 of the Final EIS.

Comment # 23: Neal McClanahan

19 NEAL McCLANAHAN: 0688 Lakeview Court
20 East, Breckenridge, Colorado 80424, (970)453-6446.
21 Would like to see a four-lane highway
22 from Breckenridge to Frisco with a turn lane in the
23 middle of the southbound and northbound lanes from
24 Dickey Drive turning north. If there was a
25 middle-of-the-highway turn lane, a person could make
1 a left turn without waiting too long and would
2 eliminate a need for a turn signal at Dickey Drive
3 and Highway 9.

Responses to Comments

Response to Comment #23:

A shared center left turn lane will probably not be feasible due to volumes which are warranting a potential future signal at Dickey Drive. The signal should provide a safe opportunity to make a left turn from Dickey Drive onto SH 9. The divided median design planned for SH 9 will also have periodic breaks in the median to allow for U-turns and out-of-direction travel. A combination dual-direction turn lane as you suggest is not appropriate for this corridor because of the rural highway environment and because of safety considerations.

Comments Given on Cards at Public Hearing

Comment # 24:

5 - 97 Joint Upper Blue Master Plan adopted
6 by Blue River D.C. Plan says community doesn't want
7 a four lane. No up-zoning have been approved. Why
8 do we need four lane when old study says you could do
9 two lanes by managing growth?

Responses to Comments

Response to Comment #24:

The *Upper Blue River Basin Transportation Plan* prepared for the Joint Upper Blue Master Plan Committee in January 1996 documented a range of traffic volumes along the SH 9 corridor that could be realized based on two growth scenarios representing future conditions:

- 75% of the projected buildout of the upper Blue River study area
- 110% of projected buildout of the identified area

In the study it was determined that future travel demand on SH 9 between Frisco and Breckenridge could range from 30,000 to 35,000 vehicles per day (vpd) at 75% buildout to the mid 40,000 vpd at 110% buildout. These projected buildout conditions are expected to result in traffic 20% to 40% over the capacity of the existing 2-lane SH 9 roadway.

Comment # 25:

10 - Bottleneck on both ends - can't handle
11 traffic forecast or park all those vehicles.
12 Basically, this is a residential street, not a
13 highway. Redesign for 35 miles per hour.

Responses to Comments

Response to Comment #25:

CDOT is closely working with the Town of Breckenridge and the Town of Frisco regarding the operation of SH 9 through the towns.

Currently, the alternatives call for a 35 mph posted speed limit from Huron to Ski Hill Road on Highway 9/Park Avenue in the Town of Breckenridge. South of this location the posted speed limit is anticipated to be 25 mph. All level-of-service analysis to determine future intersection capacity was based on these assumptions.

In Breckenridge, the swap of SH 9 from Main Street to Park Avenue is anticipated to assist in vehicle movement. The planned Intermodal Transit Center within the Town of Breckenridge should assist drivers in location of parking and remove vehicles trolling for parking and clogging local streets. The Intermodal Center should also enhance transit operations and attract more transit riders which will aid in in-town mobility.

Within the Town of Frisco, CDOT will be examining the SH 9 and I-70 Interchange under the I-70 Programmatic EIS. CDOT is considering increasing the on-ramps from SH 9 to east bound I-70 from one lane to two lanes. This improvement is projected to enhance traffic mobility through Frisco.

The speed of the proposed design is based on the functional classification of State Highway 9 and the access requirements to and from the highway at specific locations. The posted speed of SH 9 in Frisco is 35 mph from I-70 to 8th Avenue (MP 96). From 8th Avenue on, the posted speed is 50 mph.

Responses to Comments

Response to Comment #25 (continued):

The speed of the proposed design is based on the classification of State Highway 9 and the access requirements to and from the highway at specific locations.

The posted speed along SH 9 is anticipated to be 45 mph. The design speed is 50 mph except at the following locations:

- 45 mph at/near Swan Mountain Road intersection.
- 45 mph from Park Avenue to Coyne Valley Road.

The planned signals are based on anticipated future warrants being met as a function of Breckenridge, Frisco and the county's anticipated land use and growth.

Comment # 26:

14 What is the potential for the wildlife
15 crossing? Would support a crossing (two people).

Responses to Comments

Response to Comment #26:

CDOT is considering impacts to wildlife with the proposed improvements. CDOT is working with the Colorado Division of Wildlife, Summit County Open Space and private landowners to plan a wildlife crossing to allow for wildlife migration near Gold Hill on SH 9.

The potential for construction of the wildlife crossing is dependent upon a number of factors which include: the ability of the surrounding lands to be protected from future development, cooperation from adjacent land owners, and support from other local, state and federal agencies. CDOT will work with the landowners, the US Forest Service, the US Fish and Wildlife Service, the Colorado Division of Wildlife, and Summit County Open Space during the project design process.

Comment # 27:

- 16 Would like underpass for pedestrian
17 crossing, hiker, equestrians for Colorado trail.

Responses to Comments

Response to Comment #27:

There are no plans to construct an underpass at the Colorado Trail crossing. Currently, there are no existing signs for the numerous trail crossings of the highway. CDOT cannot install a sign by the Colorado Trail Crossing because it is a mid-block crossing, nor will CDOT install a painted crosswalk. These would create a dangerous situation for pedestrians because they could create a false sense of security for the pedestrian. A painted crosswalk with a pedestrian standing at the crosswalk would cause cars to unexpectedly stop on the through highway. It is the personal responsibility of the pedestrian to find a safe crossing at a signalized intersection, and the pedestrian will have to travel north or south to the appropriate signalized intersection.

Comment # 28:

18 - (two lane enhancement) Current and
19 proposed passing lanes create dangerous conditions
20 because lanes terminate drivers' speed in short
21 segments.

Responses to Comments

Response to Comment #28:

Alternatives 1, 2 and 3 include one additional travel lane in each direction that would substantially add to the safety of this segment of the highway. The Preferred Alternative (Alt. 3) has two continuous lanes in each direction. Drivers will be able to pass with more ease and safety.

Responses to Comments

Comment # 29:

22 - Discontinuity of lanes makes highway
23 more dangerous. Warrants four lanes.

Response to Comment #29:

The Preferred Alternative (Alt. 3) will include four lanes to enhance safety and mobility.

Comment # 30:

24 - CR 650 (Gateway Drive) should be noted
25 as 950 on page 4-35.

Responses to Comments

Response to Comment #30

Thank you for your edit. This sentence has been reworded and no longer includes this reference.

Comment # 31:

1 - Page 4-35 - support full movement at
2 Gateway Drive for the subdivision instead of limiting
3 it to right in/right out. Subdivisions should not be
4 limited, although individual driveways could be.

Responses to Comments

Response to Comment #31:

The high volume movement of Tiger Road warranted a future signal. Gateway Drive has significantly less volume turn movements anticipated which will not warrant full movement or signals. The goal for the corridor was to limit full movement access to approximate ½ mile increments.

Adequate spacing of intersections both north and south of Gateway Drive were found to control the locations of full movement intersections.

An access management/control plan will develop the specific locations and mitigation for controlling access along the corridor. The process typically involves an opportunity for the general public to review and comment.

Comment # 32:

5 - ALT 1A is best. HOV is bad. No HOV.

Responses to Comments

Response to Comment #32:

Bus/HOV lanes are designed to provide travel time savings and improve travel time reliability by offering a means to bypass traffic congestion in the adjacent general-purpose lanes. Increases in ridesharing and transit use in a travel corridor can be achieved when improvements in travel time and/or travel time reliability create significant incentives for individuals to choose higher-occupancy modes (such as a HOV lane) over driving alone.

The application of Bus/HOV lanes on an arterial type roadway such as SH 9 presents several challenges and considerations. These include the need to allow turning vehicles to share the lanes, the inability for efficient or legal passing maneuvers when Bus/HOV restrictions are imposed, clear signing to convey operational restrictions, and enforcement difficulties due to access needs to/from connecting roads. In addition, the target market for Bus/HOV lane users and potential to change travel behavior must be considered.

Due to the importance of transit service in the SH 9 corridor, other transit priority roadway treatments are being considered. The Preferred Alternative (Alternative 3) identified in the FEIS will not include a designated Bus/HOV lane, however, transit priority options at intersection signals will be considered. Alternative 3 with the narrower median was selected over Alternative 1 because it had community support and fewer right-of-way and environmental impacts than 1.

Comment # 33:

6 - No HOV lanes. Not appropriate for
7 Breck. This is not Aspen. HOV lanes will increase
8 accidents.

Responses to Comments

Response to Comment #33:

Bus/HOV lanes are designed to provide travel time savings and improve travel time reliability by offering a means to bypass traffic congestion in the adjacent general-purpose lanes. Increases in ridesharing and transit use in a travel corridor can be achieved when improvements in travel time and/or travel time reliability create significant incentives for individuals to choose higher-occupancy modes (such as an HOV lane) over driving alone.

The application of Bus/HOV lanes on an arterial type roadway such as SH 9 presents several challenges and considerations. These include the need to allow turning vehicles to share the lanes, the inability for efficient or legal passing maneuvers when Bus/HOV restrictions are imposed, clear signing to convey operational restrictions, and enforcement difficulties due to access needs to/from connecting roads. In addition, the target market for Bus/HOV lane users and potential to change travel behavior must be considered.

Due to the importance of transit service in the SH 9 corridor, other transit priority roadway treatments are being considered. The Preferred Alternative (Alt. 3) identified in the Final EIS will not include a designated Bus/HOV lane, however, transit priority options at intersection signals will be considered.

Comment # 34:

9 - Tiger Road, Silver Schekle ALTs 1, 2,
10 and 3. Fairview Boulevard needs a signal now.
11 Gold Hill Subdivision, that entrance should also be
12 considered for a signal. Coyne Valley Road also
13 needs a signal.

Responses to Comments

Response to Comment #34:

Currently, there is a signal at Tiger Road. Fairview Boulevard is proposed to have a signal. There are no plans for signals at Gold Hill, Silver Sheckle and Coyne Valley Road. As part of its redevelopment plan for Block 11, the Town of Breckenridge is examining alternatives for the Coyne Valley Road access to SH 9. The Town of Breckenridge and Summit County will be notified of your interest in signals at these intersections according to their respective jurisdiction.

Comment # 35:

14 - ALT 1A, don't like curb and gutter in
15 purple sections. Want shoulders for safety.

Responses to Comments

Response to Comment #35:

Curb and gutter was proposed in "purple sections" to minimize impacts to the Blue River and adjacent hillside. The curb and gutter also were considered at these locations to offer some speed mitigation (by narrowing the roadway envelope) at Swan Mountain Road (high school) and as southbound travelers enter into Breckenridge.

Comment # 36:

16 - Do not favor the HOV lanes, but do favor
17 the Jersey barrier to stop oncoming traffic.

Responses to Comments

Response to Comment #36:

A Jersey barrier was only proposed in the most constrained location on SH 9, near the reservoir to avoid impacts to the adjacent hillside, Dillon Reservoir, and the fen wetland just north of Swan Mountain Road.

A raised barrier can be dangerous for long stretches. A raised barrier can actually project vehicles or rebound vehicles back into the traffic flow after impact. Providing traversable slopes without obstacles is a safe acceptable treatment when/where the physical surroundings allow.

Maintenance and plowing of snow also are problematic with respect to barriers.

Bus/HOV lanes are designed to provide travel time savings and improve travel time reliability by offering a means to bypass traffic congestion in the adjacent general-purpose lanes. Increases in ridesharing and transit use in a travel corridor can be achieved when improvements in travel time and/or travel time reliability create significant incentives for individuals to choose higher-occupancy modes (such as an HOV lane) over driving alone.

The application of Bus/HOV lanes on an arterial type roadway such as SH 9 presents several challenges and considerations. These include the need to allow turning

Responses to Comments

Response to Comment #36 (continued):

vehicles to share the lanes, the inability for efficient or legal passing maneuvers when Bus/HOV restrictions are imposed, clear signing to convey operational restrictions, and enforcement difficulties due to access needs to/from connecting roads. In addition, the target market for Bus/HOV lane users and potential to change travel behavior must be considered.

Due to the importance of transit service in the SH 9 corridor, other transit priority roadway treatments are being considered. The Preferred Alternative (Alt. 3) identified in the Final EIS will not include a designated Bus/HOV lane, however, transit priority options at intersection signals will be considered in the alternative concept as part of the recommended alternative.

Comment # 37:

- 18 - Private resident. 15098/94 SH 9. SDM,
19 ROW, why not listed in ROW impact summary?

Responses to Comments

Response to Comment #37:

Table 4-1 shows the total acreage of ROW impacts for Towns of Breckenridge and Frisco, Summit County, NFS Land, Denver Municipal Water Board and private property. The acreage was not broken into individual parcels for private property in order to protect privacy. Figure 4-1 also shows where those ROW impacts could occur. Only property takes for business and residences were discussed in detail, because the structure would need to be acquired. The residences at 15098/94 SH 9 would not require the taking of any structures. ROW impacts may change during final design.

All right-of-way acquisition would follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (Public Law 10-17) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646). CDOT Right-of-Way specialists would work with the landowner during the acquisition and/or relocation process.

For more specific information regarding proposed right-of-way needs, please contact the CDOT Right-of-Way Office at 303-757-9116.

Comment # 38:

20 - Why does CDOT need so much ROW,
21 particularly at area near curves? It seems way
22 more ROW is taken from our property than those nearby
23 (location near Blue River Tatum area.)

Responses to Comments

Response to Comment #38:

To upgrade some of the curves along the alignment to meet current design and safety standards, the curves need to be somewhat straightened. This means that the roadway curvature will not be as tight. This requires that the alignment be shifted away (outwardly radial) from the existing location, thus requiring some additional right-of-way.

Comment # 39:

24 - Concerned about how much ROW would be
25 taken. Private drive at approx. (Station 325 on
1 drawings) would like to minimize ROW taken.

Responses to Comments

Response to Comment #39:

The curve radii of SH 9 just to the south of this location was the controlling design constraint to meet current design and safety standards. Specific right-of-way requirements which will be a function of allowable fill slopes and sight distance around the curve will be determined in final design.

For more specific information regarding proposed right-of-way needs, please contact the CDOT Right-of-Way Office at 303-757-9116.

Comment # 40:

2 - Frisco supports Main Street intersection
3 improvements. Frisco wants view corridor with
4 B-L-D-G-E removal at Thermogas.

Responses to Comments

Response to Comment #40:

If a build alternative is the selected alternative for SH 9, this alternative will include improvements to the Main Street intersection with SH9 in Frisco. Preliminary design indicates a double left turn lane on northbound SH 9 to westbound Main Street. The right-of-way needed for this design would impact the Thermogas property. The Draft EIS has disclosed this property as a potential right-of-way take. If this occurs, the property would be acquired by CDOT, buildings would be removed and the view corridor to Dillon Reservoir would be inadvertently improved.

All right-of-way acquisition would follow the procedures outlined under the Uniform Relocation Act Amendments of 1987 (Public Law 10-17) and the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (Public Law 91-046). CDOT Right-of-Way specialists will work with the landowner during the acquisition and/or relocation process.

Comment # 41:

5 - Pedestrian crossing for SH 9 and
6 Frisco Main Street. How to improve access and flow
7 for pedestrians and bicyclists.

Responses to Comments

Response to Comment #41:

At this time CDOT does have a pedestrian signal at this intersection and it does have sufficient timing to allow pedestrians to cross. Currently, CDOT has no plans to build a pedestrian overpass for SH 9 at Main Street in Frisco. If the local community decided to build an overpass and the overpass was planned to be located on CDOT right-of-way, the local government should work with CDOT. A "Joint Use Agreement" should be acquired from the CDOT Regional Right-of-Way Manager and a "Special Use Permit" should be acquired through the CDOT Regional Access Manager's office.

This is a signalized intersection. The timing of the signalized intersection is appropriate for pedestrians to cross. A bicycle is a vehicle and can use the pedestrian crossing or the vehicle signals, and both also allow adequate time especially for a bike.

Comment # 42:

8 - Build it quickly, but don't let yearly
9 tourists see construction every year. Do this right
10 the first time, bite the bullet. Four lanes now,
11 otherwise CDOT will end up redoing it later.

Responses to Comments

Response to Comment #42:

CDOT's construction timing is quite dependent on the funding it receives. At this time, the planned funding for this entire corridor will not allow the construction to occur in a short time, but will take many years to construct the preferred alternative template for the nine mile corridor. In addition, the construction season is weather dependent in this region and is typically limited to the months of late May through early October. CDOT will work with the community to try to minimize construction impacts during periods of high traffic volumes.

Comment # 43:

12 - Concerned with wildlife crossing
13 locations. Just because not fenced doesn't mean it
14 should be the location of the crossing.

Responses to Comments

Response to Comment #43:

CDOT is considering impacts to wildlife with the proposed transportation improvements. CDOT is working with the Colorado Division of Wildlife, Summit County Open Space and private landowners to plan a wildlife crossing to allow for wildlife migration near Gold Hill on SH 9.

CDOT is in the planning stages for the wildlife crossing. The location by Gold Hill was chosen because of the following reasons: wildlife and vehicle collisions are high at this location on the corridor, the west side of SH 9 is owned by Summit County Open Space which will preclude development, the location is near US Forest Service property, and lastly this is a known wildlife crossing for elk who are traveling towards Swan Mountain and the Soda Creek watershed.

Comment # 44:

15 - Like four lanes from Frisco to
16 Breckenridge because people (teens) are aggressive
17 drivers. People pass even if going speed limits.
18 From two to one lane merge the accidents occur. Has
19 to do with peoples' driving.

Responses to Comments

Response to Comment #44:

By dividing the highway with either depressed median, raised median or barrier, safety is significantly improved and both the frequency and severity of accidents are typically reduced. Each of these treatments has been incorporated into the alternatives to make SH 9 safer for all drivers.

The four-lane design of Alternative 3 should eliminate the two to one lane merger and increase the safety of travelers using the corridor.

Comment # 45:

20 - Favor 1A. Others don't provide for
21 growth. Don't favor curbs along roadway. Snowplows
22 destroy them. Shoulders are better because
23 breakdowns can pull over.

Responses to Comments

Response to Comment #45:

Typical section 1 A has been recommended in association with the majority of Alternative 1, primarily to improve safety. In those sections where 1 A was not proposed, physical limitations such as the river, the large hillside or existing buildings were considered to minimize impacts.

Curb and gutter design was proposed in select locations to minimize impacts to the river and adjacent hillside. The curb and gutter also were considered at these locations to offer some speed mitigation (by narrowing the roadway envelope) at Swan Mountain Road (high school) and as southbound travelers enter into Breckenridge.

Alternative 3, identified as the Preferred Alternative in the FEIS, has been greatly supported by the community and will meet the future safety and mobility needs for State Highway 9. Alternative 3 does have sections with grassy median and paved shoulders.

Comment # 46:

24 - Access to Amerigas if CDOT takes
25 property, as long as gets out of business. Propane
1 delivery. Few future sale of property, maintain
2 access.

Responses to Comments

Response to Comment #46:

Under any of the build alternatives, access to the AmericGas property will not function safely. Therefore the property will need to be purchased by CDOT for any of the build alternatives to be implemented.

If CDOT takes part of this property through the planned transportation improvements to widen SH 9, the access would have to be readdressed during final design. CDOT would attempt to make every effort to provide for new access, however, this will depend on the final design, Access Management Plan, and safety consideration. CDOT Right-of-Way Specialists and Access Manger will work within the guidance of the State Highway Access Code and under the Uniform Relocation Act Amendments of 1987 (Public Law 10-17) and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-646).

Comment # 47a:

3 Can ALT No. 3 have bus/HOV?

Comment #47b:

3 Why raised
4 median needs curb and gutter entrance of Breck with
5 the raised median design?

Responses to Comments

Response to Comment #47a:

Alternative 3 can have a designated bus/HOV lane. However, the preferred alternative will not include a designated bus/HOV lane.

Response to Comment #47b:

The raised median entering Breckenridge has been proposed to reduce the overall roadway envelope width, physically restrict access and to provide speed mitigation entering into the urban area. It is anticipated that these will improve safety.

The raised curb and median design reduces the overall template width at the entrance to Breckenridge because the shoulders can be narrow. This design came as a result of meetings with the Town of Breckenridge. Breckenridge wanted to reduce overall impacts to the part of the Blue River that has been restored over the past few years.

Comment # 48:

6 - Two lane with raised median over four
7 lane.

Responses to Comments

Response to Comment #48:

FHWA and CDOT would like to thank you for your involvement. Your input is critical to the success of this project. A two-lane alternative was examined in Alternative 4. This alternative was not generally supported by the community and did not meet the future 20-year planning horizon for mobility needs on the corridor. A raised median is included in the design for Alternative 3, a four-lane alternative, in certain parts of the corridor.

Comment # 49:

8 - Enhanced two lane.

Responses to Comments

Response to Comment #49:

FHWA and CDOT would like to thank you for your involvement. Your input is critical to the success of this project. A two-lane alternative was examined in Alternative 4. This alternative was not generally supported by the community and did not meet the future 20-year planning horizon for mobility needs on the corridor.

Comment # 50a:

- 9 - ALT No. 3 preferred alternative.
10 1. Less impact on ROW takings.
11 2. AH 1 would appear like an interstate
12 highway.
13 3. No HOV. Confusing to tourists and
14 locals alike. (B) no compliance equals nuisance.

Responses to Comments

Response to Comment #50a:

FHWA and CDOT would like to thank you for your involvement. Your input is critical to the success of this project. And, Thank you for your suggestions. Alternative 3 is identified as the Preferred Alternative in the FEIS. HOV will not be part of the Preferred Alternative

Bus/HOV lanes are designed to provide travel time savings and improve travel time reliability by offering a means to bypass traffic congestion in the adjacent general-purpose lanes. Increases in ridesharing and transit use in a travel corridor can be achieved when improvements in travel time and/or travel time reliability create significant incentives for individuals to choose higher-occupancy modes (such as an HOV lane) over driving alone.

The application of Bus/HOV lanes on an arterial type roadway such as SH 9 presents several challenges and considerations. These include the need to allow turning vehicles to share the lanes, the inability for efficient or legal passing maneuvers when Bus/HOV restrictions are imposed, clear signing to convey operational restrictions, and enforcement difficulties due to access needs to/from connecting roads. In addition, the target market for Bus/HOV lane users and potential to change travel behavior must be considered.

Due to the importance of transit service in the SH 9 corridor, other transit priority roadway treatments are being considered. The Preferred Alternative identified in the FEIS will not include a designated Bus/HOV lane, however, transit priority options at intersection signals will be considered. Alternative 3 with the narrower median was selected over Alternative 1 because it had community support and fewer right-of-way and environmental impacts than 1.

Comment # 50b:

- 15 4. All Highway 9 subdivisions should
16 continue to have left-hand turn access.
17 5. No. 3 would best meet the needs for
18 Highway 9.

Responses to Comments

Response to Comment #50b:

To meet currently anticipated operational demands for the corridor for the next 20 years, restricting full movement access may be required. The conceptual goal of this project limits out of direction travel to one half mile if right in/right out access is required. An access management/control plan will develop the specific locations and mitigation for controlling access along the corridor. This process typically involves members of the community and general public for review and comment.

As part of an access management/control plan, CDOT would evaluate all existing and proposed accesses on SH 9 on a case-by-case basis. The plan's purpose is to determine locations of signalized, full movement, $\frac{3}{4}$ movement, or restricted right in/right out access locations. The $\frac{3}{4}$ movement would only be considered in larger developments that do not meet the $\frac{1}{2}$ -mile spacing criteria for full-movement access, but with heavy peak hour left-in movements and with a condition that the left-in would be restricted in the future if safety or operational problems on SH 9 arise.

In many cases of access, the raised or depressed divided median will likely limit left-turn access out of many subdivisions. Therefore, the access onto SH 9 would be a right in/right out.

CDOT will try to limit out-of-direction travel for drivers exiting subdivisions by placing turn around or breaks in the median approximately $\frac{1}{2}$ mile apart along the corridor.

Alternative 3 meets the future safety and mobility needs for the corridor, is generally supported by the communities, and is the Preferred Alternative identified in the FEIS.

Comment # 51:

19 - Do not support the HOV concept.
20 Corridor is too short. Not money well spent.
21 Service-oriented community, not conducive to
22 HOV lanes.

Responses to Comments

Response to Comment #51:

Bus/HOV lanes are designed to provide travel time savings and improve travel time reliability by offering a means to bypass traffic congestion in the adjacent general-purpose lanes. Increases in ridesharing and transit use in a travel corridor can be achieved when improvements in travel time and/or travel time reliability create significant incentives for individuals to choose higher-occupancy modes (such as an HOV lane) over driving alone.

The application of Bus/HOV lanes on an arterial type roadway such as SH 9 presents several challenges and considerations. These include the need to allow turning vehicles to share the lanes, the inability for efficient or legal passing maneuvers when Bus/HOV restrictions are imposed, clear signing to convey operational restrictions, and enforcement difficulties due to access needs to/from connecting roads. In addition, the target market for Bus/HOV lane users and potential to change travel behavior must be considered.

Due to the importance of transit service in the SH 9 corridor, other transit priority roadway treatments are being considered. The Preferred Alternative (Alt. 3) identified in the Final EIS will not include a designated Bus/HOV lane, however, transit priority options at intersection signals will be considered.

Responses to Comments

Comment # 52:

23 - Guardrail in the depressed median.

Response to Comment #52:

Per current design criteria, the widths of the depressed medians (for all alternatives) are adequate for clear zone requirements without guardrail.

Comment # 53:

24 - Access at school.

Responses to Comments

Response to Comment #53:

Access to the high school has been accommodated for in all alternatives. During final design CDOT will work with county representatives to determine the most appropriate intersection design.

Comment # 54:

25 - Presentations forms opinions.

Responses to Comments

Response to Comment #54:

FHWA and CDOT would like to thank you for your involvement. Your input is critical to the success of this project. And, thank you for your suggestions.

Another 30-day opportunity for public comment will be available following the publication of the Final EIS.

Comment # 55a:

1 - Frisco interchange eastbound I-70
2 backups as it relates to SH 9 EIS.

Comment # 55b:

2 Water
3 Dance/Wooden Canoe -- sound concerns/noise barrier.

Comment # 55c:

4 Frontage road at Swan Mountain Road, Swan Mountain
5 Inn. Leave up to the county? Told to write.

Comment # 55d:

5 Isn't
6 the grass median going to be a maintenance problem?

Responses to Comments

Response to Comment #55a: CDOT

CDOT is considering increasing the on ramps from SH 9 to east bound I-70 from one lane to two lanes. This improvement will be evaluated under the I-70 Programmatic EIS.

Response to Comment #55b:

Noise mitigation was analyzed for the Water Dance area. A noise barrier was determined to be both feasible and reasonable for a portion of this site based on preliminary design information available at this time. Please refer to the State Highway 9 FEIS for the approximate location. This (and other) recommended noise barrier(s) will be reanalyzed at final design based on final design data.

Response to Comment #55c:

As currently planned, the Frontage Road will not be impacted. The highway alignment was shifted west to avoid conflicts with the Frontage Road. Specific requirements will be determined in final design and will be coordinated with Summit County engineers.

Response to Comment #55d:

CDOT Maintenance staff were coordinated with in the development of the alternatives. The medians currently proposed are "CDOT Standard" widths and slopes. The medians offer a maintenance advantage with respect to snow storage for plowing operations.

Responses to Comments

Response to Comment #55d (continued)

A grassy median will need to be maintained. Sand and road gravel will accumulate in the median after a season of winter highway maintenance and will periodically need to be removed. The grassy median would also need to be reseeded after the sand and gravel is removed.

CDOT will continue maintenance operations with the proposed 4 lane template with a grassy median. The 4 lane template may require additional CDOT man-hours for maintenance. The depressed median will require mowing in the summer which CDOT will undertake.

If the Towns or County elect to landscape the raised medians, these will need to be irrigated and maintained by those respective jurisdictions. CDOT will conduct winter maintenance of sanding and snow removal. CDOT will occasionally remove sand from the depressed grassy median and may reseed at times. In the future, there may also be a transition to the use of chemical deicers on some or all parts of the highway for winter maintenance.

Comment # 56:

7 - Support the Jersey barrier option.
8 Separates traffic the best. Raised and depressed
9 medians do not provide the same level of safety.

Responses to Comments

Response to Comment #56:

Jersey barriers are only proposed in the most constrained location on SH 9, near the reservoir to avoid impacts to the adjacent hillside, Dillon Reservoir and the fen wetland just north of Swan Mountain Road.

A raised barrier can be dangerous for long stretches. A raised barrier can actually project vehicles or rebound vehicles back into the traffic flow after impact. Providing traversable slopes without obstacles is a safe acceptable treatment when/where the physical surroundings allow.

Maintenance and plowing of snow also are problematic with respect to barriers.

Comment # 57:

10 - The Joint Upper Blue Master Plan limits
11 growth to retain the rural character of our valley.
12 Traffic was one of the considerations to limit that
13 growth. If you build it, they will come. Keep the
14 character of our valley. Two-lane enhanced.

Responses to Comments

Response to Comment #57:

The Upper Blue River Basin Transportation Plan prepared for the Joint Upper Blue Master Plan Committee in January 1996 documented a range of traffic volumes along the SH 9 corridor that could be realized based on two growth scenarios representing future conditions:

- 75% of the projected buildout of the upper Blue River study area
- 110% of projected buildout of the identified area

In the study it was determined that future travel demand on SH 9 between Frisco and Breckenridge could range from 30,000 to 35,000 vehicles per day (vpd) at 75% buildout to the mid 40,000 vpd at 110% buildout. These projected buildout conditions are expected to result in traffic 20% to 40% over the capacity of the existing 2-lane SH 9 roadway. Therefore, the two-lane enhanced alternative will not meet future mobility needs on SH 9. Alternative 3, a four-lane alternative, is identified as the Preferred Alternative in the FEIS.

Comment # 58a:

15 - Concerned about existing
16 acceleration/deceleration lane lengths along SH 9
17 near CR 950.

Comment # 58b:

17 Need for wildlife crossing at 4 Mile
18 Bridge.

Responses to Comments

Response to Comment #58a:

CDOT may change the location of the CR 950 intersection during final design. At that time, the acceleration and deceleration lanes will be reassessed and designed according to the standards set forth by the American Association of State Highway and Transportation Officials (AASHTO).

The lengths of the acceleration and deceleration lanes were designed by CDOT engineers to facilitate turning movements on and off the highway and are designed according to the standards set forth by the AASHTO.

CDOT did construct a bus pullout at the intersection of CR 950 and SH 9. The acceleration and deceleration lanes were designed for the then current use of the property. If the county has since changed the use of this access, it will need to obtain an access permit revision from CDOT, and the lengths of the acceleration lanes should be reevaluated by CDOT. Additionally CDOT is looking at moving the access for CR 950 further north. Acceleration and deceleration lanes would be evaluated at the time of design.

The Permittee is responsible for keeping their access in compliance with the State Highway Access Code as the use changes or increases in time.

Response to Comment #58b:

CDOT is not considering a wildlife crossing at Fourmile bridge.

With the Preferred Alternative (Alt. 3), the culverts at the river crossing will be replaced with a bridge.

Responses to Comments

Response to Comment #58b (continued)

CDOT will design the bridge slightly larger in length to allow for dry land on one or both sides of the Blue River beneath the canopy of bridge. This would allow some smaller wildlife to cross in a protected area.

Comments Received by E-Mail

Comment # 59a: Jeremy Cole

Name: Jeremy Cole
Home Address: 214 N Main St, #10
City: Breckenridge State: CO Zip Code: 80424
Phone: 970/547-9389
Email: jereco@hotmail.com

1. No-Action Alternative: Poor
2. Alternative 1: A four-lane alternative that has a wide cross-section: Acceptable
3. Alternative 2: A modification of Alternative 1: Acceptable
4. Alternative 3: A four-lane alternative that has a narrower cross-section: Good
5. Alternative 4: A two-lane alternative that has improved shoulders and intersections: Poor

Responses to Comments

Response to Comment #59a:

1. A no action alternative would not improve safety and would not meet the future mobility needs for this corridor.
2. Alternative 1 with the wider median did not meet the goals of the community.
3. Bus/HOV lanes are designed to provide travel time savings and improve travel time reliability by offering a means to bypass traffic congestion in the adjacent general-purpose lanes. Increases in ridesharing and transit use in a travel corridor can be achieved when improvements in travel time and/or travel time reliability create significant incentives for individuals to choose higher-occupancy modes (such as an HOV lane) over driving alone.

The application of Bus/HOV lanes on an arterial type roadway such as SH 9 presents several challenges and considerations. These include the need to allow turning vehicles to share the lanes, the inability for efficient or legal passing maneuvers when Bus/HOV restrictions are imposed, clear signing to convey operational restrictions, and enforcement difficulties due to access needs to/from connecting roads. In addition, the target market for Bus/HOV lane users and potential to change travel behavior must be considered.

Comment # 59b: Jeremy Cole

Comments on Transportation Alternatives: Is a three-lane alternative possible (where the third lane is a controlled lane -like Denver's HOV- that changes direction: Breck-bound in the morning, Frisco-bound at night?

Responses to Comments

Response to Comment #59a (continued):

Due to the importance of transit service in the SH 9 corridor, other transit priority roadway treatments are being considered. The Preferred Alternative (Alt. 3) identified in the Final EIS will not include a designated Bus/HOV lane, however, transit priority options at intersection signals will be considered.

The HOV lane was found to be impractical for this corridor because of the many accesses on the highway, the short length of the corridor, and how vehicles would have to weave into the HOV lanes to make right turns at intersections.

4. Alternative 3 was selected for this corridor because it met the future mobility and safety needs of the highway users and because it received support from the community.
5. Alternative 4 does not meet the 2020 mobility needs of the corridor. Alternatives 1, 2, and 3 have four lanes which do meet the mobility and safety needs of the corridor. The feedback received from the community has been a large majority supporting a four lane template.

Response to Comment #59b:

A three-lane alternative with a reversible Bus/high occupancy vehicle (HOV) was considered during the alternative development process. This application was considered to be inappropriate since directional travel flows on SH 9 are fairly balanced. Additionally, one-way reversible

Responses to Comments

Response to 59b (continued)

facilities are typically constructed as inside lanes and utilize barrier separations. The need to accommodate Summit Stage stop locations (in the outside lane) and the additional right-of-way requirements associated with barrier-separated applications made this option less viable.

Comment # 60a: Warren Hancock

Name: Warren Hancock
Home Address: PO Box 23632 56 Bashore Ct
City: Silverthorne State: CO Zip Code: 80498
Phone: 970-468-9131
Email: Hancock101@aol.com

1. No-Action Alternative: Poor
2. Alternative 1: A four-lane alternative that has a wide cross-section: Poor
3. Alternative 2: A modification of Alternative 1: Poor
4. Alternative 3: A four-lane alternative that has a narrower cross-section:
Good
5. Alternative 4: A two-lane alternative that has improved shoulders and intersections: Poor

Responses to Comments

Response to Comment #60a:

1. A no action alternative would not improve safety and would not meet the future mobility needs for this corridor.
2. Alternative 1 with the wider median did not meet the goals of the community.
3. Bus/HOV lanes are designed to provide travel time savings and improve travel time reliability by offering a means to bypass traffic congestion in the adjacent general-purpose lanes. Increases in ridesharing and transit use in a travel corridor can be achieved when improvements in travel time and/or travel time reliability create significant incentives for individuals to choose higher-occupancy modes (such as an HOV lane) over driving alone.

The application of Bus/HOV lanes on an arterial type roadway such as SH 9 presents several challenges and considerations. These include the need to allow turning vehicles to share the lanes, the inability for efficient or legal passing maneuvers when Bus/HOV restrictions are imposed, clear signing to convey operational restrictions, and enforcement difficulties due to access needs to/from connecting roads. In addition, the target market for Bus/HOV lane users and potential to change travel behavior must be considered.

Responses to Comments

Response to Comment #60a (continued):

Due to the importance of transit service in the SH 9 corridor, other transit priority roadway treatments are being considered. The Preferred Alternative (Alt. 3) identified in the Final EIS will not include a designated Bus/HOV lane, however, transit priority options at intersection signals will be considered.

The HOV lane was found to be impractical for this corridor because of the many accesses on the highway, the short length of the corridor, and how vehicles would have to weave into the HOV lanes to make right turns at intersections.

4. Alternative 3 was selected for this corridor because it met the future mobility and safety needs of the highway users and because it received support from the community.
5. Alternative 4 does not meet the 2020 mobility needs of the corridor. Alternatives 1, 2, and 3 have four lanes which do meet the mobility and safety needs of the corridor. The feedback received from the community has been a large majority supporting a four lane template.

Comment # 60b: Warren Hancock

Comments on Transportation Alternatives: I think any action short of full 4-laning is short sighted and cannot solve the safety and traffic flow issues. In regard to Alternative 2, it seems wasteful to me to construct a full 4 lane road and then restrict use of two lanes. The visual impact of a four lane road is the same with or without lane restrictions. In fact, the additional signage necessary to implement lane restrictions would add significantly to the visual impact. In my opinion, a narrower cross section 4-lane would be appropriate for the situation. Alternative 5 is completely unacceptable in my opinion. It simply does not reflect the reality of the traffic density.

Responses to Comments

Response to Comment #60b:

The visual impacts for each alternative were weighed and considered in the evaluation. The signage required for the HOV Alternative (Alternative 2) was considered in this evaluation. Alternative 2 was not identified as the Preferred Alternative due to operational difficulties associated with an HOV lane (see Response to Comment #33). Alternative 4 (2-Lane Enhanced) does not meet the capacity requirements of anticipated forecast volumes.

Alternative 3 includes the narrow median, no bus/HOV lanes, meets future mobility needs of the corridor, enhances safety and received community support. Alternative 3 is identified as the Preferred Alternative in the Final EIS.

Comment # 60c: Warren Hancock

Questions: If one of the 4 lane alternatives is selected, when will work begin, what would be the estimated completion time. Thank you.

Responses to Comments

Response to Comment #60c:

Thank you for visiting the State Highway 9 EIS project web site. With regard to your question on when construction would begin, the timeframe depends upon how much funding this corridor will attract and how quickly design could be completed once the EIS process is completed. Construction could begin the following year and could take many years to complete given the length of the corridor and the short construction season of a mountain environment.

Comment # 61a: Sally & Richard Obregon

Sally and Richard Obregon
321 Gaylord Street
Denver, Colorado 80206

Ms. Obregon is not able to attend the public hearing on Wednesday, June 19th. She offered her comments to me via telephone on June 17th, 2002 at 11:20 am. I told her to visit the project website and to call or email me if she had further comments.

Owns property at Waterdance in Frisco

She is concerned to what happens to the bikepath by Waterdance if the highway is widened.

I briefly explained the 3 alternatives being considered in the DEIS.

Comment # 61b: Sally & Richard Obregon

She has a planning background and noted that when a highway is widened it takes 3 years for traffic to rebuild in volume. She says widening is not dealing with the overall issue of growth. She would like to look into light rail or other forms of travel between the two locations.

Comment # 61c: Sally & Richard Obregon

Overall she likes Alternative 3 with the narrow section with bus/HOV designation. She understands though that this gives carpool priority to skiers and not to the people who go to work. She would like to see light rail like what is being done in Denver. Although light rail is expensive, it is quiet.

Responses to Comments

Response to Comment #61a:

No disturbances to the Waterdance bikeway are anticipated with the Preferred Alternative.

Response to Comment #61b:

The intent of the proposed transportation improvements is to address the current safety and operational problems along SH 9 in addition to accommodating projected traffic volume growth along the facility. Forecasting of future traffic volumes within the SH 9 study area is subject to several significant variables that can create a wide range in equally reasonable and practical projections. The primary variables include the expansion of the tourism industry and the growth in permanent resident population and employment base. Summit County and other local jurisdiction land use policies are key elements that directly impact potential traffic volumes on SH 9.

Rail was explored as an option on this corridor early in the EIS study. Rail combined with the current highway (two lane) conditions did not meet the future mobility needs for the 2020 planning horizon.

Response to Comment #61c:

Visitors and recreational travelers are more likely to travel in high occupancy vehicles (HOVs) due to the nature of their trip. Some local travelers and commuters may be limited in their ability to share rides or use transit due to a variety of

Responses to Comments

Response to Comment #61c (continued)

factors. The high percentage of recreational and visitors that travel the corridor would benefit from a Bus/HOV application, however this may limit the target market for shifting single-occupancy users to other modes of travel.

Due to the importance of transit service in the SH 9 corridor, other transit priority roadway treatments are also being considered. The Preferred Alternative (Alt. 3) identified in the FEIS will not include a designated Bus/HOV lane; however, transit priority options at intersection signals will be considered.

Light rail transit (LRT) was considered during the alternative development process and advanced through preliminary screening. This application was screened out during more detailed analysis due to the following factors:

- Without a continuous fixed guideway application on I-70, a large staging and parking facility would be required in Frisco. This would have significant space and visual impacts.
- Access would be needed directly from I-70 to a Frisco parking area via new flyover ramps and a reconfigured interchange. Frisco residents and local officials were not supportive of the concept of creating parking in Frisco to largely serve Breckenridge.
- High capital and operating costs.
- Roadway improvements would still be required for SH 9. In order for LRT to be a stand-alone alternative, ridership diverted from SH 9 use to LRT use would need to be significant, and in addition to the existing percentage of transit use. Therefore, this mode shift was considered infeasible.

Responses to Comments

Response to Comment #61c (continued)

- The inability of LRT to meet projected demand by itself. This would require that it be combined with a four-lane alternative resulting in high costs, more land converted to transportation use, potential construction delay due to funding challenges, and excess capacity beyond projected demand for the design year 2020.

Alternative 3 received support from the community, will meet future mobility needs, enhances safety, and is analyzed as the Preferred Alternative in the Final EIS.

Noise issues are addressed in the Final EIS for the Preferred Alternative (see Chapter 4.0). The FEIS outlines some areas proposed for noise mitigation.

Comment # 62a: Charles P. Bear

Name: Charles P. Bear
Home Address: 507 W Coyote Drr
City: Silverthorne State: CO Zip Code: 80498-921
Phone: 970-468-9505
Email: cbear@colorado.net

1. No-Action Alternative: Poor
2. Alternative 1: A four-lane alternative that has a wide cross-section: Good
3. Alternative 2: A modification of Alternative 1: Poor
4. Alternative 3: A four-lane alternative that has a narrower cross-section: Acceptable
5. Alternative 4: A two-lane alternative that has improved shoulders and intersections: Good

Responses to Comments

Response to Comment #62a:

1. A no action alternative would not improve safety and would not meet the future mobility needs for this corridor.
2. Alternative 1 with the wider median did not meet the goals of the community.
3. Bus/HOV lanes are designed to provide travel time savings and improve travel time reliability by offering a means to bypass traffic congestion in the adjacent general-purpose lanes. Increases in ridesharing and transit use in a travel corridor can be achieved when improvements in travel time and/or travel time reliability create significant incentives for individuals to choose higher-occupancy modes (such as an HOV lane) over driving alone.

The application of Bus/HOV lanes on an arterial type roadway such as SH 9 presents several challenges and considerations. These include the need to allow turning vehicles to share the lanes, the inability for efficient or legal passing maneuvers when Bus/HOV restrictions are imposed, clear signing to convey operational restrictions, and enforcement difficulties due to access needs to/from connecting roads. In addition, the target market for Bus/HOV lane users and potential to change travel behavior must be considered.

Responses to Comments

Response to Comment #62a (continued):

Due to the importance of transit service in the SH 9 corridor, other transit priority roadway treatments are being considered. The Preferred Alternative (Alt. 3) identified in the Final EIS will not include a designated Bus/HOV lane, however, transit priority options at intersection signals will be considered.

The HOV lane was found to be impractical for this corridor because of the many accesses on the highway, the short length of the corridor, and how vehicles would have to weave into the HOV lanes to make right turns at intersections.

4. Alternative 3 was selected for this corridor because it met the future mobility and safety needs of the highway users and because it received support from the community.

5. Alternative 4 does not meet the 2020 mobility needs of the corridor. Alternatives 1, 2, and 3 have four lanes which do meet the mobility and safety needs of the corridor. The feedback received from the community has been a large majority supporting a four lane template.

Comment # 62b: Charles P. Bear

Comments on Transportation Alternatives: The right turn only lanes could be used for through traffic in both directions between Frisco and Breck. Right turns do not have an inherent danger and the flow would be continuous even if traffic behind the turner would slow down.

The center left turn lanes should be maintained.

Responses to Comments

Response to Comment #62b:

Right turn lanes provide two basic functions:

- Allow for stacking of turning vehicles to queue external of the through lane, allowing for improved “through put” of the roadway.
- Allow for some deceleration prior to turning, minimizing delays in thru travel lanes.

Each of these functions improves safety and is warranted on turning volumes. Using the right turn lanes for through lanes would be inconsistent with the functions described above.

Left turn lane maintenance will be per CDOT, County and Town standards.

CDOT will evaluate left turn subdivision highway access on a case by case basis. The raised or depressed median will likely limit left turn access out of many subdivisions. (The median's purpose is to add to the safety of the traveling public using SH 9.) Therefore, the access would be right turn only. CDOT will try to limit out of direction travel for drivers exiting subdivisions by placing turnarounds or breaks in the median approximately 1/2 mile apart along the corridor.

CDOT will have to maintain the highway improvements as well as the turn around areas in the medians.

Comment # 63:



The Colorado History Museum 1300 Broadway Denver, Colorado 80203-2137

July 10, 2002

Lisa Kassels, Project Manager
State of Colorado, Department of Transportation, Region 1
18500 East Colfax
Aurora, Colorado 80011

Re: SH 9 Frisco to Breckenridge Draft Environmental Impact Statement

Dear Ms. Kassels:

Thank you for your letter dated June 4, 2002 that included that opportunity to comment on the SH 9 draft Environmental Impact Statement (EIS).

As you know, our letter to you dated March 30, 2001 listed six properties in the Area of Potential Effect that are eligible for or listed on the National Register of Historic Places:

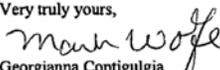
- Summit Power House (SST.759)
- Denver Water Board House (SST.761)
- Dredge Piles along Blue River (SST.763)
- Denver, South Park and Pacific RR Grade (SST.395.4)
- Dillon Placer Mine (SST.833)
- Breckenridge Historic District (SST.510) This is a listed property.

In the March 30, 2001 letter, we concurred with your assessment that the four "build" options proposed for this project would have no adverse effect on the Breckenridge Historic District and the DSP&P RR Grade. In addition, we stated that the other National Register-eligible properties will not be affected by any of the "build" options.

Our opinion is not changed by the option set forth in the draft EIS.

If you have any questions or comments, please contact Dan Corson of our office at (303) 866-2673, dan.corson@chs.state.co.us

Very truly yours,

For 
Georgianna Contigulgia
State Historic Preservation Officer

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
303-866-3392 • Fax 303-866-2711 • E-mail: oahp@chs.state.co.us • Internet: <http://www.coloradohistory-oahp.org>

Responses to Comments

Response to Comment #63:

The Federal Highway Administration and Colorado Department of Transportation would like to thank the Colorado Historical Society for your involvement. Your input is critical to the success of this project.

Comment # 64:



BOARD OF COUNTY COMMISSIONERS

970-453-2561
fax 970-453-3535

Post Office Box 68
208 E. Lincoln Ave.
Breckenridge, Colorado 80424

August 5, 2002

Lisa Kassels
Project Manager,
Region 1, Colorado Department of Transportation
18500 East Colfax Avenue
Aurora, Colorado, 8011

Dear Ms. Kassels:

The Summit County Board of County Commissioners appreciates the opportunity to review the Draft Highway 9 Environmental Impact Statement (DEIS) and provide you with our comment and recommendations. We also appreciate the many opportunities that you, Carter Burgess, and the rest of the Colorado Department of Transportation (CDOT) staff have afforded the community to provide their input on this DEIS.

As you are aware, we met with elected officials from the Towns of Breckenridge and Frisco on June 25, 2002 to develop a consensus recommendation to CDOT regarding future improvements to Highway 9. The consensus of both the Town of Breckenridge and the County was to recommend Alternative #3 with High Occupancy Vehicle (HOV) lanes being reflected in the design and operational upon completion of Highway improvements. After this meeting on the 25th, the Town of Frisco endorsed a similar recommendation with the caveat that they would like to see wider medians incorporated where possible.

Upon consideration of recommendations from our Ten-Mile and Upper Blue Planning Commission and upon consideration of discussions that came out of the meeting you had with our staff on July 15th regarding additional analysis relating to HOV lanes and other alternatives, we would like to offer you the following recommendation on the DEIS for Highway 9.

"The Board of County Commissioners recommends Alternative # 3 be pursued by the Colorado Department of Transportation and the Federal Highway Administration as the preferred alternative for future improvements to Highway 9. Furthermore, the Board recommends that HOV lanes or other equally effective means of promoting the

Responses to Comments

Response to Comment #64:

The Federal Highway Administration and Colorado Department of Transportation would like to thank Summit County Board of County Commissioners for your involvement. Your input is critical to the success of this project.

The HOV lane concept and transit enhancement techniques have received additional research and been reviewed by the CAG/TWG Subcommittee. The Final EIS does not include a designated Bus/HOV lane due to the difficulty of operation. However, transit priority options at intersection signals are considered in the alternative concept as part of the recommended alternative.

The potential for wider medians where possible will be addressed during final design. We encourage the County Engineer to attend project open houses during corridor projects.

conversion from the single occupancy vehicle to more efficient ways of traveling the corridor including the Summit Stage and car-pooling be incorporated into the Highway 9 Final EIS. Any alternatives to bus/HOV lanes should provide travel-time advantages for Summit Stage vehicles between Breckenridge and Frisco.

As you prepare the Final Environmental Statement for future improvements for Highway 9 we respectfully request that you consider the following recommendations and suggestions:

- 64d 1. CDOT should cooperate with the County and Towns of Frisco and Breckenridge to preserve future transit options through protection and acquisition of rights-of-way adjacent to Highway 9. Mechanisms to preserve these options that should jointly be investigated include increasing the required building setback required by local governments, and working with the Colorado Department of Transportation to purchase adjacent lands from willing sellers. Acquisition of adjacent lands is especially important where the imposition of additional setback from the highway will impose an undue burden on the property owner.
- 64e 2. Future plans for Highway 9 should incorporate signage that is consistent with the rural character of the area.
- 64f 3. The design of any noise barriers should blend with the natural environment and should, to the extent possible, be consistent with the rural character of the area.
- 64g 4. Wetland mitigation should be consistent with locally adopted programs in addition to any Federal requirements.
- 64h 5. Access points and curbcuts unto highways and roadways should be limited to the extent possible.
- 64i 6. Access for new developments should tie into existing access points, or if one does not exist, provide access opposite where existing t-intersections occur.
- 64j 7. The EIS should identify a feasible pedestrian crossing between the County Commons Building and the Frisco Peninsula Recreation Area.
- 64k 8. The wildlife crossing north of Gold Hill should be more fully evaluated. If this crossing is deemed to be necessary, CDOT should coordinate with the County Open Space and Trails Department and the Planning Department to identify and protect lands on either side of the highway to make the wildlife crossing structure effective.
- 64l 9. Traffic flow should be improved through Frisco and onto Interstate 70 to ensure that bottlenecks are minimized in Town.
- 64m 10. A consistent safe speed limit should be considered throughout Highway 9 between Frisco and Breckenridge.
- 64n 11. Consideration should be given to amending the cross section south of Frisco to be consistent evaluate the ability with cross-section 3-B as reflected in the draft E.I.S.
- 64o 12. Jersey barriers with headline screening should be incorporated where appropriate.
- 64p 13. A thorough evaluation of the effectiveness of queue-jumping for buses should be conducted.”
- 64q 14. Lighting within the corridor should be minimized to the extent practical while maintaining public safety.
- 64r 15. Alignment of Highway 9 to Park Avenue should be more extensively studied, particularly the intersection with Airport Road, before realigning Highway 9.

Responses to Comments

Response to Comment #64d (question 1):

The County and Towns should preserve right-of-way through appropriate land use planning and zoning to preserve future transit options for the SH 9 corridor. CDOT would be willing to purchase additional right-of-way from willing sellers in order to assist the local community in preserving a transit corridor.

Response to Comment #64e (question 2):

CDOT will work within our policy guidelines to install signage that is consistent with the rural character of the area. Where possible, sign posts will be painted black. See *Aesthetic Study and Design Guidelines*, 2003, available at all viewing locations.

Response to Comment #64f (question 3):

CDOT will commit to working with adjacent property owners to develop mitigation that is cost effective and consistent with design of the community where feasible. The mitigation must be reasonable, feasible, and meet CDOT's criteria for cost effectiveness. See Section 4.9 of the FEIS.

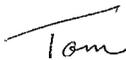
Response to Comment #64g (question 4):

Wetland mitigation conducted for impacts will meet the requirements of the US Army Corps of Engineers as required under a Section 404 permit. See *Wetland Finding* in Appendix E of the FEIS for mitigation locations.

Comment 64 (continued)

16. Further evaluation should be given to the practical realities of removing snow in cross-section "3B".

Sincerely,



Thomas A. Long, Chairman
Summit County Board of County Commissioners

Responses to Comments

Response to Comment #64h (question 5):

CDOT will consider this comment during final design. The County should consider access points when approving new development plan approval. CDOT also will develop an access management plan for the SH 9 corridor that the public will have an opportunity to comment upon.

Response to Comment #64i (question 6):

New developments are controlled via local regulations. Access point locations need to be addressed during the plan review and approval process for new developments. New accesses on SH 9 will need to be approved by the CDOT Access Control Manager.

Response to Comment #64j (question 7):

An at-grade pedestrian crossing will be examined during the final design and implemented where technically feasible and when funds are available.

Response to Comment #64k (question 8):

CDOT will work with these County departments to evaluate design and construct a wildlife crossing at Gold Hill. CDOT will rely on appropriate county control and limitation on development in order to maintain the viability of a wildlife underpass in this location.

Responses to Comments

Response to Comment #64l (question 9):

This proposed project was examined and due to the increased speed of the vehicles on the on-ramps (since they would go from one lane to two lanes) the AASHTO standards required a much longer ramp than originally thought. This project, then, has greater costs in design, right-of-way and construction and so is now planned to be researched under the I-70 Programmatic EIS.

Response to Comment #64m (question 10):

The speed limit between Frisco and Breckenridge on SH 9 will be established at 45 mph.

Response to Comment # 64n (question 11):

CDOT will consider the transition from the Frisco template to the Alternative 3 cross-section template during final design.

Response to Comment # 64o (question 12):

As headline screening on jersey barriers may impair large wildlife movement, CDOT will work with the department biologist to more fully evaluate. During final design CDOT will examine merits and disadvantages and make a final determination for design and construction.

Responses to Comments

Response to Comment # 64p (question 13):

This is addressed in the Final EIS Sections 1.5.4 and 1.5.5 and during final design.

Response to Comment # 64q (question 14):

CDOT may light intersections but has no intention of lighting the entire corridor. It should be noted that the towns may also add lighting within their respective jurisdictions.

Response to Comment # 64r (question 15):

The intersection will now be a roundabout with a bypass lane onto Park Avenue. Please see Section 1.5.3 of the FEIS. This alignment and intersection will be studied further during final design.

Response to Comment # 64s (question 16):

CDOT will continue maintenance operations with the proposed four-lane template with the raised median. CDOT will mow the median, only when necessary, if it is to be grassy. CDOT will not provide irrigation but will provide conduit for the local community to install irrigation, if desired. If the Towns or Summit County landscape the raised medians, irrigation and maintenance will be the responsibility of those respective jurisdictions. CDOT will continue to conduct winter maintenance of sand and snow removal on the highway with this cross-section design. Snow removal may be more difficult than current existing design

Responses to Comments

Response to Comment # 64s (question 16) (continued):

because of the curbs in the median. The curb may also need some additional structural maintenance from being impacted by plows. This would be in the responsibility of CDOT. In the future, there may also be a transition to the use of chemical deicers on some or all parts of the highway for winter maintenance.

Comment # 65:



TOWN of FRISCO

P.O. Box 4100 • Frisco, Colorado 80443

August 13, 2002

Lisa Kassels
Project Manager
Colorado Department of Transportation Region 1
18500 East Colfax Avenue
Aurora, CO 80011

After reviewing the State Highway 9 Draft Environmental Impact Statement 4(f) Evaluation, the Town of Frisco has several comments:

- 65a** Section 1.6.1.3 Frisco Flyer - the Frisco Flyer is no longer in existence, as the Frisco Town Council determined not to fund the service after year 2001.
- 65b** Section 2.8.3.2 Granite Street - The Town concurs with the tentatively identified intersection modification to a right in/right out intersection, improving safety and traffic flow.
- 65c** Of particular concern to the Town is the consideration to develop a dual turn lane on northbound SH9 onto westbound Main Street Frisco. The Town of Frisco prefers the single left turn lane extending to Eighth Avenue, as proposed as an option in the document. The Town recognizes that at peak times the single left turn lane may be deficient, but would provide a safer alternative and lessen considerably the impact to Main Street Frisco.
- 65d** Section 2.8.3.10 Landscaping – the Town concurs with the proposed low maintenance native grasses (seed mix) option. The Town does not expect to have the necessary funds available to assume maintenance responsibilities for those portions of median within or near the Town boundaries.
- 65e** Section 4.4.3 Mitigation Measures – The Town of Frisco expects to be an eligible owner concerning right of way acquisition for Town owned property that will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended and the Uniform Relocation Act Amendments of 1987.
- 65f** Section 4.6.6.1 Traffic Operations – The Town sees a glaring omission in the document. The Town of Frisco believes that in order to minimize traffic congestion on Summit Boulevard through Frisco, that a double turn lane onto I-70 eastbound from SH9 northbound should be included in the study and constructed at the earliest possible time. This addition would alleviate congestion

Responses to Comments

The Federal Highway Administration and Colorado Department of Transportation would like to thank the Town of Frisco for your involvement. Your input is critical to the success of this project.

Response to Comment # 65a:

Comment noted. Due to the abbreviated format of the FEIS, the edits listed herein constitute changes to the specified text.

Response to Comment # 65b:

The Federal Highway Administration and Colorado Department of Transportation would like to thank the Town of Frisco for your involvement. Your input is critical to the success of this project.

Response to Comment # 65c:

CDOT will commit to working with Town of Frisco during the final design, however their suggestion may impact future traffic operations.

Response to Comment # 65d:

CDOT will seed but will not maintain these medians.

Comment #65 (continued)

that is frequently seen at the present time and is projected to get worse in the future. This addition meets the purpose and need criteria of the study and would be in the Town's estimation, a tremendous improvement to the roadway capacity/mobility component for the entire project.

I hope these comments prove helpful in assisting in providing the best possible final product.



Tim Mack
Interim Town Manager

Cc: Town Council
File

Responses to Comments

Response to Comment # 65e:

CDOT will work with the Town of Frisco as an eligible property owner during any potential need for ROW acquisition.

Response to Comment # 65f:

This project will be further researched under the I-70 Programmatic EIS. It may be constructed as a categorical exclusion following the PEIS. The engineers recently examined this proposed project and due to the increased speed of the vehicles on the on-ramps (since they would go from one lane to two lanes) the AASHTO standards required a much longer ramp than originally thought. This project, then, has greater costs in design, right-of-way and construction and so is now planned to be a project following the I-70 Programmatic EIS.

Comment # 66:



August 13, 2002

Mr. Jeff Kullman
Colorado Department of Transportation
18500 East Colfax Avenue
Aurora, Colorado 80011

RE: Colorado State Highway 9

Dear Mr. Kullman,

Recently elected officials of the towns of Breckenridge, Frisco and the Summit County Commissioners met to discuss the alternatives presented in the Draft Highway 9 Environmental Impact Statement.

The result of the discussions was a consensus supporting "Alternative 3" which is the four lane alternative with a reduced median. As the principal director of the Breckenridge Ski Resort and representative of Vail Resorts Inc., I would like to add our support to "Alternative 3," the consensus alternative agreed to by local officials. Additionally, I would concur with the effort to exchange Highway 9 designation from Main Street to Park Avenue in Breckenridge.

Two of the last four years Breckenridge Ski Resort has been the busiest winter ski area in Colorado and the nation. Traffic safety, congestion, and mobility have been of great concern to our company and to our visitors. With over 1.4 million skier days in recent years it is imperative that we resolve this issue in the near future for our continued success as a company committed to our community. As I'm sure you are aware the travel industry is vital to the Colorado economy. Our continued success in no small way is dependant on an adequate transportation system that allows safe, convenient travel to and from Breckenridge. To this end we have spent the last two years working with the town to improve the bus system and enhance the pedestrian experience throughout Breckenridge.

Breckenridge continues to grow as a year round travel destination for visitors throughout the state, nation and world. Increasingly traffic congestion chokes our local economy. I share the belief of the local officials that improvements to State Highway 9 are long overdue. I hope that you make funding and the implementation of the "Alternative 3" one of your highest C-DOT priorities. We look forward to working with you in the near future.

Sincerely,



Roger McCarthy
COO Breckenridge Ski Resort

Responses to Comments

Response to Comment # 66:

The Federal Highway Administration and Colorado Department of Transportation would like to thank Breckenridge Ski Resort for your involvement. Your input is critical to the success of this project.

Alternative 3 was identified as the preferred alternative because it met the future mobility and safety needs of the highway users and because it received support from the community. The Preferred Alternative does not include a designated bus/HOV lane due to the difficulty of operation. However, transit priority options at intersection signals are considered in the alternative concept as part of the recommended alternative.

The HOV lane was found to be impractical for this corridor because of the many accesses on the highway, the short length of the corridor, and how vehicles would have to weave into the HOV lanes to make right turns at intersections.

Comment # 67:



United States
Department of
Agriculture

Forest
Service

White River
National
Forest

Dillon Ranger District
P.O. Box 620
680 Blue River Parkway
Silverthorne, CO 80498
(970) 468-5400
FAX (970) 468-7735

File Code: 1950-4
Date: August 13, 2002

Lisa Kassels
Project Manager
Colorado Department of Transportation
18500 East Colfax
Aurora, CO 80011

Dear Lisa:

This letter is written in response to the Forest Service review of the Draft Environmental Impact Statement and 4(f) Evaluation for State Highway 9, Frisco to Breckenridge. (Carter Burgess, May, 2002).

Comments regarding the draft EIS, in order of section headings, are presented below. General comments are noted first followed by edits, changes, or deletions to specific parts of the draft text.

Executive Summary

ES-2 – The first complete paragraph concerning the White River National Forest should be updated to mention that the Record of Decision was made in April 2002. Six alternatives were evaluated in the Draft EIS.

Chapter 1

Figure 1-11 Summit Stage 1998 Ridership by Month. The legend on the bottom is missing the months.

Chapter 3.0: Affected Environment

Page 3-3 - White River National Forest: Management Prescription Areas. The information in this section should be updated to reflect that in April 2002 a Final EIS was approved for the White River National Forest Land and Resources Management Plan – Revision 2002. Suggested rewording is as follows:

The White River National Forest Land and Resources Management Plan – Revision 2002, approved in April 2002, includes direction on how to manage different land areas (see Figures 3-3). It also suggests where different management activities may be carried out and where different kinds of public uses occur. Figure 3-3 shows the management prescription areas. A management prescription area is based on the primary use of the land. The management

Responses to Comments

Response to Comment # 67:

The Federal Highway Administration and Colorado Department of Transportation would like to thank the Forest Service for your involvement. Your input is critical to the success of this project.

Due to the abbreviated format of the FEIS, most chapters from the DEIS were not repeated (Chapter 1, 2, 3 and 6). The edits listed herein constitute changes to the specified text of the DEIS. The DEIS and the Abbreviated FEIS constitute the entire EIS.



Comment # 67 (continued):

prescription areas adjacent to SH 9 are listed and defined below and include the number designation found in the *White River National Forest Land and Resources Management Plan – Revision 2002.*”

Page 3-5 – US Forest Service Management Prescription Areas. The information in Figure 3.3 should be updated to reflect the approved Forest Plan. Enclosed is an edited Figure 3.3. In addition to the management prescriptions indicated on page 3-6 there should be a short description of the Intermix (7.1) and Backcountry Recreation (3.31) management prescription (attached is a copy of the pages from the Forest Plan related to the 7.1 and 3.31 areas).

Page 3-18 - Figure 3-9 Community Facilities. Does not show location/symbol for local government building at County Commons.

Page 3-21&22 - Figure 3-10 and Figure 3-11. The figures are confusing in that they imply there is a resident population on National Forest System lands. Perhaps the maps should include a land ownership overlay to indicate public and private lands and help clarify our concern.

Page 3-55 - Figure 3-24 Bicycle/Pedestrian Facilities. Does not accurately show Colorado Trail. There is an error in showing paved pathways at the Dickey Day Use area, a trail segment south of Dickey Day Use Area north of Frisco-Farmers Korner Trail, and a trail segment north of Gateway Drive. The trail at the Dickey Day Use Area is an unpaved trail. (See attached edited map).

Page 3-57 - Pedestrian Facilities. Third paragraph, fifth sentence. “The Colorado Trail crosses SH 9 just north of Tiger Road and then follows the Blue River Bikeway north approximately 1.0 kilometer (0.6 mile) before heading west.” Change to “The Colorado Trail crosses SH 9 at the entrance to the Tiger Run RV Resort and then follows the Blue River across the Fourmile Bridge on the Blue River Bikeway before heading west at the Gold Hill Trailhead.”

Page 3-58 – 3.7.5 Proposed Bicycle and Pedestrian Facilities. Fourth paragraph, second sentence has a typo error “... the trailheads...”. It should read, “...trail heads...”.

Page 3-76 - Second to the last paragraph references the “French Gulch Mine Site”. I think you want to say the “Wellington-Oro Mine, as later referenced on page 3-78.

Page 3-104 - Table 3-20 Federally Listed Threatened, Endangered and Candidate Species. The Whooping Crane is not longer on the list.

Page 3-105 - 3.16.1.2 Whooping Crane. This species is no longer on the TES list.

Page 3-107 - 3.16.1.5 Colorado River Fish. First sentence references the “Colorado squawfish” this should read “Colorado pikeminnow”.

Page 3-108 - Table 3-21 Forest Service Sensitive Species. Lynx and River Otter are no longer on the list. Under Plants “Gilea” should read “Globe Gilia”.

Page 3-113 - Lynx and River Otter are no longer on the sensitive species list. The discussion here is not necessary.

Page 3-117 - 3.17 Visual Character. Update first paragraph on Forest Plan

Responses to Comments

Comment # 67 (continued):

Page 3-139 - Table 3-25 Parks and Recreation Resources within the Study Area. "Miners Creek Campground", should read Miners Creek Dispersed Recreation Area" since there are no formal campground facilities in the area. Likewise the "Swan River Valley Campground" should be "Swan River Valley Dispersed Recreation Area" as there are no developed camping facilities. Both the Miners Creek and Swan River Valley areas are on National Forest lands and not Town of Frisco and Summit County as stated in the table.

Page 3-140 - Figure 3-42 Parks and Recreation Resources within the Study Area. Change "Miners Creek Campground" to "Miners Creek Dispersed Recreation Area" and "Swan River Valley Campground" to "Swan River Valley Dispersed Recreation Area".

Page 3-141 - Second paragraph second to the last sentence refers to "Miners Creek and Swan River Valley Campgrounds". Change to read "Miners Creek and Swan River Valley areas."

Chapter 4.0: Environmental Consequences

Page 4-12 - Figure 4-1 "US Forest Service" should read "National Forest System Land" to be consistent with Figure 3-1.

Page 4-118 - 4.25.2.6 First sentence in first paragraph. Forest Service Wildlife Biologists believe the statement should read that incremental impacts to boreal toads and lynx "will occur" as opposed to saying they are "possible".

Chapter 5.0: Section 4(f) Evaluation

Page 5-3 - Table 5-1 Impacted Section 4(f) Resources in the SH 9 Study Area. The Farmer's Korner-Blue River Bikeway is on National Forest System land under a special use permit to Summit County for operation and maintenance. Any relocation of the alignment will require approval of the Forest Service and consultation with Summit County. Therefore, under the heading "Property Jurisdiction" it should read "USDA, Forest Service and Summit County".

Thank you for the opportunity to comment on the Draft Environmental Impact Statement and 4(f) Evaluation for State Highway 9, Frisco to Breckenridge. If you have questions on the comments noted above, please call Paul Semmer or my staff

Sincerely,

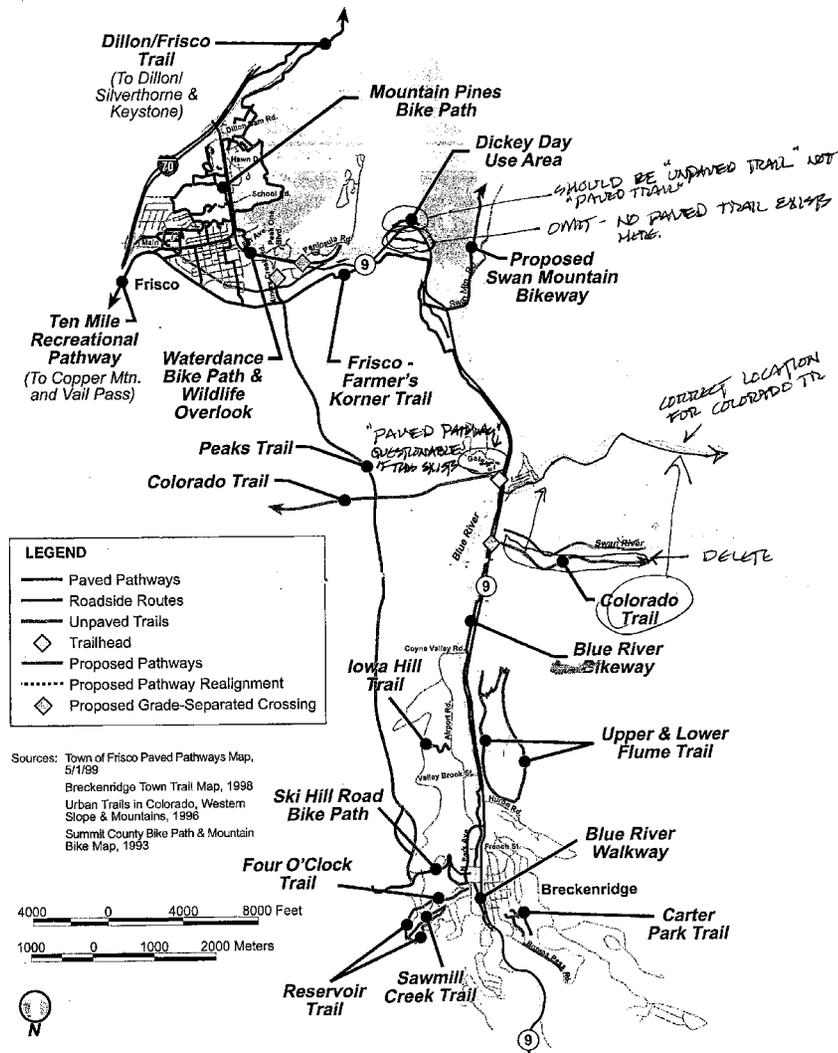


JAMIE E. CONNELL
District Ranger

Enclosures

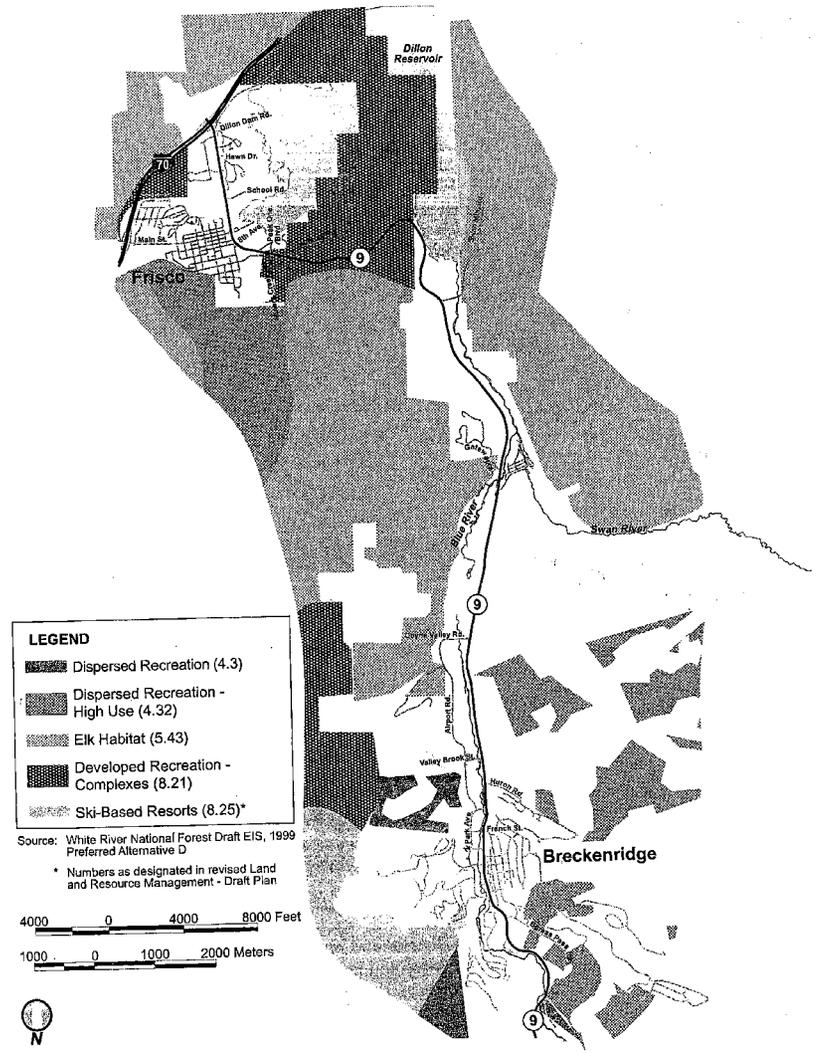
Responses to Comments

Comment # 67 (continued):



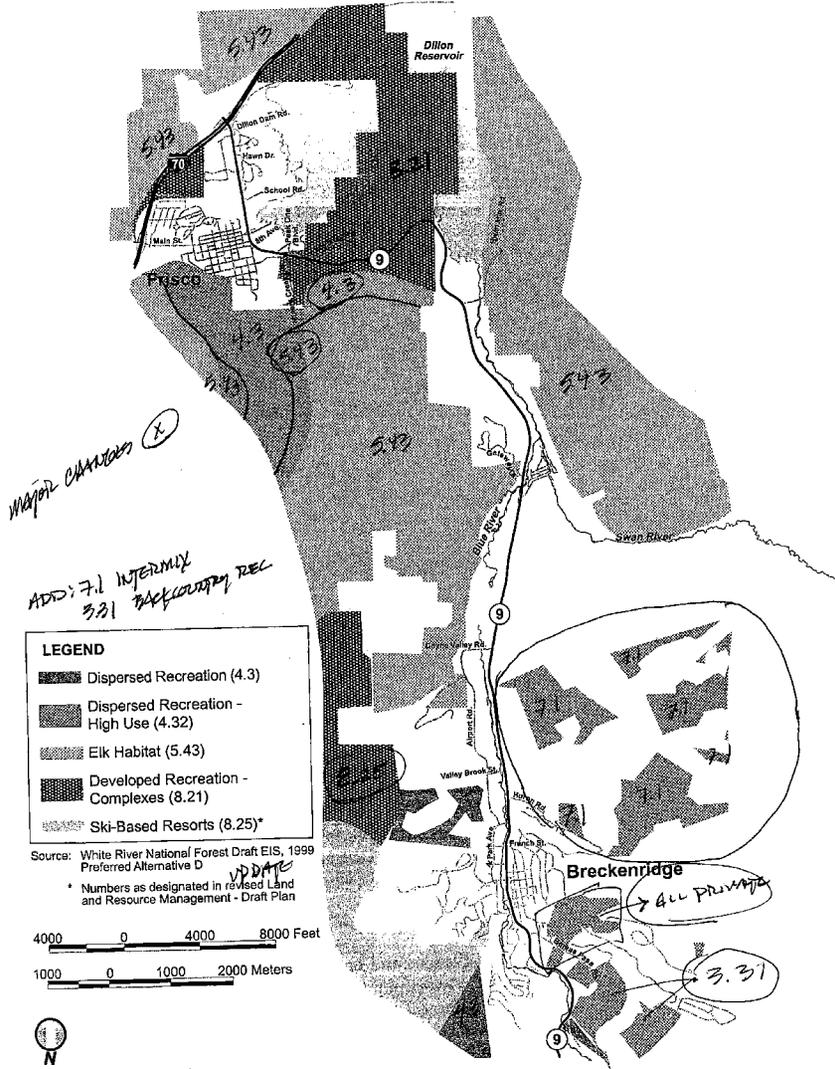
Bicycle/Pedestrian Facilities
Figure 3-24

Comment # 67 (continued):



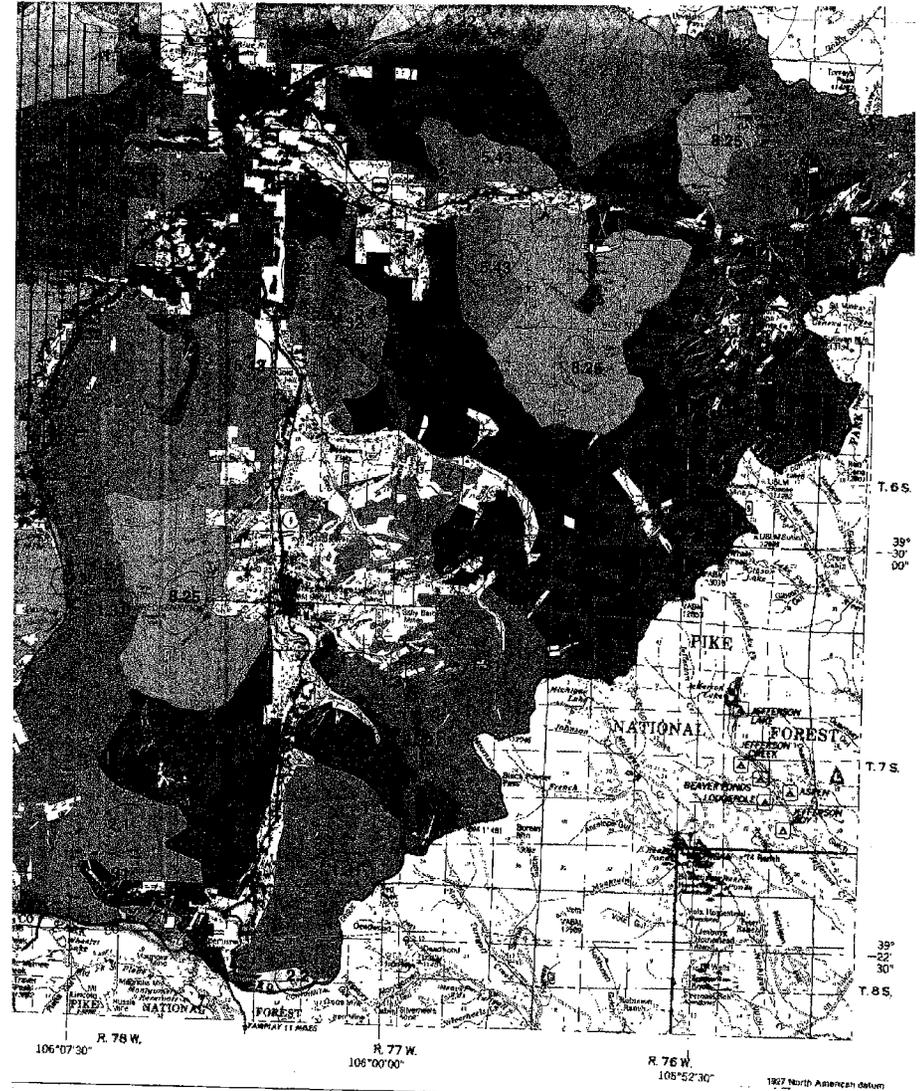
US Forest Service Management Prescription Areas
Figure 3-3

Comment # 67 (continued):



US Forest Service Management Prescription Areas
 Figure 3-3

Comment # 67 (continued):



Management Areas

Comment # 67 (continued):

2002 Land and Resource Management Plan

3.31 Backcountry Recreation – Year-round Motorized

Theme	<i>Backcountry motorized recreation</i> areas are managed to provide summer motorized recreation on roads and trails and winter motorized recreation throughout the area in a natural-appearing landscape.
Management area description	These areas are generally greater than 2,500 acres in size and may contain primitive roads and a motorized trail system. They are managed to provide a variety of uncrowded, motorized recreation opportunities in a natural or natural-appearing setting. Skiers should expect to encounter over-the-snow vehicles. Vegetational composition and structure are influenced by biological processes and conditions. Vegetation may be altered to enhance recreation opportunities. Alterations are small and not generally evident to visitors. Recreational users will find varied levels of difficulty on off-highway-vehicle roads and trails. Roads are primitive with native surfaces. Improvements to enhance recreation opportunities may include parking areas and interpretive, informational, and directional signs, but improvements are minimal.
Desired condition	A variety of motorized recreation opportunities are provided. For information on HRV see the Introduction to Category 3 on page 3-28. The recreation opportunity spectrum (ROS) for this management area is semi-primitive year-round. Scenery is managed to provide a range of scenic integrity objectives from moderate to high.
Standards and guidelines	BIODIVERSITY <hr/> Guideline 1. Management activities should replicate biological processes and strive to replicate natural vegetation patterns and patch size. <hr/> INFRASTRUCTURE <hr/> Guideline 1. Some trails may be restricted to non-motorized use. <hr/> SPECIAL USES <hr/> Guideline 1. Competitive and group events may be permitted on a case-by-case basis. <hr/> VEGETATION MANAGEMENT <hr/> Standards 1. These lands are not part of the suitable timber land base. 2. Vegetation management practices will be used to meet specific resource objectives other than wood production.

Comment # 67 (continued):

White River National Forest

7.1 Intermix

Theme	Areas characterized by an interface between National Forest System lands and other public and private lands are managed to protect natural resources, provide compatible multiple uses, and maintain cooperative relationships between private landowners and other governments with jurisdiction. Opportunities to consolidate landownership patterns are pursued.
Management area description	These areas are located along the borders of the forest, adjacent to other public and private lands. The private lands are usually undergoing pressure from urban and private residential development. Cooperative relationships are emphasized with other agencies, local governmental jurisdictions, and adjacent landowners. Opportunities are sought for coordinated, multi-jurisdictional management approaches to address resource issues and impacts that transcend the national forest boundary.
Desired condition	Management actions are geared toward influencing the vegetation composition and structure to promote visual screening and to minimize hazardous fuel loading patterns. Wildlife habitat provides adequate cover for big game species between winter and summer ranges. Wildlife viewing is encouraged in areas not identified as winter range or sensitive habitats, and discouraged in those habitats considered sensitive. In high-recreation-use areas, human disturbance may limit viewing opportunities to those species that are common or accustomed to the presence of people. Aquatic habitats that provide for recreation fisheries are protected. Opportunities for solitude are limited. Sights and sounds of human development are evident. The area is accessible for use by visitors, while conflicts with adjacent landowners are minimized to the extent compatible with overall management objectives. Land ownership patterns are simplified. Clearly identified property boundaries and acquisition of rights-of-way are a priority. Both motorized and non-motorized recreation activities are provided. For information on HRV see the Introduction to Category 7 on page 3-76. The recreation opportunity spectrum (ROS) for this management area is semi-primitive non-motorized, semi-primitive motorized, roaded natural, or rural year-round. Scenery is managed to provide a range of scenic integrity objectives from low to moderate.
Standards and guidelines	PUBLIC RELATIONS <hr/> Guideline 1. Management activities are coordinated with other affected landowners. 2. Develop, where appropriate and practical, coordinated multi-jurisdictional land management efforts. <hr/> INFRASTRUCTURE <hr/> Guideline 1. New improvements are designed to resemble natural patterns and to be less intrusive on the landscape.

Comment # 67 (continued):

2002 Land and Resource Management Plan

INSECTS AND DISEASE

- Guideline** 1. Minimize potential for insect and disease outbreaks through vegetation treatments, maintaining stands at a moderate or lower risk.

REAL ESTATE

- Guideline** 1. Develop landownership adjustment patterns in cooperation with local governments, private landowners, forest users and the general public.

VEGETATION MANAGEMENT

- Standards**
1. These areas are not part of the suitable timber land base.
 2. Vegetation management practices will be used to meet resource management objectives other than wood production.

WILDLIFE

- Guideline** 1. Set objectives for wildlife management in cooperation with the Colorado Division of Wildlife on an area-by-area basis. These objectives may feature both game and non-game species.

Comment # 68:



JOAN FITZ-GERALD
State Senator
942 Sleepy Hollow
Golden, Colorado 80401
Home: (303) 526-2052
Capitol: (303) 866-4873
Capitol FAX: (303) 866-4543
E-mail: joanfitzgerald@gwest.net

Senate Chamber
State of Colorado
Denver

COMMITTEES
Chair of:
Business, Labor and Finance
Member of:
Education

August 14, 2002

Mr. Jeff Kullman, Region Transportation Director – Region 1
Colorado Department of Transportation
4201 East Arkansas Avenue
Denver, Colorado 80222

Re: Consensus on Highway 9 EIS Alternatives

Dear Mr. Kullman:

This letter is in regard to the consensus decision reached by the towns of Breckenridge, Frisco and the Summit County Commissioners. All of these entities are supporting Alternative 3 (the four lane alternative with a reduced median).

I appreciate CDOT listening to the local community and acting upon their expertise. The Highway 9 corridor is critically important to the Summit County community. There is a pressing need to begin this work as soon as possible.

Sincerely,

Joan Fitz-Gerald
State Senator

Cc: Tim Gagen, Town Manager, City of Breckenridge
Frisco Town Council and Manager
Summit County Commissioners and Manager
Tom Norton, Executive Director, CDOT
Brian Pinkerton, CDOT

JF:dh

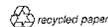
Responses to Comments

Response to Comment # 68:

The Federal Highway Administration and Colorado Department of Transportation would like to thank State Senator Fitz-Gerald for your involvement. Your input is critical to the success of this project.

Alternative 3 was identified as the preferred alternative because it met the future mobility and safety needs of the highway users and because it received support from the community. The Preferred Alternative does not include a designated bus/HOV lane due to the difficulty of operation. However, transit priority options at intersection signals are considered in the alternative concept as part of the recommended alternative.

The HOV lane was found to be impractical for this corridor because of the many accesses on the highway, the short length of the corridor, and how vehicles would have to weave into the HOV lanes to make right turns at intersections.



Comment # 69:



July 16, 2002

Mr. Jeff Kullman
CDOT
18500 E. Colfax Avenue
Aurora, Colorado 80011

RECEIVED
JUL 19 2002
BY: _____

Re: Town of Breckenridge, Town of Frisco and Summit County
Consensus on Highway 9 EIS Alternatives

Dear Mr. Kullman:

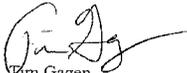
69a

The Towns of Breckenridge, Frisco and the County commissioners met recently to discuss the alternatives presented in the Draft Highway 9 EIS. Everyone believed that it was important to choose an alternative which addressed the mobility/congestion issue, and safety. They also thought it was very important to minimize corridor impacts.

69b

As a result of this discussion, the three entities agreed to support Alternative 3, which is the 4-lane alternative with a reduced median. The group also supported swapping the Highway 9 designation from Main Street to Park Avenue through Breckenridge. Although there was some support for bus/HOV lanes, the overall consensus was that these should not be implemented with these improvements, however these lanes could be considered later. The Breckenridge Town Council supports the consensus position of Alternative 3.

Sincerely,


Tim Gagen
Town Manager

cc: Mayor Mamula
Breckenridge Town Council
Frisco Town Council and Manager
Summit County Commissioners and Manager
Brian Pinkerton

Responses to Comments

Response to Comment # 69a:

The Federal Highway Administration and Colorado Department of Transportation would like to thank the Town of Breckenridge for your involvement. Your input is critical to the success of this project.

Response to Comment # 69b:

Alternative 3 was identified as the preferred alternative because it met the future mobility and safety needs of the highway users and because it received support from the community. The Preferred Alternative does not include a designated bus/HOV lane due to the difficulty of operation. However, transit priority options at intersection signals are considered in the alternative concept as part of the recommended alternative.

The HOV lane was found to be impractical for this corridor because of the many accesses on the highway, the short length of the corridor, and how vehicles would have to weave into the HOV lanes to make right turns at intersections.

Comment # 70:

Comment # 70 (continued):



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 8
999 18TH STREET - SUITE 300
DENVER, CO 80202-2466
Phone 800-227-8917
<http://www.epa.gov/region08>

JUL 11 2002

Ref: 8EPR-N

William C. Jones
Division Administrator, Colorado Division
Federal Highway Administration
555 Zang Street, Suite 250
Lakewood, Colorado 80228

Jeffrey R. Kullman
Regional Transportation Director
Colorado Department of Transportation
Region 1
18500 East Colfax Avenue
Aurora, CO 80011

RE: Comments on State Highway 9 Draft EIS
CEQ # 020205

Dear Messrs. Jones and Kullman:

In accordance with our responsibilities under the National Environmental Policy Act (NEPA), 42 U.S.C. Section 4321, et seq., and Section 309 of the Clean Air Act, the Environmental Protection Agency (EPA), Region 8, has reviewed the State Highway 9 Draft Environmental Impact Statement (DEIS), dated May 2002. The Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT) propose to improve a 9-mile stretch of State Highway 9 between the towns of Frisco and Breckenridge in Summit County, Colorado.

In addition to the no-action alternative, four build alternatives have been carried through the analysis. They are: Alternative 1: the four lane full width median; 2: the four-lane full-width median with Bus/HOV; 3: the four-lane reduced section; and 4: the enhanced two-lane. Although not stated in our preliminary comments, we wish to emphasize that an alternative that incorporates mass transit and allows travelers real alternatives to automobile travel should be considered. Based on air quality, water quality, and sustainability practices, EPA encourages broad alternative planning and development. For future projects we recommend analyzing a no-action alternative which combines smart growth principles with mass transit and Transportation Demand Management (TDM) options to see if the purpose and need for a project can be met

without highway construction. An alternative like this, which may be outside FHWA and CDOT's jurisdiction but is supported by CEQ guidelines, NEPA regulations, and case law, could provide a significant alternative in an EIS to highway alignments. (See CEQ 40 Frequently Asked Questions, questions 2 and 3, and 40 CFR 1502.14(c)).

Based on the procedures EPA uses to evaluate potential environmental impacts of proposed actions and the adequacy of information presented, this document is rated EC-2. The EC (Environmental Concerns) rating is given when there are environmental impacts that should be avoided in order to fully protect the environment. The concerns here include the direct, indirect and cumulative impacts on wetlands, lynx, and the environmental impacts associated with growth in an environmentally-sensitive mountain ecosystem. A rating of 2 is given because there is insufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment. In this case, there is insufficient information to fully assess wetlands and water quality impacts. Cumulative impacts, particularly to the surrounding forest areas, and mitigation measures should also be more fully examined. We have enclosed a summary of EPA's rating criteria and definitions.

We would like to express our appreciation for the time staff has taken to consider and address concerns expressed in our earlier scoping letter as well as additional informal comments on the preliminary DEIS. Many of those concerns have been addressed and eliminated. We commend CDOT and FHWA on their efforts to accommodate wildlife crossings, and avoid wetland impacts. Although we have comments on these and other issues, we believe that this DEIS is well-done and explains many of the environmental impacts in a clear and concise manner.

Detailed comments on this project are attached. One comment we wish to bring to your attention involves adequate mitigation. Additional mitigation may be required both to ensure that the requirements laid out in the U.S. FWS' draft biological opinion are followed, and to include as mitigation plans with local planners to address the indirect and cumulative impacts of growth.

If you have any questions on the enclosed comments, please contact Deborah Lebow of my staff at 303 312-6223, or at lebow.deborah@epa.gov.

Sincerely,



Cynthia Cody
Director, NEPA Program

Enclosures (2)

cc: Lisa Kassalls, CDOT ✓
Edrie Vincent, FHWA

Comment # 70 (continued):

*EPA's Detailed Comments
State Highway 9
Draft Environmental Impact Statement*

NEPA Concerns

Objective Measure of Alternatives

70a What is the objective that the alternatives will be measured against? Is it Level of Service, increase in safety, travel-time savings, or perhaps, least-damaging environmental alternative? There is no discussion in the document of how the alternatives will be measured as to meeting purpose and need, or whether it will be a combination of some objective measures.

No-Action Alternative

70b Section 4.0: Environmental Consequences: The no action alternative is described as including only those projects with committed funds for improvements. The no action alternative should go beyond only funded projects and include reasonably foreseeable or predictable actions. "Where a choice of "no action" by the agency would result in predictable actions by others, this consequence of the "no action" alternative should be included in the analysis (See CEQ's 40 Frequently Asked Questions, question 3).

Indirect Impacts

70c Section 4.24: Although growth will occur with or without the highway, a certain percent of growth will occur if a build alternative is selected. There is very little question that a congested roadway discourages some growth, and that improving a roadway encourages it. This percentage of growth that would occur if any of the build alternatives, but particularly alternatives 1, 2 or 3, are selected, should be calculated. This then would be the indirect effect on growth of the highway. (See, e.g., A Guidebook for Evaluating the Indirect Land Use and Growth Impacts of Highway Improvements, April 2001, www.odot.state.or.us/tresearch/guidebook.pdf).

70d In addition, improved access on Highway 9 will mean additional access to recreation areas, with potential impacts to the surrounding forests. These impacts should be addressed in the document. Has the US Forest Service been involved in a discussion of this issue?

70e We suggest that in terms of mitigation for indirect impacts, issues such as the greater deposition of pollutants and sediment from roadway maintenance and runoff due to growth in the area should be addressed, e.g., more sediment catch basins and restoration projects to improve water quality and aquatic resources in general, as well as plans for mitigating indirect impacts to wetlands, outlined in section 4.24. Documentation of how the county and cities will incorporate wetland and habitat loss into their long range plans might be useful information, and may satisfy the requirement to address these issues.

Cumulative Impacts

70f Although we would still prefer more quantitative information, this is one of the better cumulative impacts sections we have seen. It would be helpful to have a paragraph or two on what we "think" the major cumulative impacts to this area will be given the growth expected. Do we see a

Responses to Comments

Response to Comment #70a:

Below is a matrix displaying the evaluation criteria used to measure the alternatives.

EVALUATION OF THE ALTERNATIVES FOR SH9 FRISCO TO BRECKENRIDGE

Evolution Criteria (In Ranked Order)	Alternative 1 4-Lane Full Width	Alternative 2 4-Lane Full Width with Bus/HOV	Alternative 3 4-Lane Reduced Median	Alternative 4 2-Lane Enhanced	No Action
1. Does the alternative address the following environmental issues: maintain or improve water quality, maintain or improve air quality, limit impacts to wetlands and wildlife?	●	●	●	○	●
1a. Does the alternative have the least environmental impacts, property takes and most minimization of harm?	●	●	●	●	○
2. Does the alternative meet the project's purpose and need for roadway capacity/mobility?	○	○	○	●	●
3. Does the alternative meet transportation needs of community (residents and visitors) access/availability of transit, future transit options?	●	○	●	●	●
4. Does the alternative have the potential to improve safety (reduction in accidents, as well as other issues such as access, shoulders medians, curves, etc...)?	○	●	●	●	●
5. Does the alternative meet the top five essential factors of the community as expressed in the public opinion survey (minimal impact on water quality, improve traffic safety, maintain or improve air quality, minimal impact on wildlife and decrease traffic congestion)?	●	●	○	●	●
6. Public and agency support.	●	●	○	●	●
7. Is the alternative affordable? Time frame for implementation?	●	●	●	●	○

August 15, 2002

Most Desirable ○ ● ● ● → Least Desirable

Response to Comment #70b:

Agreed. Input for the No-Action projects were requested from the Towns, County and Forest Service. Input was provided and this section is updated herein as follows.

2.8.1 No-Action Alternative

The No-Action Alternative includes those projects that have committed funds for improvements as well as the reasonably

Comment # 70 (continued):

decline in species diversity as the problem, or a change in the natural hydrology or ecosystem, and what does that mean in the long term?

70g The document should explain why the boundaries chosen for the geographic study area were selected. Is it based on the watershed or some topographic features? In addition, the geographic area for cumulative impacts analysis should not generally be the same for all resources. For example, for a species such as the lynx, you may have to look at the habitat area, which may be much larger or smaller than the selected study area.

70h We are not sure whether the “other” projects listed in table 4-24 should be excluded from the evaluation. If they are listed in any of the master plans or forest plans, they probably should be included in the analysis.

70i Section 4.25.2.4: Wildlife cumulative impacts - it would be much more helpful to take a particular indicator species and look at it, so that the discussion is not so general.

70j Section 4.25.2.6: The document should include numbers on the lynx so that we can determine what has happened to it over the course of its history. As an endangered species, there must be readily- available sources of information to add to the document.

70k The growth expected in this area will most likely lead to additional usage, and may lead to increased usage of the White-River National Forest. Has the U.S. Forest Service been contacted on this? Again, as with indirect impacts, their comments on this issue should be incorporated into the document.

See also Water Resources, above, for a comment on cumulative impacts of wetlands.

Environmental Concerns

70l **Air Quality**
Section 4.8: The statement on page 4-39 that “This area is not expected to violate any standards with increases in emissions from the alternatives as Alternatives 1,2 and 3 are expected to decrease overall emissions by the year 2020. Alternatives 4 and the No-Action Alternative do have some increase in emissions by 2020...” directly contradict the numbers shown on Table 4-12. The table shows that the greatest increases in emissions are the particulates in alternatives 1, 2, and 3. We recommend that the text language be changed to reflect the fact that alternatives 1, 2, and 3 do have some increase in emissions by 2020 (and may in fact violate standards), and that the slight decrease in carbon monoxide emissions is based on the assumption that traffic congestion will not occur at all under these scenarios before 2020.

70m We are not sure whether the mass transit component was adequately analyzed. The analysis of VMT reduction from having a dedicated bus/HOV lane in alternative 2 indicates a 4% reduction, but there is no explanation of where that number came from and what it means in terms

Responses to Comments

Response to Comment #70b (continued) :

foreseeable projects presented in Table 4-23. These improvements would be made whether or not any other improvements are made to SH 9. This alternative is fully assessed as an alternative and is used as a baseline comparison for environmental analysis purposes. Committed projects which are included in the No-Action Alternative are:

- Town of Breckenridge
 - ◇ Pedestrian improvements
 - ◇ Parking facility
 - ◇ Transit center (this is not yet a funded project)
 - ◇ Intersection improvements at CR 450 and Wellington Road
 - ◇ In-town transportation improvements with better connection of transit, pedestrian and vehicle modes
- Summit County
 - ◇ Breckenridge ski area expansion onto Peak 7 and 8. One new ski lift, one ski lift upgrade, 6 ski trails, and base area developments.
 - ◇ Open space acquisition totaling 14 hectares (34.5 acres) near Leslie’s Curve and the Blue River inlet south of Swan Mountain Road.
- Town of Frisco
 - ◇ Consolidation of signage
 - ◇ Addition of sidewalk from commercial area to reach the transit center
- Breckenridge Ski Area (Vail Resorts)
 - ◇ Development of 105 hectares (264 acres) of land adjacent to Peaks 7 and 8 for a total of 460 residential units and 72,000ft² of commercial space and skier services area

Comment #70 (continued)

of impacts. Some information on the assumptions used to come up with the 4% would be very helpful. In addition, it would seem to us that the induced travel demand of 15% (see section 4.24), coupled with the 4% or more difference from alternative 2, the bus/HOV alternative, should result in a greater difference in daily traffic volume between some of the alternatives. Table 4-12 should have some measure for LOS for the bus/HOV land in Alternative 2. Please explain how this plays in with the numbers.

- 70n** The mitigation measures for air quality impacts from construction and particulate emissions need to be much more detailed and definitive.
- 70o** Point of clarification - Under the build alternatives, will the speed limits be increased, and if yes, has increased speed been built into the analysis of the environmental impacts (i.e., wildlife, air quality, vehicle accidents)?
- 70p** **Water Resources and Water Quality and Wetlands**
Section 4.10: Baseline data information on temperature, turbidity, the presence of toxic substances, and other water quality parameters should be documented. This information on water quality parameters from monitoring data should be presented to provide a basis for determining whether beneficial uses will be protected and water quality standards met. The EIS should clearly demonstrate that implementing any of these alternatives will comply with Colorado water quality standards.
- 70q** Section 4.10.2: The discussion on the NPDES permit outlines general BMPs for stormwater. We would like to see more specific mitigation measures controlling *off-site* stormwater. The potential indirect impacts to waters of the U.S., including wetlands, resulting from developed flows (i.e., stormwater from increased impervious surfaces) is not adequately evaluated and disclosed. These indirect impacts are partially disclosed in the water resources and wetlands sections (see pages 4-54 and 4-59) as impacts that could potentially occur. However, a storm water analysis should be conducted to determine the amount of flows generated from the increased pervious surfaces during peak events, and if warranted, a subsequent analysis determining the potential impacts to receiving waters (including changes in channel size, wetland impacts, etc.). It is our understanding that a typical storm water management plan developed for construction projects does not consider off-site impacts. Identification of these potential off-site and indirect impacts to aquatic resources should be evaluated and disclosed in the NEPA document with specific mitigation measures identified to minimize these adverse effects.
- 70r** Cumulative impacts to wetlands resulting from reasonably foreseeable development and associated access points along Highway 9 should be addressed in the document. In response to the preliminary comment we made on this point, CDOT has stated that they will be looking at their procedures and policy on the approval of access roads. We feel that the appropriate scope of analysis in this case and under the Section 404 permit includes all the aquatic resource impacts under federal control and responsibility which we believe are significant when viewed cumulatively. Because future access points can result in additional wetland impacts, we

Responses to Comments

Response to Comment #70b (continued)

- ◇ The transfer of 240 single-family home equivalent zoned units off of Sawmill, Watson and Parkway Center parking lots to support Peaks 7 and 8 development plans (included in numbers above). A portion of these units would be transferred to the Village at Breckenridge, and development rights to approximately 110 units would be terminated
- ◇ Base terminal and parking of 2,500 spaces
- ◇ Gondola from the terminus to the base of the ski area. The 4,330-ft (1,322m) –long gondola would carry 3,000 riders per hour in 12 passenger cabins from the Watson parking lot up Peak 8.
- ◇ The Skyway, a half-mile skiway that transports skiers from Peak 8 into the Town of Breckenridge.
- ◇ Realigning /relocating County Road 3 to a lower position on the hillside
- ◇ Dedication of 26.2 hectares (64.7 acres) to Open Space in Cucumber Gulch.
- **Summit Stage**
 - ◇ Change bus service frequencies from 30 minutes to 15 minutes along SH 9
 - ◇ Expand Commuter Connections Program
 - ◇ Implement Express Service to Breckenridge
 - ◇ In Frisco:
 - Provide additional service areas
 - Encourage better use of parking lots located at 4th and Granite, and locate stage stops near or at 3rd and Granite, and 4th and Galena

Comment #70 (continued)

recommend that an analysis be completed that discloses potential worst case impacts to wetlands (with appropriate mitigation) or that CDOT commit to no additional wetland impacts associated with this project, including future access. Without these assurances, a single and complete project will not be presented for 404 permitting purposes.

- 70s** All the analysis needed for a 404 permit should be done in conjunction with the NEPA process, and completed prior to the signing of a ROD. In this case we would need the details of a wetlands mitigation plan coordinated through all the appropriate agencies, prior to the signing of the ROD for this project.
- 70t** **Wildlife**
Section 4.13: We recommend that mitigation be more clearly defined particularly for wildlife crossings. The document mentions possible construction of a wildlife crossing near Gold Hill. This should be more definitive, and wildlife crossings may be necessary near the Peninsula Recreation Area near Dillon Reservoir (MP 94.5) and South Barch Gulch (MP 88-89). (See section on Elk in 3.13.4). We would like to see the final wildlife mitigation techniques once they are coordinated through the appropriate agencies.
- 70u** **Threatened, Endangered and Sensitive Species**
Section 4.16 states that none of the build alternatives are likely to affect the lynx, when taking into consideration potential impacts and proposed mitigation. We do not think that at present the document contains sufficient mitigation measures for the lynx, an endangered species. Section 4.16.2 does not track the reasonable and prudent measures outlined in the U.S. FWS biological opinion on the lynx. The reasonable and prudent measures as well as the terms and conditions, should be included as definitive mitigation measures in the EIS.
- 70v** **Land Use and Zoning**
In section 4.1.2, it is stated that indirect impacts that are a result of any acceleration in development could be controlled through local planning, zoning and site plan review. Since it is clear that there are indirect impacts from this project to several resources (see section 4.24), indirect impacts must be mitigated, and controls put in place when this document is finalized and an alternative is selected.
- 70w** **Pedestrian and Bicycle Facilities**
Section 4.7.1 states that the no-action alternative "would result in worsened conditions for pedestrians and bicyclists." Are there no reasonably-foreseeable plans to do something for bikes and pedestrians if SH 9 is not improved? This comment relates to the comment below on the no-action alternative.

Responses to Comments

Response to Comment #70b (continued)

- ◇ In Breckenridge:
Implement late night service
Implement service to French Creek area, Peak 8 area, Boreas Pass
Modify operations to scheduled service
- ◇ Improve bicycle/pedestrian facilities at bus stops
- Colorado Department of Transportation
 - ◇ Park-n-ride located in Summit County. One possible location for improvements under consideration is in Breckenridge.
 - ◇ Striping modifications
 - ◇ Signal timing

See the response to comment #70h for the updated Table 4-23.

Response to Comment #70c:

On August 8, a meeting was held with CDOT, FHWA, EPA, and Carter & Burgess attending. This issue was discussed with the EPA at this meeting and it was decided that addressing this issue on a regionally-based project is more appropriate.

Response to Comment #70d:

Yes, CDOT has coordinated with the US Forest Service. Forest Service representatives served on the Technical Advisory Committee throughout the EIS process, provided comments on the Draft EIS, and attended the meeting to identify the Preferred Alternative.

Comment #70 (continued)
SUMMARY OF EIS RATING DEFINITIONS

ENVIRONMENTAL IMPACT OF THE ACTION

LO--Lack of Objections

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes in the proposal.

EC--Environmental Concerns

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. (The) EPA would like to work with the lead agency to reduce these impacts.

EO--Environmental Objections

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). (The) EPA intends to work with the lead agency to reduce these impacts.

EU--Environmentally Unsatisfactory

The EPA review has identified adverse environmental impacts that are of significant magnitude that they are unsatisfactory from the standpoint of public health or welfare, or environmental quality. (The) EPA intends to work with the lead agency to reduce these impacts. If the potential unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to CEQ.

Responses to Comments

Response to Comment #70d (continued):

A letter was sent on 8/12/02 to the USFS requesting input for this comment. On September 9, 2002 a letter was received and is summarized here. The complete letter is attached.

The USFS restated from a previous letter to CDOT, "Improvements to SH 9 will cause an increase in traffic to the Upper Blue River valley and may lead to an increase in use on the National Forest." While the DEIS addresses impacts to resources in the immediate area, it does not discuss increased use to NFS lands accessed by SH 9.

A suggestion was made to add text to the Existing Conditions on recreation resources in the area that are not in the immediate area of SH 9, but are accessed by SH 9. Additional information on increased use could then be added to section 4.24 Indirect Impacts.

Response to Comment #70e:

- 1) CDOT conducted a stormwater analysis of the highway runoff for each of the alternatives.
- 2) CDOT did not conduct a stormwater analysis for current or future development outside of the highway corridor. However, CDOT has committed to coordinating with local governments to develop a sensible approach to dealing with this issue.
- 3) With regard to the SWMP; EPA states that the SWMP does not include or consider off-site impacts and that identification of the potential off-site and indirect impacts to aquatic resources should be evaluated with specific

Comment #70 (continued)

ADEQUACY OF THE IMPACT STATEMENT

Category 1--Adequate

(The) EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

Category 2--Insufficient Information

The draft EIS does not contain sufficient information for (the) EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new, reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses or discussion should be included in the final EIS.

Category 3--Inadequate

(The) EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, and which should be analyzed in order to reduce potentially significant environmental impacts. (The) EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. (The) EPA does not believe that the draft EIS is adequate for the purposes of NEPA and/or §309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640 - Policy and Procedures for the Review of Federal Actions Impacting the Environment.

Responses to Comments

mitigation measures identified. CDOT response – the SWMP is primarily for temporary BMPs for construction activities. To address this, CDOT will look at listing the permanent BMPs in the SWMP. Regarding potential impacts to aquatic life and habitat, CDOT will look at mitigation of stream riparian areas, in-stream work, etc. to improve aquatic life. It is not possible for CDOT to address potential impacts to aquatic life from off-site development, but CDOT can commit to coordinating with local governments and stakeholders in addressing this concern.

Response to Comment #70f:

The major cumulative impacts to this area are likely related to wildlife. See response to comment #70i which states: “Section 4.25.2.4: Wildlife cumulative impacts – it would be much more helpful to take a particular indicator species and look at it, so that the discussion is not so general.”

Response to Comment #70g:

The boundary for land use impacts was chosen because of the steep topography of the area, which limits development, and the point at which the National Forest Service has jurisdiction, which serves as a barrier to development. The third sentence under “Geographic Area” or page 4-106 already states that the cumulative impacts analysis boundary varies for water quality and wetlands, focusing on the surface water resources, which are smaller than the boundary used for land development impacts.

Responses to Comments

Response to Comment #70h:

We have combined these two tables into one table – Table 4-23 Reasonably Foreseeable Projects since they were part of the evaluation. A letter was sent to the Towns, County and Forest Service requesting updates for this table. We received edits, have made changes and present the new table here. This table is also part of comment #70b above.

**Table 4-23
Reasonably Foreseeable Projects**

Summit County	Project Description	Approximate Size in acres
Breckenridge Ski Area/NFS land	Expansion onto Peak 7. Includes one new ski lift, one ski lift upgrade, 6 ski trails and base area developments.	165.0
Breckenridge Ski Area/NFS land	Development of land adjacent to Peaks 7 and 8 for a total of 460 residential units and 72,000ft ² of commercial space and skier services area.	264.0
Breckenridge Ski Area/NFS	Dedication of land in Cucumber Gulch to Open Space.	64.7
The Highlands Development	Single-family home sites (approx. 10 subdivisions) around Breckenridge Golf Course (east of SH 9).	572.0
Highland Greens Development	Duplex and Triplex development (east of SH 9, North of Tiger Road).	31.0
The Fairways at Breckenridge	Single-family residential.	53.5
The Inn at the Fairways	61 units condominiums/hotel mixed-use, located west of SH 9, south of Tiger Road.	1.8
Farmer's Korner	Mixed-use: commercial, multi-family unit development.	9.8
Tatro Property	Possible PUD: commercial, light industrial.	7.6
Swan's Nest	PUD: behind Tiger Run RV Park on Revett Drive.	42.3
Alpinsee III Development	Mixed-use parcel: 24,368 ft ² of commercial and 6,760 ft ² of residential.	2.9

Responses to Comments

Response to Comment #70h (continued):

Summit County (continued)	Project Description	Approximate Size in acres
Farmer's Korner to Breckenridge Town Limits	Possible development of several single-family residences along the SH 9 corridor.	N/A*
Summit County Open Space	Acquisition of a 30.5 acre parcel west of Leslie's Curve, and a 4 acre parcel at the Blue River inlet south of Swan Mountain Road.	34.5
Breckenridge Ski Area	Relocation of County Road 3 for ski trial and wildlife migration corridor.	N/A*
Summit High School	Anticipation of additional elementary school and middle school, or elementary school with employee housing.	81.5
Mendez Property	Single-family and duplex residential, approx. 50 units.	10.1
I-70 Improvements	Along I-70 in Summit County, capacity improvements under consideration in the Programmatic EIS are limited to fixed guideway.	NA/*
285 Improvements	At Fairplay, 285 improvements include improvements at high accident locations or the addition of passing lanes, climbing lanes and improved shoulders.	N/A*
Town of Breckenridge	Project Description	Approximate Size in acres)
Breckenridge Ski Area/NFS land	Gondola Base terminal from the Watson Lot to the new Peak 7 and Peak 8 expansion. The 4,330 ft – long gondola would carry 3,000 riders per hour in 12 passenger cabins from the Watson parking lot up Peak 8.	8.0
Breckenridge Ski Area/NFS land	The transfer of 240 single-family home equivalent zoned units off of Sawmill, Watson and Parkway Center parking lots to support Peaks 7 and 8 development plans. A portion of these units would be transferred to the Village at Breckenridge, and development rights to approximately 110 units would be terminated.	Included in numbers above

Responses to Comments

Response to Comment #70h (continued):

Town of Breckenridge (continued)	Project Description	Approximate Size in acres
Breckenridge Ski Area/NFS land	Base terminal and parking of 2,500 spaces in various Vail Resorts owned lots: Sawmill, Watson, and Parkway Center lots, Peaks 7 and 8, Beaver Run and a parcel in the Airport subdivision.	Included in numbers above
The Highlands Development	Single-family home sites (approx. 10 subdivisions) around Breckenridge Golf Course (east of SH 9).	572.0
Highland Greens Development	Duplex and Triplex development (east of SH 9, North of Tiger Road).	31.0
The Inn at the Fairways	61 units condominiums/hotel mixed-use, located west of SH 9, south of Tiger Road.	1.8
Wellington Neighborhood	122 affordable single-family and duplex housing units.	133.8
Breckenridge Open Space	Four new properties (Alta McCain, Curtis, Airport and Braddock Flats).	226.0
Breckenridge Ski Area Parking	Located on Park Avenue across from City Market shopping center. Approximately 250 spaces completed, 150 yet to be constructed.	3.3
Bike path widening	Bike path widening near future whitewater play park between French Creek and Valley Brook Road.	N/A*
Breckenridge Ski Area	Skiway trail for access from Peak 8 to the Town of Breckenridge (mid-way point for the gondola).	0.5 mile
The "Ski-Back" Trail	Winter/summer trail connecting Four O'clock Run and Park Avenue. Would connect to a skiway tunnel under Park Avenue and return to parking lots.	N/A*
Parcel North of Highlands Property	Single-family and duplex residential (zoned for 150 units). Possible construction of a lodge.	28.0

Responses to Comments

Response to Comment #70h (continued):

Town of Breckenridge (continued)	Project Description	Approximate Size in acres
Mountain Thunder Lodge	Located north of Ski Hill Rd. on Park Ave. A total of five residential buildings: Building 1: 44 residential units Building 2 and 3: 88 units Building 4: 36 units Building 5: 36 units (construction is on hold)	4.3
Riverwalk Pedestrian Improvements	Extension of the Riverwalk pedestrian path north from Ski Hill Road to Watson Avenue.	N/A*
Breckenridge Intermodal Center	Would provide connections between town and regional buses; mountain and horizontal people movers; private vehicles, including shuttles; walkways/pedestrians; and bikeways. Located at the Watson/Sawmill site. Town would need to purchase additional land for maintenance facility.	N/A*
Vista Point Subdivision	85 affordable housing units with child care center.	76.6
Town of Frisco	Project Description	Approximate Size in acres
Gateway Complex	Mixed use development consisting of office, restaurant, and 10 residential units on Main Street. (25,040 ft ²)	1.2 (2.9)
Drake Landing	46 condominium units east of Summit Boulevard. (16,984 ft ²)	1.3 (3.3)
400 Main Street	Mixed-use: commercial/retail/residential space (13,627 ft ²)	0.1 (0.2)
Sawmill Building	Mixed-use: commercial/retail/residential on 2nd and Granite St. (10,350 ft ²)	0.2 (0.5)
Traffic Improvements	Traffic Signal at intersection of SH 9 and County Road 450 (approved).	N/A*

Responses to Comments

Response to Comment #70h (continued):

Town of Frisco (continued)	Project Description	Approximate Size in acres
Lot 1, Raintree II	Near I-70 and the Lake Dillon Dam Rd, a mixed-use (commercial/residential) development.	0.7 (1.7)
Belford Street Parcel	15 units of Town Attainable Housing located near Frisco Elementary School	0.3 (0.8)
The Lodge at Riverbend	17 units of residential development off of Main St. (39,961 ft ²)	0.4 (0.9)
Marina Park	20 residential units with 1200 ft ² of commercial located at 7 th and Main St. (Total 39,961 ft ²)	0.4 (0.9)
Timberline Cove	30 residential units with 72 bedrooms east of Summit Blvd.	0.8 (1.9)
McDonald's/ Conoco	Restaurant and service station on Summit Blvd. (5,000 ft ²)	1.9
Large Retail Development	Retail development adjacent to Frisco Transfer Center (100,000-120,000 ft ²)	9.4
Lake Point	2 lots for commercial development on Summit Blvd. (5,000 ft ²)	2.1
Lot B2	Commercial development at Main St. and SH 9	1.6
Peninsula Recreation Area	Nordic Village development, additional buildings to accommodate Nordic Center and a multi-purpose facility.	200+
Triangle Parcel	Attainable housing.	10.0
Frisco Middle School	Expectations of expansion	N/A*

*N/A denotes data Not Available

Response to Comment #70i:

Past and future regional population growth, recreational activity, reservoir construction, and commercial and residential development in the cumulative impacts study area have impacted and would continue to impact wildlife habitat,

Responses to Comments

Response to Comment #70i (continued)

dispersal, productivity, and mortality despite any build or no-build alternatives. Future development of private lands along SH 9 in the cumulative impacts study area would further fragment available wildlife habitat and reduce wildlife activity near the highway. Fragmentation of wildlife habitats would tend to isolate wildlife populations unless connections and open spaces are maintained. All the build alternatives would increase the potential for direct wildlife mortality from animals crossing a wider road. Anticipated growth in traffic volume under the No-Action Alternative also would increase the likelihood for vehicle/wildlife collisions. In addition to existing and future land development, proposed transportation improvements would increase the barrier for wildlife movement between undeveloped White River National Forest lands located east and west of SH 9.

One example of cumulative effects to wildlife would be the potential impact to elk from regional development and highway improvements. Additional urban development, increases in traffic, and an increase in the width of SH 9 would impact elk movement, distribution, and productivity in the cumulative impacts study area. Limitations in elk movement may affect access to foraging habitat, genetic diversity, and population viability. Increased traffic and an increase in the width of SH 9 are also likely to increase the incidence of vehicle/wildlife collisions. Similar types of impacts are possible for other wide-ranging wildlife species.

Increases in population and employment may cause an increase in recreational activity in the White River National Forest, which may indirectly displace wildlife not tolerant of

Responses to Comments

Response to Comment #70i (continued)

human activity. Indirect effects to wildlife from recreation may extend outside of the cumulative impacts study area for species such as elk, deer, black bear, and mountain lion.

While not quantifiable, incremental and cumulative impacts to wildlife from improvements to SH 9, in addition to past and anticipated future land development and activity in the cumulative impacts study area, are likely to occur. The reconstruction of a bridge over the Blue River to accommodate wildlife crossings and a possible wildlife underpass on SH 9 near Gold Hill could reduce potential impacts to wildlife movement from road improvements. Current studies for the I-70 Programmatic EIS also are evaluating potential impacts to wildlife movement and possible wildlife crossings to improve regional wildlife movement. An indicator species is used as this technique is used by the USFS and biologists to streamline evaluation for species who have similar migration and habitat ranges.

Response to Comment #70j:

Cumulative impacts to the boreal toad, a candidate species for federal listing, and lynx, a federally threatened species, from planned improvements to SH 9 and regional growth and development are possible. Potential habitat for boreal toads along the Blue River has been substantially altered by past mining operations and development in the Blue River valley, including the existing SH 9. There are several known boreal toad populations within the cumulative impacts study area in upstream tributaries to the Blue River. Existing boreal toad populations along Cucumber Gulch are at risk from residential development and ski area development plans. Suitable breeding habitat for boreal toads near SH 9 is marginal because many of the small ponds are ephemeral or contain fish that prey on toads. Fast flowing water reduces habitat suitability at some locations, and nearby disturbance and development adjacent to ponds and

Responses to Comments

Response to Comment #70j (continued)

wetlands has negatively impacted the quality of potential toad habitat. No boreal toads were located during field studies within the potentially suitable habitat influenced by SH 9. The highest quality potential habitat for boreal toads near SH 9 is located in the wetland complex at the outlet of Miners Creek into Dillon Reservoir. Other small, often seasonal, ponds adjacent to the Blue River provide potential breeding habitat for boreal toads should they disperse from upstream populations. Modifications to potential boreal toad breeding habitat along the Blue River from road improvements would have only a slight incremental impact to boreal toad habitat due to the low quality of potential breeding sites and the toad's absence near SH 9.

Historical disturbance in the cumulative impacts study area from mining, ski area development and urbanization has reduced available foraging habitat and movement corridors for wide ranging species such as lynx. Population estimates of lynx in the region are not readily available. Historical observations of lynx in Summit County include the Breckenridge area in the early 1900s, Boreas Pass in 1995, the Gore Range in 1993, and several occurrences in nearby Eagle and Lake counties. The introduction of 96 lynx in southwest Colorado by the CDOW from 1998 to 2000 has expanded the population of lynx in the state. Some of these introduced lynx have dispersed into the central mountains of the state, and satellite-tracking data indicates lynx movement near the study area.

The existing SH 9 roadway and adjacent commercial and residential development are barriers to lynx movement along the length of the cumulative impacts study area. Future development of private lands in the cumulative impacts study

Responses to Comments

Response to Comment #70j (continued)

area is likely to further restrict or modify the ability of lynx to move from existing suitable habitat present to the east and west of SH 9. The incremental impact to potential lynx movement through the cumulative impacts study area from widening SH 9 is expected to be slight because of lynx unlikely use of this corridor for travel. Construction of a bridge over the Blue River and another potential wildlife crossing near Gold Hill would reduce the potential for impacts to lynx movement from highway improvements. Because of the existing development along SH 9 and the presence of more suitable lynx movement corridors outside of the study area, the proposed project is not likely to adversely affect lynx. Regionally foreseeable developments listed in Table 4-23 may directly or indirectly impact lynx activity or movement in the cumulative impacts study area.

Response to Comment #70k:

See Response to Comment #70d above (under Indirect Impacts).

Response to Comment #70l:

This text was revised to address the comment as shown in the attached Section 4.8. Due to the abbreviated format for the FEIS, this text does not appear in the document.

Response to Comment #70m:

See revised Section 4.6.1 and 4.6.2 (see attached) to describe methodology used to arrive at 3% to 4% reduction in vehicle trips. Table 4-12 was adjusted to reflect impact of 3% to 4% peak period traffic reduction Average Daily Traffic Volumes. Table 4-9 was modified to show LOS distinction between general-purpose lane and HOV lane in Alternative 2. This information is also incorporated into Table 4-12 in Section 4.8 (attachment to this letter).

Responses to Comments

Response to Comment #70n:

Please see the revised Section 4.8 (attachment to this letter)

Response to Comment #70o:

No, speed limits under the build alternatives will be lower or consistent with the current posted speed limits along SH 9 between Frisco and Breckenridge. With the transportation improvements, the planned speed limit is to be a uniform 45 mph between the Towns of Frisco and Breckenridge and lower within the town limits. The lower speed would help with wildlife/vehicle conflicts.

Response to Comment #70p:

The preferred alternative selected in the FEIS has incorporated this information from USGS data sources into revisions of Chapters 3 and 4 Water Resources and has adequately addressed baseline levels and impairment categories of the Blue River. Potential adverse effects of construction activities on water resources have been addressed in the Construction Mitigation section 3.20.3 in the FEIS. CDOT requires the contractor on individual projects to test for turbidity on a regular basis and under special provision. The contractor cannot exceed a ___ NTU requirement. (Nephelometer turbidity units or NTUs are a measure of water cloudiness due to sediment, where >5 NTU is visually perceptible, >25 NTU is a typical lake clarity, and >100 NTU is considered muddy.) CDOT will coordinate with CDPHE regarding methods to be used when constructing in the stream channel or along the stream bank,

Responses to Comments

Response to Comment #70p (continued):

due to metals and what construction activities might create if the metals are "stirred up".

Response to Comment #70q:

The Driscoll analysis performed for SH 9 preferred alternative indicated that the highway runoff pollutant loading of the Blue River will, in stream segments already categorized as impaired due to mine drainage impacts, exceed CDPHE standards for copper. Overall incremental increases due to increased impervious surfaces are extremely small. The Driscoll model has limitations in terrain and climatic conditions such as those affecting SH 9 Frisco to Breckenridge. For four months of the year there is essentially no runoff from the highway into the Blue River and the precipitation that falls on the highway is plowed into deep banks where it either sublimates in the winter sun or slowly melts in April and May. It should be noted that when the melt of these snow banks occurs, the runoff flows into a river that is swollen with snowmelt from the remainder of the watershed and the trans-mountain diversions, so pollutants are diluted. Another fact is that the average intensity of snowmelt runoff is approximately 50-67% of the average intensity of rain events. In the early spring months when snowmelt is occurring along the 9,000-foot elevation highway corridor, but not in the bulk of the watershed, it is quite possible that pollutant levels would be higher than predicted by the Driscoll model. The model shows no problem in September when streamflows are low and the dominant runoff mechanism is rainfall.

Response to Comment #70r:

Per CDOT, FHWA, C&B meeting with EPA held on September 4, 2002, note that CDOT has no authority to restrict future accesses based upon potential off CDOT right-of-way wetland impacts.

See attached memo on impacts of access to SH 9 on wetlands.

Responses to Comments

Response to Comment #70s:

Per the CDOT, FHWA and C&B meeting with EPA held on September 4, 2002, ERO prepared a wetland finding for CDOT. The finding is included in the FEIS as Appendix F, with a summary of the finding in Chapter 2.0. This includes an alternative analysis per Section 404 b(1) guidelines and examination of wetland mitigation. Documentation shows that the preferred alternative is clearly the least damaging practicable alternative that also meets the project purpose and need. A draft 404 permit application has been submitted to the Corps.

Response to Comment #70t:

CDOT has begun and will commit to an inter agency coordination process to explore the development of a wildlife crossing north of Gold Hill Road and South of the Lakeview Subdivision on State Highway 9. CDOT has been coordinating with Summit County Open Space, the U. S. Forest Service, the US Fish and Wildlife Service, the Colorado Division of Wildlife, and will rely on partnerships with these agencies in order to protect land surrounding a proposed crossing from further development, to gain conservation easements, get feedback on design options, to find and acquire potential funding sources, and to gain consensus from local land owners in the development of a fencing plan to route wildlife to the crossing area. See Section 1.4.12 of the Abbreviated FEIS.

Any wildlife crossing plan that may be developed following the Record of Decision will be shared with the US Environmental Protection Agency.

Responses to Comments

Response to Comment #70u:

Lynx (*Lynx Canadensis*)

Current impacts include habitat fragmentation due to the barrier effect of the highway, and the potential for direct mortality as a result of a lynx/vehicle collision. Lynx use of suitable habitat on either side of the Blue River Valley is documented by CDOW satellite tracking data, although the exact locations of lynx crossings are not known. There would be no loss of lynx habitat under the No-Action Alternative.

Potential impacts to lynx for Alternatives 1 and 2 would be similar, and include an increased highway zone of influence, a slight loss of habitat, increased fragmentation, and an increased possibility of direct mortality. The zone of influence (the area in which lynx potentially would be affected by various disturbances including noise and visual effects) extends beyond the edge of the road, and varies with topography, vegetation type, and human activity and development. A wider road under Alternatives 1 and 2 would result in a slightly expanded zone of influence. The habitat lost from these two alternatives would have a negligible effect due to the low quality of vegetation along SH 9 and the existing disturbance and development that currently borders a major portion of SH 9. Direct impacts to lynx may occur from the increased habitat fragmentation associated with a wider road because a widened road may physically prevent lynx from traveling from suitable habitat on one side of the road to suitable habitat on the other side of the road; however, lynx activity near SH 9 is not well known and more suitable movement corridors are located outside of the study area. Additionally, a wider road would increase the potential for direct lynx mortality.

Habitat loss would be slightly less for Alternative 3, the identified Preferred Alternative, due to a narrower median and shoulders, but this alternative would still increase the barrier to movement and the potential for direct mortality, similar to Alternatives 1 and 2. Alternative 4 would result in the least habitat lost because of its narrower road width. Habitat fragmentation also would be slightly less than with other build alternatives, but a new roadway would continue to

Responses to Comments

Response to Comment #70u (continued):

restrict lynx movement. The potential for direct lynx mortality under Alternative 4 would likely be similar to existing conditions, although a grassy median would provide a small refuge for lynx crossing the road.

All build alternatives are located within a transportation corridor heavily influenced by surrounding development and existing traffic. Minimal potential cover or suitable denning or foraging habitat would be affected by alternative road improvements. Roadway function would remain similar, but a widened road would increase the barrier for potential lynx movement to areas of suitable habitat outside of the study area. The dispersal patterns of recently reintroduced lynx in Colorado indicate lynx movement near the study area, but it is unclear what future home ranges lynx may establish. A proposed bridge at the Blue River would provide a lynx crossing site. If adjacent lands can be protected from development, a wildlife underpass suitable for lynx near Gold Hill would provide an additional crossing site for lynx. Details on the design and location of wildlife crossing structures would be developed in cooperation with CDOW, Summit County, and USFWS (see Section 1.4.12 of the Abbreviated FEIS).

In consideration of the human development along SH 9, which may preclude use by lynx, and the location of more suitable and less developed movement corridors north and south of the study area, none of the build alternatives are likely to adversely affect lynx. A proposed wildlife crossing included as a component of SH 9 improvements for all build alternatives would help maintain wildlife movement corridors suitable for possible use by lynx. Potential impacts to lynx

Responses to Comments

Response to Comment #70u (continued):

were determined in cooperation with the USFWS, CDOW, and US Forest Service. The USFWS, which has regulatory authority under the Endangered Species Act, concluded that the proposed development "is not likely to have adverse effects to the lynx" (USFWS 2002).

[See attached letter from LeRoy Carlson, Colorado Field Supervisor for the USFWS, Lakewood, Colorado to Rebecca Vickers, Colorado Department of Transportation, Denver, Colorado, April 5, 2002.]

Response to Comment #70v:

On August 8, a meeting was held with CDOT, FHWA, EPA, and Carter & Burgess attending. This issue was discussed with the EPA at this meeting and it was decided that a response was not needed.

Under Colorado State law, it is within local government's jurisdiction to implement and enforce development controls. Those controls typically take the form of zoning ordinances and subdivision ordinances. The Colorado Department of Transportation is not responsible for mitigation of impacts associated with development.

Response to Comment #70w:

The worsened conditions results from increased congestion making it difficult for pedestrians and bicyclists to cross SH 9 or use SH 9 as a travel corridor as stated in the second sentence in Section 4.7.1. However, there are some minor improvements planned by the Towns and Summit Stage that are listed under the No-Action Alternative and in Table 4-23 Reasonably Foreseeable Projects. These projects do not improve conditions for pedestrians/bicyclists trying to cross a more congested 2-lane roadway or travel on the roadway. The improvements are in-town, with access to transit centers, and improvements at bus stops. This may encourage people to walk or bike to their destinations in-town or to access transit.

Attachments to Comment #70 Responses



United States
Department of
Agriculture

Forest
Service

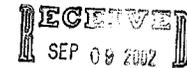
White River
National
Forest

Dillon Ranger District
P.O. Box 620
680 Blue River Parkway
Silverthorne, CO 80498
(970) 468-5400
FAX (970) 468-7735

File Code: 1950-4

Date: September 6, 2002

Lisa Kassels
Project Manager
Colorado Department of Transportation
18500 East Colfax
Aurora, CO 80011



BY:.....

Dear Lisa:

I am writing in reply to your August 12, 2002 letter asking for Forest Service input on the EPA's comments to the Draft Environmental Impact Statement and 4(f) Evaluation for State Highway 9, Frisco to Breckenridge.

The EPA has asked that you contact the Forest Service for input on their following comments:

- "Improved access on Highway 9 will mean additional access to recreation areas, with potential impacts to the surrounding forests. These impacts should be addressed in the document. Has the Forest Service been involved in a discussion of this issue?"
- "The growth expected in this area will most likely lead to additional usage, and may lead to increased usage of the White River National Forest. Has the U.S. Forest Service been contacted on this? Their comments on this issue should be incorporated into the document."

In my letter to CDOT dated 4/25/00 I stated "Improvements to SH 9 will cause an increase in traffic to the Upper Blue River valley and may lead to an increase in use on the National Forest." The DEIS discusses the impacts to the recreation resources on the National Forest that are within the immediate SH 9 corridor, (Peninsula Recreation Area, Dickey Day Use Area, Dillon Reservoir, and the bikepaths). However, it does not discuss the increased use to the National Forest lands that are access by improvements to SH 9.

It may be beyond the scope of the EIS to discuss what percent of increased highway travelers will visit the National Forest, both within and outside the SH 9 corridor. However it may be appropriate to disclose what recreation resources exist on the National Forest in the upper Blue River Valley that are likely to receive additional use both directly and indirectly. This information can be added to the EIS in section 3.20 Parks and Recreation within the SH9 Study Area (page 3-137).

I would recommend adding the following paragraph in section 3.20: "Recreation Resources in the Upper Blue River Valley - A variety of recreation opportunities on public lands exists beyond the immediate corridor of State Highway 9. Traveling on SH 9 accesses many of these resources, with only a few exceptions. SH 9 allows access to several Forest Service trails and roads, including the Colorado Trail, Gold Hill Trail, Peaks Trail, Wheeler National Recreation



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Attachments to Comment #70 Responses (Cont'd)

Trail, Boreas Pass Road, Indiana Gulch Road, Pennsylvania Gulch Road, McCullough Gulch Road, Spruce Creek Road, and the Crystal Lakes Road. SH9 also provides access to the Golden Horseshoe and Swan River Valley dispersed recreation areas, east of Breckenridge; including camping and both motorized and non-motorized road and trail uses year-round." The exact wording can be edited as you see fit to match the format of the section.

In addition, the discussion on increased use of the National Forest can be carried forward into section 4.24 Indirect Impacts. It would be appropriate to include a short general discussion and address increased recreation use on the White River National Forest and public lands inside and outside the study area.

Thank you for the opportunity to comment on the issue of increased use of the National Forest and incorporating the above comments into the final EIS. If you have any questions on this matter please call Paul Semmer of my staff.

Sincerely,



JAMIE E. CONNELL
District Ranger

Attachments to Comment #70 Responses (Cont'd)

4.8 AIR QUALITY (REWRITE)

The SH 9 study area is in a rural mountainous area that is classified as an attainment area for air quality standards by the Colorado Department of Public Health and Environment (CDPHE). Attainment areas meet National Ambient Air Quality Standards (NAAQS) and as such have relatively good air quality. These areas are not subject to more stringent control standards as are required for non-attainment areas. CDPHE regulations require that fugitive dust and emissions be controlled in non-attainment areas, so that NAAQS are not exceeded. Activities that may be subject to dust control requirements include construction, material storage piles, use of and maintenance of temporary roadways and deposition of materials such as soil and mud on paved roadways.

The purpose of this air quality section is to compare the relative emissions among different alternatives and also determine if any alternative would result in an exceedance of National Ambient Air Quality Standards (NAAQS). The study area is within an "attainment area" for the NAAQS, and has not recorded carbon monoxide violations. This area is not expected to violate any standards with increases in emissions from the alternatives as Alternatives 1, 2 and 3 are expected to decrease overall emissions by the year 2020. Alternative 4 and the No-Action Alternative do have some increase in emissions by 2020, but these are not expected to violate any standards. Thus, no alternatives are forecasted to cause any impact on air quality within the study area.

4.8.1 AIR QUALITY IMPACTS

Traffic volumes on SH 9 will continue to increase in the future, regardless of project alternative. Traffic increases generally increase total emissions of carbon monoxide and small particulates (PM₁₀). Alternatives 1 and 3 are projected to carry the most traffic (up to 40,000 vehicles per day), while the No-Action Alternative and Alternative 4 are projected to carry slightly less (up to 35,000).

Levels of congestion also effect emissions of carbon monoxide. As congestion increases, speeds decrease and carbon monoxide emissions increase. Traffic congestion, hours of delay, and carbon monoxide emissions would be greatest with the No-Action Alternative and Alternative 4. Alternatives 1, 2, and 3 would have less congestion and lower carbon monoxide emissions than the No-Action Alternative and Alternative 4.

Particulate emissions from roadways are directly related to traffic volumes. Since traffic volumes will continue to increase with all alternatives, particulate emissions will also increase. The No-Action Alternative and Alternative 4 result

Attachments to Comment #70 Responses (Cont'd)

in lower future traffic volumes and particulate emissions than Alternatives 1, 2, and 3 because of lower projected traffic volumes.

The relative attractiveness of travel options other than single occupant vehicles can also affect air quality. Alternative 2 would be the most attractive, with travel time savings for Bus/HOV lane users and with the most investment provided in bus priority treatments, transit stop amenities, and support for a Transportation Management Organization (TMO). Alternatives 1 and 3 would provide a moderate investment in transit supportive programs and the No-Action Alternative and Alternative 4 result in the least incentive for other travel options. All build alternatives include TDM strategies.

Table 4-12 provides a summary of air quality impacts for each of the alternatives and the factors that effect emissions of air pollutants. Although traffic volumes in the project area are projected to nearly double by 2020, carbon monoxide emissions would decrease for Alternatives 1, 2, and 3 compared to emissions in 1998. Most of this decrease in emissions is attributable to cleaner, or lower pollutant-emitting vehicles in the future. Older, higher emitting vehicles will continue to be replaced with newer, lower emitting vehicles. The No-Action Alternative and Alternative 4 have the highest carbon monoxide emissions because peak hour traffic will be extremely congested with both alternatives and speeds will be lower compared to the four-lane alternatives.

Since carbon monoxide emissions for Alternatives 1, 2, and 3 are 1% - 5% lower in 2020 compared to 1998, and the study area is currently in attainment of carbon monoxide standards, no exceedances of carbon monoxide standards are expected in 2020 for these alternatives. Furthermore, no exceedances of carbon monoxide standards are expected for either the No Action or Alternative 4, even though there will be more traffic congestion during peak hours, because the less than five percent increase in future carbon monoxide emissions is considered insignificant.

Particulate emissions due to re-entrained road dust associated with winter sanding will increase with all alternatives as traffic volumes increase in the future. Although there has been one recorded exceedance of the 24-hour PM₁₀ standard (150 µg/m³) in the study area during the past six years, Summit County is still designated an attainment area for PM₁₀. A single exceedance of the PM₁₀ standard is not sufficient to designate an area as non-attainment. Furthermore, the 182 µg/m³ recorded at the Breckenridge monitor on February 9, 2000 is more than double the second highest value recorded in 2000 of 71 µg/m³. While the high value is indicative that exceedances of the PM₁₀ standard can occur in Breckenridge, monitoring data during the past six years do not show any trend toward higher PM₁₀ concentrations. Therefore, none of the alternatives is

Attachments to Comment #70 Responses (Cont'd)

expected to cause an exceedance of the 24-hour PM₁₀ standard. Continued air monitoring by the Colorado Air Pollution Control Division will determine if there is a trend toward increasing PM₁₀ concentrations as traffic volumes increase on SH 9 and if control strategies are need to mitigate re-entrained road dust emissions.

Table 4-12
Summary of Air Quality Impacts

	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
2020 Average Daily Traffic Volume	29,000 - 35,000	33,000 - 40,000	31,500 - 38,500	33,000 - 40,000	29,000 - 35,000
2020 Level of Service (Congestion) See Tables 4-9 and 4-10	SH 9 LOS: F Intersection LOS: B, D, E and F.	SH 9 LOS: B, C and D. Intersection LOS: B, C, D and E.	SH 9 LOS GP lane: D and E. SH 9 LOS HOV lane: B, C, D and E. Intersection LOS: B, C, D and E.	SH 9 LOS: B, C and D. Intersection LOS: B, C, D and E.	SH 9 LOS: F Intersection LOS: B, D, E and F.
Change in Particulate Emissions (compared to 1998)	60% Increase	84% Increase	77% Increase	84% Increase	60% Increase
Change in Carbon Monoxide Emissions (compared to 1998)	4.4% Increase	1.1% Decrease	4.9% Decrease	1.1% Decrease	4.4% Increase
Travel Options	No support for buses or carpoolers.	Moderate investment in bus priority treatments (4), transit stop amenities and TMO program.	Most support for buses and carpoolers: peak period traffic reduced by 3% - 4%. Most investment in bus priority treatments (6), TMO program and transit amenities.	Moderate investment in bus priority treatments (4), transit stop amenities and TMO program.	Investment in bus priority treatments, TMO program and transit stop amenities same as Alternative 2.

To summarize by alternative:

- The No-Action Alternative and Alternative 4 would result in relatively greater carbon monoxide impacts because they would be the most congested. These two alternatives provide the least incentive for people to use alternative modes of travel.
- Alternatives 1, 2 and 3 would have relatively lower carbon monoxide emissions due to reductions in traffic congestion, but greater particulate

Attachments to Comment #70 Responses (Cont'd)

emissions from road sanding. Alternative 2 would provide the most incentive for people to use alternate modes of travel.

None of the project alternatives is expected to cause violation of National Ambient Air Quality Standards (NAAQS) as established by the EPA. There has been only one recorded exceedance of the 24-hour PM₁₀ standard in Summit County during the past six years. The study area and all of Summit County are expected to remain in attainment of all NAAQS in the future.

4.8.2 MITIGATION MEASURES

Dust emissions would be minimized by implementation of techniques to control dust, such as regular dewatering or diluted emulsified asphalt as dust palliatives during construction. Since Summit County is designated an attainment area for all NAAQS, the air quality implementation plan and conformity provisions of the federal Clean Air Act do not apply. CDOT or the local jurisdictions of Summit County and the Towns of Frisco and Breckenridge could implement street sweeping to decrease particulates associated with sanding activities. Use of deicing materials instead of sand would also help reduce particulate emissions. Local planning policies and TDM strategies could help to encourage people to select alternate modes of travel.

Attachments to Comment #70 Responses (Cont'd)

Carter & Burgess

Consultants in Engineering, Architecture,
Planning and the Environment

MEMO

TO: Jeanette Lostracco, Rich Garcia **DATE:** November 8, 2002

FROM: Ian Chase

SUBJECT: SH 9 – Private Parcels with Wetlands Analysis **PROJECT NO:** 987041BR3

COPIES: Lisa Kassels, Kris Meiring, Scott Sands, Edrie Vinson

A letter from EPA providing comments on the SH 9 DEIS dated July 11, 2002 stated "Cumulative impacts to wetlands resulting from reasonably foreseeable development and associated access points along Highway 9 should be addressed in the document. In response to the preliminary comment we made on this point, CDOT has stated that they will be looking at their procedures and policy on the approval of access roads. We feel that the appropriate scope of analysis in this case and under the Section 404 permit includes all the aquatic resource impacts under federal control and responsibility which we believe are significant when viewed cumulatively. Because future access points can result in additional wetland impacts, we recommend that an analysis be completed that discloses potential worst case impacts to wetlands (with appropriate mitigation) or that CDOT commit to no additional wetland impacts associated with this project, including future access. Without these assurances, a single and complete project will not be presented for 404 permitting purposes"

A follow up meeting was held with the EPA on September 4, 2002 to follow up on the above comment and seek clarification. In response to the above comment, an analysis was performed by Carter & Burgess to gauge potential impacts to wetlands from roadway access needed for future private development along the SH9 corridor. This exercise involved GIS wetland data, parcel boundaries and Summit County assessor data.

The area analyzed for the exercise is the SH 9 corridor from the I-70/SH 9 interchange north of Frisco to SH 9 and South Park Avenue in Breckenridge. The exercise looked at all parcels immediately adjacent to the SH 9 corridor.

The first step was to overlay wetland data on to the parcel data in a GIS. Parcels with wetlands falling within their boundaries were noted. Any of these parcels that were

Attachments to Comment #70 Responses (Cont'd)

publicly owned were thrown out of the analysis since the exercise focused strictly on private properties.

Of the remaining private parcels, only those without existing development or road access were analyzed. All parcels with existing structures or access to roadways were eliminated.

A total of six parcels under private ownership were found to include wetlands and no existing development or road access. One of these parcels currently has easement agreements with the Town of Frisco and the Continental Divide Land Trust. This parcel is located to the east of the Summit Blvd. and 8th Avenue intersection in Frisco (on the north side of SH 9). The parcel is owned by Water Dance on Lake Dillon Master Association, a non-profit homeowners association. Frisco currently has an access easement for a bikepath and wildlife viewing station on this parcel. Continental Divide Land Trust has a conservation easement on the parcel that overlaps the Frisco easement. Though not a 4(f) property because it is under private ownership, the property was treated as a 4(f) possibility in the preliminary 4(f) cull process.

The remaining five privately owned parcels are described below:

- 1) Small parcel at SE corner of Hawn Dr. and Summit Blvd in Frisco. This parcel is less than 0.2 acres in size and is essentially too small to be developed. Approximately 0.05 acres of wetlands are located within the parcel.
- 2) Two parcels along east side of SH 9 north of the Highlands Drive/Valley Brook St./SH 9 intersection in northern Breckenridge. These two parcels cover a total of approximately 12 acres and include less than 0.15 acres of wetland.
- 3) Two parcels located to the southeast of the Huron Rd./SH 9 intersection in northern Breckenridge. These parcels cover approximately 0.5 acres and include less than 0.05 acres of wetland.

If accesses were granted and all of these parcels were developed, a total of approximately 0.25 acres of wetlands are potentially at risk of being impacted.



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Colorado Field Office
755 Parfet Street, Suite 361
Lakewood, Colorado 80215

REPLY REFER TO:
ES/CO: T&E/CDOT/lynx
Mail Stop 65412

APR 5 2002

Rebecca Vickers
Colorado Department of Transportation
4201 East Arkansas Avenue, Empire Park B-400
Denver, Colorado 80222

Dear Ms. Vickers:

Based on the authority conferred to the U.S. Fish and Wildlife Service (Service) by the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 *et seq.*), the Service reviewed the Canada lynx, *Lynx canadensis*, (lynx) impact assessment report submitted with your letter of February 11, 2002. This report regards the State Highway 9 (SH9) Frisco to Breckenridge Improvement Project in Summit County, Colorado. The project, as proposed, may disturb lynx habitat and/or disrupt lynx movement through the area.

The forested, undisturbed landscape adjacent to the project area is known to be historically occupied by lynx and more recent data indicate that lynx continue to use this surrounding terrain although lynx activity near the road or other development is not known. Human development and SH9 already present a significant barrier to wildlife movement through the Blue River valley, and may preclude use by lynx. Increased development and traffic are projected in the area whether or not the highway is improved. Less developed and more likely lynx movement corridors across the valley occur near Hoosier Pass south of the project area, and near Officer's Gulch north of the project area. The Service therefore concludes that the proposed development is not likely to have adverse effects to the lynx. In addition, CDOT currently proposes to construct a wildlife underpass near Gold Hill north of Breckenridge in order to further reduce impacts of the highway. We encourage CDOT to continue to pursue its construction as it could benefit all wildlife in the area and improve the safety of the highway.

If the Service can be of further assistance, please contact Alison Deans Michael of my staff at (303) 275-2370.

Sincerely,



LeRoy W. Carlson
Colorado Field Supervisor

pc: CDOT (J. Powell)

Reference: Alison/CDOT2002/Reg1

Attachments to Comment #70 Responses (Cont'd)



New text for 4.6.1 and 4.6.2 is underlined.
Table 4-9 was modified.

The forecasted 2020 traffic volumes with the 15% induced demand would be associated with each of the four-lane alternatives (Alternatives 1 through 3). The 2020 traffic volume projections without the 15% induced demand would represent the No-Action Alternative and Alternative 4. These traffic volume forecasts along SH 9 are consistent with the traffic volume projections from the travel demand model prepared for the I-70 Programmatic Environmental Impact Statement currently being conducted for CDOT Region 1.

For Alternative 2, the forecasts assume that the Bus/HOV lane would provide peak period travel time savings and improve travel time reliability over the adjacent general-purpose lane. This is based on the alternative description and related usage recommendations provided in Section 2.6. Therefore, potential increases in ride sharing and transit use along SH 9 could be realized, resulting in an increase in the person moving capacity and a reduction in vehicles on SH 9. Mode shift assumptions for the Bus/HOV application are based on a combination of factors. Research of other arterial HOV applications was conducted to determine the impact that Bus/HOV treatments may have on travel behavior. Due to the access and traffic characteristics of SH 9, other continuous access arterial applications were considered to be most comparable with the concept defined for SH 9. In addition to research, a sensitivity test was conducted with the current auto-occupancy characteristics found on SH 9. The analysis employed an iterative process to determine the range of mode shift that could potentially occur before traffic operational benefits of the Bus/HOV lane diminished to an undesirable level. A key objective of HOV lane management is to provide an effective distribution of traffic activity between general lanes and HOV lanes. The intent is to offer higher speeds, travel time reliability and other benefits to users who meet the criteria for use of the HOV lane. Conversely, by pursuing these advantages for the HOV lane, the adjacent general-purpose lane should operate at a less appealing but viable LOS. Without these incentives associated with HOV application, the potential to influence a shift in travel behavior is minimized.

The Bus/HOV analysis established a threshold for maintaining a desirable LOS distinction between the two types of travel lanes. This was used to gauge the level of mode shift that could potentially occur. Using this approach, the resulting mode shift from single occupant vehicle (SOVs) to carpool and transit modes was generally consistent with the trends identified for other arterial applications. An approximately 3% to 4% reduction in peak period traffic on SH 9 for Alternative 2 is projected to occur compared to alternatives 1 and 3. This would also translate to a reduction of approximately 4% for daily traffic under Alternative 2.

Attachments to Comment #70 Responses (Cont'd)



Traffic forecasts for Park Avenue and Main Street within Breckenridge were developed in a similar manner as the rest of the SH 9 study area and refined to account for the potential redesignation of SH 9 from Main Street to Park Avenue. Through Breckenridge, 2020 traffic volumes on Park Avenue are projected to range from 20,000 vpd (southern end) to 36,000 vpd (northern end). For Main Street, 2020 traffic volumes are projected to range from 8,000 vpd (southern end) to 19,000 vpd (northern end). These would represent traffic volumes for Alternatives 1, 2 and 3. For the No-Action Alternative, projected 2020 traffic volumes on Park Avenue and Main Street are forecasted to range from 13,000 vpd (southern end) to 24,000 vpd (northern end). For Alternative 4, Park Avenue is projected to carry between 19,000 vpd and 31,000 vpd by 2020, with Main Street carrying between 7,000 vpd to 16,000 vpd on the southern and northern ends of these facilities, respectively.

4.6.2 TRAFFIC OPERATIONS

Analyses were conducted applying the appropriate traffic projections to corresponding roadway alternatives to determine how the facility would operate.

4.6.2.1 HIGHWAY SEGMENT OPERATIONS

Congestion is characterized by slower than desired travel speed, increased and unpredictable travel times, increased accident frequencies, erratic stop and go, increased vehicle operating costs and other undesirable conditions resulting in user dissatisfaction (Source: *Traffic Engineering Handbook*, ITE, 6th Edition). Projected year 2020 p.m. peak hour traffic volumes and the roadway laneage assumed for SH 9 (either two or four lanes) were used to determine projected highway segment LOS. See Section 3.6.4 for LOS definition and characteristics. The projected year 2020 p.m. peak hour traffic volumes were estimated by applying an overall traffic growth rate factor determined from Table 4-4 through Table 4-8 to existing p.m. peak hour traffic volumes collected at key intersections and locations along the study area. Table 4-9 summarizes the results of the operations analysis. Figure 4-2 is provided as a reference for locating the roadway segments.

Table 4-9
Projected Year 2020 Segment Level of Service – P.M. Peak Hour

Segment	No Action & Alternative 4		Alternatives 1 and 3		Alternative 2			
	SH 9		Northbound	Southbound	Northbound		Southbound	
	GP	HOV	GP	HOV	GP	HOV	GP	HOV
Main Street (Frisco) to CR 1004	F		C	C	B/C	D	B/C	D
CR 1004 to Nordic Center	F		B	B	B/C	D	B/C	D
Nordic Center to Swan Mountain Road	F		C	B	C	D	C	D
Swan Mountain Road to Dickey Drive	F		C	B	C	E	C	D

Attachments to Comment #70 Responses (Cont'd)

Table 4-9 (continued)
Projected Year 2020 Segment Level of Service – P.M. Peak Hour

Segment	No Action & Alternative 4	Alternatives 1 and 3		Alternative 2			
	SH 9	Northbound	Southbound	Northbound	Southbound		
Dickey Drive to Tiger Road	F	C	B	C	E	C	D
Tiger Road to CR3	F	C	B	C	E	C	D
CR3 to Valley Brook Road	F	C	C	C	E	C	D
Valley Brook Road to Huron Road	F	D	C	D	E	D	E
Huron Road to North Park Avenue	F	D	C	D/E	E	D/E	E

As shown in Table 4-9, if SH 9 were to remain two lanes (No-Action Alternative and Alternative 4), the facility is expected to operate at a LOS F in the year 2020 during the p.m. peak hour. Current traffic congestion on SH 9 is projected to increase resulting in fewer gaps available for additional traffic to enter or exit the highway, particularly for left turns. Common to Alternatives 1, 2 and 3 is the improvement in traffic flow. The additional through lanes would provide opportunities to pass slower moving vehicles, reducing driver frustration, which in turn may reduce some types of potential accidents. As shown in Table 4-9, a four-lane SH 9 would improve traffic operations to LOS D or better throughout the study area.

A primary difference between Alternative 2 in comparison to Alternatives 1 and 3 is the management of travel lanes and how the associated vehicles and persons are allocated to each lane. Travel demand, by lane, was quantified on both a vehicle and person carrying basis for each of these four-lane alternatives. In the p.m. peak direction, the two general-purpose lanes in Alternative 1 and 3 would carry approximately the same amount of vehicle traffic and operate in the LOS C range. Under Alternative 2, in the same p.m. peak, the general-purpose lane would carry 35% to 40% more vehicle traffic than the Bus/HOV lane, assuming a 2+ vehicle occupant designation for the Bus/HOV lane. Under this scenario, the general-purpose lane is estimated to operate at LOS C/D, and the Bus/HOV lane is projected to operate at LOS B/C (see Figure 4-3). The amount of overall vehicle traffic during peak period Bus/HOV restrictions is projected to be slightly lower (3 to 4%) for Alternative 2. This is due to an estimated increase in vehicle occupancy associated with the HOV lane restriction.

From a person carrying perspective, just over 4,000 persons are expected to travel in the peak direction during the p.m. peak hour. Under Alternatives 1 and 3, the two general-purpose lanes would carry approximately 2,000 persons each in the peak direction. Under Alternative 2, the Bus/HOV lane is projected to carry over twice as many people as the general-purpose lane during the p.m. peak hour (see Figure 4-3). This is due to the restriction of the lane to vehicles with a higher number of occupants. Person

Comment #71:



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, D.C. 20240

ER 02/503

NOV 12 2002

Mr. William C. Jones
Division Administrator
Federal Highway Administration
Colorado Federal Aid Division
555 Zang Street, Room 250
Lakewood, CO 80228

Dear Mr. Jones:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement (EIS) and Section 4(f) Evaluation for improvements to **State Highway 9** between Frisco and Breckenridge, Summit County, Colorado. The Department of the Interior (Department) has reviewed the document, and offers the following comments.

Draft Environmental Impact Statement Comments

Cultural Resources

- 71a **Page 4-89, Section 4.18 Cultural Resources** – This section is somewhat inconclusive with regards to cultural resource impacts, which makes it difficult for the reader to determine how and to what degree the project will affect cultural resources. We recommend adding information that would clarify exactly why/how each property is/is not affected by the project. For example, the text states that the alternatives would not impact the historic dredge piles along the Blue River, but why? More specific impacts information for all of the resources would be helpful.
- 71b **Page 4-92, Section 4.18.4 Mitigation Measures** – This section only discusses mitigation measures that may occur for the impacted Breckenridge Historic District. It appears that other properties will also be affected by the project for which no mitigation measures are mentioned. Will these other properties also receive consideration for mitigative measures to lessen impacts? We recommend that mitigation strategies be coordinated in conjunction with SHPO to determine the appropriate level of mitigation required to minimize the effect to cultural resources. Following consultation with SHPO, if no mitigation is required, this should be stated in the EIS along with references to any coordination conducted with SHPO.
- 71c **Page 4-92, Section 4.18.5, Summary of Coordination** – This section states SHPO's determination of effect for each of the NRHP-eligible/listed properties in the project area, except for the Dillon Placer Mine. The determination of effect for the Dillon Placer Mine should also be included in this discussion.

Responses to Comments

Response to Comment #71a:

This has been addressed in the Final Section 4(f) evaluation. See Table 2-1 for non-impacted Section 4(f) properties, and Table 2-2 for impacted Section 4(f) properties. Table 2-3 lists mitigation for impacts to Section 4(f) properties.

Response to Comment #71b:

This has been addressed in the Final Section 4(f) evaluation. See Table 2-1 for non-impacted Section 4(f) properties, and Table 2-2 for impacted Section 4(f) properties. Table 2-3 lists mitigation for impacts to Section 4(f) properties.

Response to Comment #71c:

This has been addressed in the Final Section 4(f) evaluation. See Section 2.2.6.4.

Comment #71 (continued):

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- 71d **Page 4-92, Section 4.18.7 Native American Consultation** - We recognize and appreciate that Section 106 consultation with SHPO has been conducted for this project, in addition to coordination with potentially affected Native American groups. As needed, continued coordination with these and other agencies and publics will be important through final design, implementation, and monitoring of the project.

Recreation Resources

- 71e **Page 3-54, Section 3.7.3 Bicycle Facilities** – It appears that the project area contains numerous bicycle/pedestrian facilities. To facilitate the reader, it would be helpful to provide a table that lists each of these properties and their jurisdictions. This information could then be used to more clearly illustrate which properties may be Section 4(f) resources.
- 71f **Page 3-139, Section 3.20.1 Parks and Recreation Within the SH 9 Study Area** – Table 3-25 appears to be a comprehensive inventory of the recreation resources located within the project area. The table lists 31 properties, most of which are located on public lands. In comparing this table with Figure 3-42 *Parks and Recreation Resources within the Study Area*, the figure only shows 28 of the 31 recreation properties. We recommend including all of the properties in the study area on the figure, or including an explanation of why certain properties are not shown on the map. We would also recommend including any future planned recreation resources on this map, specifically those described in Section 3.20.2 *Future Parks and Open Space Plans*.
- 71g **Page 3-144, Section 3.20.2 Future Parks and Open Space Plans** – We appreciate that the project has considered future planned recreation resources. The discussion regarding future plans for the County Facilities Recreational Trail Open Space is a conclusive summary that clearly states that this land is officially designated for a bikepath corridor. However, the following two paragraphs are somewhat inconclusive and confusing. The second paragraph describes nordic master planning efforts, but does not describe where the property, what facilities/opportunities are planning, or where they are at in the process. From this project, have any lands been officially designated for public use? This information would be useful with regard to Section 4(f) properties. Also, the third paragraph describes an Upper Blue Nordic Master Plan Committee. Is this committee related to the one described in the second paragraph, or are these two planning efforts mutually exclusive? Again, what properties are they focusing on; what facilities/opportunities are they planning; where are they in the process; have any lands been officially designated for public use? More information would be helpful.
- 71h **Page 4-37, Impacts by Alternative** – At least 19 bicycle/pedestrian facilities are discussed in the affected environment; however, the impacts section does not mention each of these facilities. This section also does not discuss how the project will affect

Responses to Comments

Response to Comment #71d:

Appropriate coordination will be continued throughout the various project phases.

Response to Comment #71e:

This has been addressed in Table 2-1 in the Final Section 4(f) evaluation. Bicycle facilities are included in the table and identified as being impacted or not and why.

Response to Comment #71f:

It was an oversight that 3 properties (Alta McCain Open Space, Braddock Flats Open Space and Gold Hill Trailhead) are not listed in the legend for Figure 3-42. They are located at #23, #24 and #20 respectively. Alta McCain and Braddock Flats were newly acquired at the time of the DEIS and have been determined not to be 4(f) properties. See the Final Section 4(f) Evaluation.

Response to Comment #71g:

Since the FEIS is an abbreviated FEIS; this section will not be rewritten and does not affect the selection of the preferred alternative. The information was preliminary at the time of the DEIS. The Upper Blue Nordic Master Plan Committee was only at the planning process stage of expanding Nordic skiing opportunities in the Upper Blue Basin as discussed in the 2nd paragraph of this section. The

Comment #71 (continued):

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the future planned bicycle/pedestrian facilities. All properties listed in the affected environment should be mentioned in the impacts discussion. For those properties that are affected, a more thorough discussion of those effects should be included. Due to the number of properties, it may be helpful to include a summary table of the properties and impacts to these properties.

- 71i **Page 4-95, Section 4.20.2 Alternatives 1,2, and 3, and Section 4.20.3 Alternative 4** These two sections do not provide enough detail for the reader to conclude how recreation resources will be impacted. Both of these sections state that a certain number of recreation sites will be impacted, but it does not list which ones, nor does it describe what the effects will be. Without this information, it is difficult to determine how the project will impact these sites. Further, these sections do not describe why the other sites are not impacted. Given that there are 31 recreation properties in the project area, why are there impacts to only a few? Are the other sites located outside the disturbance zone? We recommend that a more thorough analysis be included with regards to recreation impacts that includes a description of beneficial/adverse, short-term/long-term, and cumulative effects.
- 71j **Page 4-95, Section 4.20.4 Mitigation Measures** – Without a more detailed description of impacts to recreation resources, it is difficult to conclude that no mitigation measures are necessary as this section suggests. It appears that each of the action alternatives will impact a number of recreation properties, and mitigation measures should at least be analyzed for all impacts. We would appreciate knowing that mitigation measures were at least considered for impacts to recreation resources. Mitigation measures should be analyzed for both short-term and long-term impacts.
- 71k **Page 4-95, Section 4.20.5 Breckenridge Ski Resort and Section 4.20.6 Riverwalk Amphitheater and Park** – It is not clear why these two properties were addressed in separate sections in the impacts analysis. Are these two properties included in the total number of properties affected by the project, as described in Sections 4.20.2 and 4.20.3? If so, it would be helpful to include a more thorough discussion of each of the affected properties, not just these two.

Section 4(f) Evaluation Comments

General

- 71l The affected environment of the DEIS describes numerous cultural resources and recreation properties that exist within the project area, including at least 6 NRHP-eligible historic properties, 31 recreation resources, approximately 19 bike trails, and a number of future planned recreation resources. Many of these properties could qualify as Section 4(f) resources; however, the Section 4(f) Evaluation analyzes only 10 of these properties. The Section 4(f) Evaluation should clearly state why the other properties were dismissed from the analysis.

Responses to Comments

Response to Comment #71g (continued):

Upper Blue Nordic Master Plan Committee is the committee in charge of this planning process and developing a master plan for Nordic skiing in the area.

Response to Comment #71h:

Summary tables are provided in the Final Section 4(f) evaluation. See Table 2-1, Table 2-2, and Table 2-3.

Response to Comment #71i:

This has been addressed in the Final Section 4(f) evaluation. See Table 2-1, Table 2-2, and Table 2-3. Also see Section 2.2.

Response to Comment #71j:

This has been addressed in the Final Section 4(f) evaluation. See Section 2.2 and Table 2-3.

Response to Comment #71k:

These two resources are not impacted by any of the build alternatives, but were discussed individually because of their unique nature and the public interest in these two properties.

Comment #71 (continued):

-4-

- 71m The DEIS states that the project will result in noise increases which will impact the Riverwalk Amphitheater and Park. Although these noise impacts do not exceed CDOT Noise Abatement Criteria, the increased levels of noise will still affect the property, thereby resulting in a constructive use of the property. Because this property is a public recreation facility, and will be impacted by the project, it should be analyzed in the Section 4(f) analysis.
- 71n According to the *1989 FHWA Section 4(f) Policy Paper*, planned recreation resources are subject to Section 4(f) analysis. This would include any public lands that have been formally designated for recreation use, such as in an adopted plan. Sections 3.7.3 *Bicycle Facilities and 3.20.2 Future Parks and Open Space Lands* state that the project area contains future planned recreation resources, some of which may be formally designated. It appears these properties may qualify as Section 4(f) resources and they need to be included in the Section 4(f) Evaluation.
- 71o The Section 4(f) Evaluation should include a section on project coordination to document consultation with the agencies or officials who own or administer the Section 4(f) properties. Volume 2 of the DEIS includes a number of coordination letters with regards to cultural properties, recreation resources, and Section 4(f) and 6(f) properties. We suggest that the Section 4(f) Evaluation include a list of coordination that has taken place, in addition to a summary of important information contained in these letters.
- 71p Appendix A includes letters from the Colorado SHPO regarding the determinations of eligibility for historic properties, but does not appear to include the determination of effect. Has SHPO responded to the request for a determination of effect, as alluded to in the impacts section of Chapter 4.0? This must be included prior to signature of a Record of Decision for the project.
- 71q Section 4(f) and the FHWA regulation 23 CFR 771.135 require all possible planning to minimize harm, which should be determined through consultation with the official or agency owning the land. Have the appropriate agencies been contacted with regards to mitigation measures for the use of Section 4(f) properties, and have these agencies concurred with these mitigation measures? This information should be included for each of the affected properties.
- Specific**
- 71r **Page 5-3, Table 5-1 Impacted Section 4(f) Resources in the SH 9 Study Area** – This table lists a total of 10 impacted Section 4(f) properties; however, Figure 5-1 only shows seven of these properties. For consistency, each of the impacted Section 4(f) properties should be illustrated in the figure.

Responses to Comments

Response to Comment #71l:

All properties are now listed in the Final Section 4(f) Evaluation of the FEIS. However, those not impacted are not discussed further. Reasons for no impact are listed in the table. See Table 2-1, 2-2, and 2-3.

Response to Comment #71m:

There are no noise impacts to the Riverwalk Amphitheater and Park as noted on page 4-96, last paragraph.

Response to Comment #71n:

Added where appropriate to each property in Section 2.2.

Response to Comment #71o:

See Section 2.3 and Appendix C and D.

Response to Comment #71p:

See letter from SHPO dated 3/30/01 – next to last paragraph – “We also concur with your assessment that the four “build” options proposed for the project will have no adverse effect....”

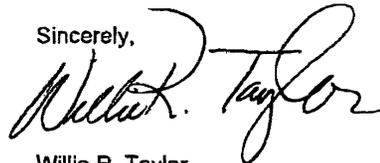
Comment #71 (continued):

-5-

71s **Page 5-9, Section 5.2.1 Denver, South Park, and Pacific Railroad Grade (5ST395.4)**
The description of impacts for this site should be described in more detail. For example, the percentage of the impacted area should be compared against the area of the entire resource (verify that this is included for all affected resources). Information regarding the location of the impact should also be included (e.g., does the impact remove a section in the middle of the railroad, thereby splitting the remainder of the resource?). Further, has SHPO concurred with the proposed mitigation measure to re-seed the disturbed area? Have they requested formal documentation of the site before it is disturbed? SHPO coordination regarding the effects and proposed mitigation measures should be included in the text. This is the same for effects and mitigation measures for the Dillon Placer Mine, and any other affected Section 4(f) historic property.

The Department of the Interior appreciates the opportunity to provide these comments on the Draft EIS and Section 4(f) Evaluation. However, at this time, we cannot concur with the Section 4(f) Evaluation because it 1) does not adequately address all of the recreation and cultural properties that could qualify as Section 4(f) resources; 2) does not include all possible planning to minimize harm to these Section 4(f) properties; and 3) does not document coordination with the affected agencies. We respectfully request another opportunity to review the Section 4(f) Evaluation when the Final EIS is published, and will reevaluate concurrence at that time.

Sincerely,



Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

Responses to Comments

Response to Comment #71q:

See each property discussion in Section 2.2. Also see Appendix C and D for coordination letters.

Response to Comment #71r:

The figures in the DEIS only showed the parks not the historic properties. See the Final Section 4(f) Evaluation.

Response to Comment #71s:

This has been addressed in the Final Section 4(f) Evaluation, Section 2.2.2.



Summit High School Cafeteria, 4:00 to 6:30 PM

Welcome to the Public Hearing on the State Highway (SH) 9 Draft Environmental Impact Statement (EIS). The Colorado Department of Transportation (CDOT) in conjunction with the Federal Highway Administration (FHWA) is conducting an EIS to determine the impacts of proposed transportation improvements on SH 9 in Summit County from Frisco to Breckenridge. The purpose of this hearing is to present the Draft EIS and record public comments. Various members of the Project Team are present to answer questions. Copies of the Draft EIS are available for review at various public viewing locations in the community, on the website and at the Comments Table. **Mailed comments must be postmarked by July 15, 2002.**

Hearing Agenda:

This Public Hearing is an open house format; no formal presentation will be made. An open house is designed to allow the public to have one-on-one personal interaction with the Project Team.

Graphics are displayed around the room that present project information. A transcriber is available to record your comments on the alternatives presented in this Draft EIS.

How to Participate:

1. Please sign in at the front table near the entrance.
2. Pick up a copy of the agenda, comment sheets and DEIS summary booklet at the table located near the entrance.
3. View the graphics around the room that provide information about the transportation improvement alternatives and potential impacts.
4. Provide your comments at the comment section, to a member of the Project Team, directly to the transcriber, via mail or email.
5. Visit the project website:
www.hwy9friscotobreck.com

Room Arrangement:

Stations are located around the room and are organized to present the following information:

Sign-in Table

- Sign-in Sheet
- Agenda
- DEIS Summary Booklet
- Comment Sheets

Introduction

- Purpose of Public Hearing
- EIS Process
- EIS Schedule
- Alternatives Screening Process
- Reasonable Alternatives

Purpose & Need

- SH 9 Traffic Conditions (present and future)
- Accidents

SH 9 Alternatives

- Alternatives Under Evaluation

Photosimulations of Proposed Alternatives

Breckenridge Alternatives

- Alternatives Under Evaluation

Bus/HOV (High-Occupancy Vehicle-Carpool)

- Characteristics
- Considerations
- Vehicle Occupancy Characteristics and LOS Comparisons
- Travel Flow Comparisons

Resources, Impacts & Mitigation

Right-of-Way

- Right-of-Way Information Booklets

Public Involvement

- Elements
- Public Opinion Survey Highlights

Comments

- Comment Cards
- Comment Box
- Transcriber
- Copies of the DEIS for review (not to be removed)

(over) ⇔

Where We Are in The EIS Process:



Draft EIS Document Viewing Locations:

- CDOT Headquarters
Public Information Offices
4201 Arkansas St., Room 277
Denver, CO 80222
- CDOT Region 1 Office
Planning and Environmental Division
18500 East Colfax Avenue
Aurora, CO 80011
- CDOT Office of Environmental Programs
1325 S. Colorado Blvd., Ste. B-400
Denver, CO 80222
- Summit County Engineering Department
37 County Road 1005
Frisco, CO 80443
- Town of Breckenridge
Engineering Department
150 Ski Hill Road
Breckenridge, CO 80424
- Town of Frisco Town Clerk
1 Main Street
Frisco, CO 80443
- Summit County Library
Frisco Branch
37 County Road 1005
Frisco, CO 80443
- Summit County Library
Breckenridge Branch
504 Airport Road
Breckenridge, CO 80424
- CDOT Mountain Residency Office
west-side of Eisenhower Tunnel at I-70
Silverthorne, CO 80498
- FHWA Colorado Division Office
555 Zang Street, Suite 250
Lakewood, CO 80228

Questions/Comments:

If you have any questions or comments, please contact:

Lisa Kassels

Colorado Department of Transportation
Region 1
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fold in half



9 Frisco to Breckenridge

ENVIRONMENTAL IMPACT STATEMENT

State Highway 9

Draft Environmental Impact Statement & 4(F) Evaluation

EXECUTIVE SUMMARY

Prepared for:
Federal Highway Administration
Colorado Department of Transportation

Prepared by:
Carter Burgess

May 2002

EXECUTIVE SUMMARY

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), is considering improvements to a 14.5-kilometer (9-mile) stretch of State Highway (SH) 9 between the northern limits of the Town of Frisco and the southern limits of the Town of Breckenridge in Summit County. The improvements being considered range from adding through lanes, improving intersections and adding shoulders to adding designated Bus/High Occupancy Vehicle (HOV) lanes. The improvements are needed to address existing congestion problems, increase safety, maintain future mobility, and to accommodate existing and projected development along SH 9. As required by the National Environmental Policy Act of 1969 (NEPA) an Environmental Impact Statement (EIS) must be prepared to address the impacts of any proposed improvements by a federal agency that may affect the quality of the human environment.

FHWA is the lead agency responsible for the preparation of the SH 9 EIS and will make the final decisions for the EIS and issue the Record of Decision (ROD). CDOT is leading the SH 9 EIS effort, and will oversee the day-to-day activities of the work. The US Forest Service (USFS), the US Army Corps of Engineers (USACOE) serve as cooperating agencies. In addition, FHWA and CDOT will coordinate closely with the Environmental Protection Agency (EPA) and other federal, state, and local agencies throughout the EIS process.

Major actions proposed by other governmental agencies and private groups in the same geographic area include:

- ▶ Transportation improvements to the I-70 corridor (between C-470 and Glenwood Springs) are being evaluated by CDOT. The improvements considered in the PEIS (Programmatic Environmental Impact Statement) will address traffic mobility and congestion concerns. Elements under consideration are fixed guideway transit, improved rubber tire transit, Transportation Demand Management (TDM), highway and interchange improvements, and aviation. A draft PEIS is anticipated by late 2002.

The I-70 Programmatic EIS and the State Highway 9 EIS projects have been coordinated with regards to existing and projected conditions within the Summit County area. The two projects have independent utility as the SH 9 EIS project has termini within two towns and the SH 9 EIS purpose and need is to address safety and mobility between the towns of Frisco and Breckenridge. The I-70 PEIS is a

broader study looking at regional mobility along the I-70 corridor. The I-70 PEIS is a tier one document examining a range of modal alternatives, and will result in a preferred alternative for Interstate 70. Tier two projects will follow utilizing Categorical Exclusions, Environmental Assessments, and/or Environmental Impact Statements to further evaluate and mitigate the impacts resulting from the selected alternative detailed in the PEIS's Record of Decision. Both studies will examine secondary and cumulative impacts within Summit County resulting from future potential actions.

- ▶ Improvements outlined in the recent EIS for the United States Forest Service (USFS) evaluate six distinct alternatives for the White River National Forest and address concerns about the effects of these alternatives on resources such as biodiversity, water, and socio-economics. A final EIS is anticipated in spring 2002.
- ▶ Improvements to the Breckenridge Ski Resort are being considered by Vail Resorts. These consist of a 19.2-hectare (48-acre) mix of residential and commercial units at the bases of Peak 7 and Peak 8, construction of a gondola with a carrying capacity of 3,000 riders per hour, and a 66-hectare (165-acre) on-mountain expansion including one ski lift and the cutting of six new skiing trails. Trees were cleared in 2001 for the on-mountain expansion. Base area developments and gondola construction are currently under negotiation with the Town of Breckenridge. Construction is anticipated to begin within one to three years, with a long-term build-out projected to be seven to ten years.
- ▶ Improvements to the pedestrian and bicycle circulation system along SH 9, including proposed pedestrian crossings, are being considered by Summit County, the Town of Breckenridge, and the Town of Frisco.
- ▶ Improvements within the town limits of Breckenridge are being discussed by the Town of Breckenridge and include an intermodal center and pedestrian enhancements.

Reasonable alternatives which are fully evaluated in this Draft Environmental Impact Statement (DEIS) include:

- ▶ The No-Action Alternative. It assumes completion only of those transportation projects that are committed or programmed by CDOT, Summit Stage or the Towns or County. This alternative has been fully assessed as an alternative and for use as a "baseline" against which other alternatives are judged.
- ▶ Alternative 1 is the Four-Lane Full-Width Median Alternative. It has four through-lanes and includes a median that is either a depressed, rural median; a raised

median or a barrier-protected median. The goals of Alternative 1 are to improve safety and mobility. This alternative will not preclude future transportation options beyond the scope of this study.

- ▶ Alternative 2 is the Four-Lane Full-Width Median Bus/HOV Alternative. It is identical to Alternative 1 in its physical characteristics. During peak periods possibly on weekdays only, the use of the outside lane would be limited to buses and carpools with two or more people in the vehicle. The goals of this alternative are to improve safety and mobility and to provide enhanced operations for high occupancy vehicles during peak periods encouraging use of this mode of travel.
- ▶ Alternative 3 is the Four-Lane Reduced Section Alternative. Alternative 3 is identical to Alternative 1 in the number and use of through lanes. It varies from Alternative 1 in that the width of the median and shoulders are reduced. The reduced median results in a reduced total section. The goal of this alternative is to improve safety and mobility while minimizing corridor physical impacts.
- ▶ Alternative 4 is the Enhanced Two-Lane Alternative. Alternative 4 is similar to the No-Action Alternative in the number of through lanes with a median (raised or depressed) added for safety purposes. Some additional acceleration and deceleration lanes also are included. The goals of this alternative are to improve safety and minimize corridor physical impacts. This alternative does not meet the mobility needs of the project.

All build alternatives include Transportation Demand Management (TDM) elements, which include special traffic signals to give priority to buses, bus stop amenities, and partial funding of a Transportation Management Organization (TMO) and its programs. In addition, all build alternatives include the redesignation of SH 9 from Main Street to Park Avenue in the Town of Breckenridge.

After the DEIS has been made available for public and agency review, a selection process would be undertaken with the Citizens Working Group (CAG) and Technical Working Group (TWG) to recommend a preferred alternative to FHWA and CDOT. The role of the CAG and TWG is to provide information and advice to FHWA and CDOT; however, they are not a decision-making body. This may include “re-packaging” of specific elements within an alternative. For example, Alternative 3 could be redefined to include a bus/HOV lane.

Depending on the cost of the alternative, availability of funding, and engineering design issues there may be a need for prioritization within the corridor for construction

results if a build alternative is selected. This would be described in more detail in the Final EIS.

Major environmental impacts of these five alternatives are described in Chapters 4.0 and 5.0 of this DEIS. These are summarized below:

- ▶ Future land use and economic vitality of the valley would be more easily accessed and accommodated with Alternatives 1, 2 or 3 than with Alternative 4 or the No-Action Alternative. Indirect impacts that are a result of any acceleration in development could be controlled through local planning, zoning and site plan review.
- ▶ Alternative 4 and the No-Action Alternative would require the least amount of new right-of-way.
- ▶ Future traffic congestion would be eased with Alternatives 1, 2 or 3, given the population is expected to increase by approximately 4% per year according to the Summit County Transit Development Plan.
- ▶ Alternatives 1 and 2 do not preclude future transportation options.
- ▶ By the year 2020, travel times would be less than existing with the Bus/HOV lane in Alternative 2. For Alternatives 1 and 3, travel times would slightly increase over existing time, but would be noticeably less than the No-Action Alternative. Alternative 4 would have similar travel times to the No-Action Alternative.
- ▶ Safety would be most improved with Alternatives 1, 2 or 3. Safety would be somewhat improved with Alternative 4, and it would continue to worsen with the No-Action Alternative.
- ▶ Impacts to wetlands, floodplain, cultural resources, wildlife and vegetation would be greatest with Alternatives 1 or 2, slightly less with Alternative 3 and noticeably less with Alternative 4 and the No-Action Alternative.
- ▶ A summary of direct impacts and a summary of mitigation can be found at the end of Chapter 4.0.

Areas of controversy include:

- ▶ Some residents directly living along SH 9 have expressed a desire to minimize right-of-way needs and physical impacts while other residents and community leaders wish to reserve the potential use of the SH 9 corridor for future transportation improvements.

- ▶ Some concern has been expressed that highway widening would stimulate additional land use changes or would be out of character with the mountain environment.
- ▶ Some residents are concerned with noise impacts of the existing highway. The noise analysis documented in Chapter 4.0 identifies areas of noise impact and possible noise wall locations. Other residents have expressed concerns about noise associated with the redesignation of SH 9 from Main Street to Park Avenue in the Town of Breckenridge.

Unresolved issues with other agencies include:

- ▶ A concern about the effect of the highway widening on wildlife habitat fragmentation. CDOT is working with the Summit County Open Space Department to identify a possible location for a wildlife crossing to mitigate this. However, the design of a possible crossing cannot be refined until a preferred alternative (if a build alternative is selected) is identified.

Other federal actions required:

- ▶ Section 404 permit approval from the US Army Corps of Engineers.
- ▶ Approval of land transfer from the US Forest Service to CDOT for highway purposes.
- ▶ 4(f) mitigation described in Chapter 5.0 will be coordinated with appropriate agencies and implemented by CDOT.

Summary of Direct Impacts

This table summarizes the direct impacts for the No-Action and the four build alternatives under consideration for SH 9 from Frisco to Breckenridge. For more information on indirect impacts see Section 4.24. For more information on cumulative impacts see Section 4.25. The No-Action impacts listed in this table are a result of no improvements to SH 9 as identified in the DEIS. For more information regarding impacts as a result of other projects in the study area that will occur under the No-Action see Section 4.25.2.1 page.

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Land Use and Zoning	<ul style="list-style-type: none"> No direct impact to existing or planned land uses; however, does not address SH 9 traffic or safety problems. Could hinder access to homes, businesses and ski area. However, it is not responsive to community planning efforts. 	<ul style="list-style-type: none"> Could facilitate or accelerate development along SH 9. Access to homes, businesses and ski area would be improved. Some land acquisition for ROW displacing a small amount of current and planned land use. Redesignation of Park Avenue may result in more ROW acquisition and commercial use. 	<ul style="list-style-type: none"> Could facilitate or accelerate development along SH 9. Access to homes, businesses and ski area would be improved. Some land acquisition for ROW displacing a small amount of current and planned land use. Redesignation of Park Avenue may result in more ROW acquisition and commercial use. 	<ul style="list-style-type: none"> Could facilitate or accelerate development along SH 9. Access to homes, businesses and ski area would be improved. Some land acquisition for ROW (less than Alternatives 1 and 2) displacing a small amount of current and planned land use. Redesignation of Park Avenue may result in more ROW acquisition and commercial use. 	<ul style="list-style-type: none"> Would not facilitate any new development. Some land acquisition for ROW (less than Alternatives 1 and 2) displacing a small amount of current and planned land use. Redesignation of Park Avenue may result in more commercial use.
Farmland	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No impacts.
Social	<ul style="list-style-type: none"> Increase in congestion could hinder access to community facilities, housing and transit. Number of accidents may be higher. 	<ul style="list-style-type: none"> May induce some additional increase in population. Increase in noise and traffic. Relocation of one residence for ROW needs. 	<ul style="list-style-type: none"> May induce some additional increase in population. Additional, enhanced transit stops improve accessibility. Increase in noise and traffic. 	<ul style="list-style-type: none"> May induce some additional increase in population. Increase in noise and traffic. Relocation of one residence for ROW needs. 	<ul style="list-style-type: none"> Increase in congestion could hinder access to community facilities, housing and transit. Number of accidents may be higher.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Social (cont'd.)		<ul style="list-style-type: none"> SH 9 will be closer to some homes. 	<ul style="list-style-type: none"> Relocation of one residence for ROW needs. SH 9 will be closer to some homes. 	<ul style="list-style-type: none"> SH 9 will be closer to some homes. 	
	<p>Environmental Justice</p> <ul style="list-style-type: none"> No disproportionate impacts to minority or low-income households; however, increased congestion would increase travel time to employment and housing, and impede transit service. 	<p>Environmental Justice</p> <ul style="list-style-type: none"> No disproportionate impacts to low-income or minority populations. LOS and transit access would improve. Potential increase in property values of low-income and minority households. Highway would be closer to mobile home park. 	<p>Environmental Justice</p> <ul style="list-style-type: none"> No disproportionate impacts to low-income or minority populations. Potential increase in property values of low-income and minority households. Highway would be closer to mobile home park. The Bus/HOV lane and transit improvements would provide the best-enhanced transit service for low-income and transit-dependent populations. 	<p>Environmental Justice</p> <ul style="list-style-type: none"> No disproportionate impacts to low-income or minority populations. LOS and transit access would improve. Potential increase in property values of low-income and minority households. 	<p>Environmental Justice</p> <ul style="list-style-type: none"> No disproportionate impacts to low-income or minority populations. Potential increase in property values of low-income and minority households (though less with this alternative). Reduced access for transit-dependent and low-income communities.
Right-of-Way	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> 15.7 hectares (38.8 acres) of ROW impacts. 3 businesses and one residence would be relocated. 	<ul style="list-style-type: none"> 16.4 hectares (40.5 acres) of ROW impacts. 3 businesses and one residence would be relocated. 	<ul style="list-style-type: none"> 12.1 hectares (29.9 acres) of ROW impacts. 3 businesses and one residence would be relocated. 	<ul style="list-style-type: none"> 8.1 hectares (19.9 acres) of ROW impacts. 3 businesses and one residence would be relocated.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Right-of-Way (cont'd.)		<ul style="list-style-type: none"> 3 businesses would have impacts to existing access. 	<ul style="list-style-type: none"> 3 businesses would have impacts to existing access. 	<ul style="list-style-type: none"> 3 businesses would have impacts to existing access. 	<ul style="list-style-type: none"> 3 businesses would have impacts to existing access.
Economic	<ul style="list-style-type: none"> Some visitors may avoid Breckenridge due to increase in congestion. Accidents and associated economic costs would continue to increase. Access to commercial, recreation and employment locations would not be improved. 	<ul style="list-style-type: none"> May induce some additional economic growth and development. Access to commercial, recreation and employment locations would be improved. Tourist-related sales slightly higher than No-Action. Provides visitors with equal or better access to the downtown retail area. Decreased economic costs associated with accidents due to improved safety. 	<ul style="list-style-type: none"> May induce some additional economic growth and development. Access to commercial, recreation and employment locations would be improved. Tourist-related sales slightly higher than No-Action. Increased retail sales at or near transit stops. Provides visitors with equal or better access to future retail area. Decreased economic costs associated with accidents due to improved safety. 	<ul style="list-style-type: none"> May induce some additional economic growth and development. Access to commercial, recreation and employment locations would be improved. Tourist-related sales slightly higher than No-Action. Provides visitors with equal or better access to the downtown retail area. Decreased economic costs associated with accidents due to improved safety. 	<ul style="list-style-type: none"> Some visitors may avoid Breckenridge due to increase in congestion. Accidents and associated economic costs would continue to increase, but less so than the No-Action due to the safety of a divided median.
Transportation	<ul style="list-style-type: none"> LOS F in the year 2020. Decreased traffic flow. Mobility is restricted as capacity is exceeded. 	<ul style="list-style-type: none"> LOS D or better for northbound traffic and LOS C or better for southbound traffic in the year 2020. Improved traffic flow. 	<ul style="list-style-type: none"> Potential increases in ridesharing and transit use. Projected 4% reduction in peak period vehicle traffic. 	<ul style="list-style-type: none"> LOS D or better for northbound traffic and LOS C or better for southbound traffic in the year 2020. Improved traffic flow. 	<ul style="list-style-type: none"> LOS F in the year 2020. Decreased traffic flow. Mobility restricted as capacity is exceeded.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Transportation (cont'd.)	<ul style="list-style-type: none"> Increased congestion makes entering roadway from side roads and left turns more difficult. Degraded signal intersections at 8 to 9 of the 10 existing signalized intersections. Peak travel times in 2020 would increase, in some locations nearly double, over existing travel times. Increased accident potential along SH 9. No improved access. 	<ul style="list-style-type: none"> Five of the existing signalized intersections would experience degradation in LOS. Peak travel times in 2020 would increase or stay the same as existing travel times. In 2020 peak travel times would nearly double on Park Ave. with the redesignation. Potential accident per kilometer reduction of 40%-60% through wider shoulders, median or median barrier and four lanes. Changed access to some right-in/right-out only and consolidated access, which would improve safety, capacity, service level, visibility and driving comfort. Space in the median will not preclude future transportation options. 	<ul style="list-style-type: none"> LOS D or better for northbound traffic and LOS C or better for southbound traffic in the year 2020. Improved traffic flow. Improved transit with HOV lane. In Breckenridge, increased congestion may occur when the Bus/HOV lane is in operation as vehicles weave and switch lanes. Five of the existing signalized intersections would experience degradation in LOS. Peak travel times in 2020 would increase or stay the same as existing travel times in the general purpose lanes. Peak travel times in 2020 for the Bus/HOV lane would be less than existing travel times. 	<ul style="list-style-type: none"> Five of the existing signalized intersections would experience degradation in LOS. Peak travel times in 2020 would increase or stay the same as existing travel times. In 2020 peak travel times would nearly double on Park Ave. with the redesignation. Potential accident per kilometer reduction of 40%-60% through wider shoulders, median or median barrier and four lanes. Changed access to some right-in/right-out only and consolidated access, which would improve safety, capacity, service level, visibility and driving comfort. Smaller degree of safety improvements than Alternatives 1 and 2 due to narrower median. 	<ul style="list-style-type: none"> Increased congestion makes entering roadway from side roads and left turns more difficult. Degraded signal intersections at 8 to 9 of the 10 existing signalized intersections. Peak travel times in 2020 would increase over existing travel times including Park Ave. with the redesignation. Reduced accident potential with median, but greater potential than Alternatives 1, 2 and 3. Changed access to some right-in/right-out only and consolidated access, which would improve safety, capacity, service level, visibility and driving comfort.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Transportation (cont'd.)			<ul style="list-style-type: none"> • In 2020 peak travel times would nearly double on Park Ave. with the redesignation. • Potential accident per kilometer reduction of 40%-60% through wider shoulders, median or median barrier and four lanes. • Changed access to some right-in/right-out only and consolidated access, which would improve safety, capacity, service level, visibility and driving comfort. • Space in the median will not preclude future transportation options. 		
Pedestrian and Bicycle Facilities	<ul style="list-style-type: none"> • No improvement in pedestrian and bicycle facilities. 	<ul style="list-style-type: none"> • Raised median at the Swan Mountain Road intersection, wider shoulders, decreased congestion, improved intersections would result in safer conditions and greater accessibility for pedestrians and bicyclists. 	<ul style="list-style-type: none"> • Raised median at the Swan Mountain Road intersection, wider shoulders, decreased congestion, improved intersections would result in safer conditions and greater accessibility for pedestrians and bicyclists. 	<ul style="list-style-type: none"> • Raised median at the Swan Mountain Road intersection, wider shoulders, decreased congestion and improved intersections would result in safer conditions and greater accessibility for pedestrians and bicyclists. 	<ul style="list-style-type: none"> • Wider shoulders and improved intersections would result in safer conditions and greater accessibility for pedestrians and bicyclists.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Pedestrian and Bicycle Facilities (cont'd.)			<ul style="list-style-type: none"> This alternative provides better pedestrian access to transit. 		
Air Quality	<ul style="list-style-type: none"> Greatest increase in carbon monoxide emissions (4.4% increase) from vehicles as congestion increases. Very least amount of particulate (PM₁₀) emissions (60% increase compared to 1998) from road sanding. 	<ul style="list-style-type: none"> Lower carbon monoxide emissions (1.1% decrease) from vehicles as congestion improves (less congestion than the No-Action). Greatest amount of particulate (PM₁₀) emissions (84% increase compared to 1998) from road sanding due to increased amount of pavement. 	<ul style="list-style-type: none"> Lower carbon monoxide emissions (4.9% decrease) from vehicles as congestion improves (less congestion than the No-Action). Greatest amount of particulate (PM₁₀) emissions (77% increase compared to 1998) from road sanding due to increased amount of pavement. 	<ul style="list-style-type: none"> Lower carbon monoxide emissions (1.1% decrease) from vehicles as congestion improves (less congestion than the No-Action). Moderate amount of particulate (PM₁₀) emissions from (84% increase compared to 1998) road sanding due to increased amount of pavement. 	<ul style="list-style-type: none"> Greatest increase in carbon monoxide emissions (4.4% increase) from vehicles as congestion increases (highest increase in congestion). Lower amount of particulate (PM₁₀) emissions (60% increase compared to 1998) from road sanding.
Noise		<ul style="list-style-type: none"> Increase in noise level due to an increase in traffic volume. Some locations may have decreased noise levels due to a shift in the alignment. 	<ul style="list-style-type: none"> Increase in noise level due to an increase in traffic volume. Some locations may have decreased noise levels due to a shift in the alignment. 	<ul style="list-style-type: none"> Increase in noise level due to an increase in traffic volume. Some locations may have decreased noise levels due to a shift in the alignment. 	<ul style="list-style-type: none"> Increase in noise level due to an increase in traffic volume.
Water Resources/ Water Quality	<ul style="list-style-type: none"> No new direct impacts. 	<ul style="list-style-type: none"> Direct impacts could result from bridge and/or culvert reconstruction, encroachment due to highway widening and an increase in 	<ul style="list-style-type: none"> Direct impacts could result from bridge and/or culvert reconstruction, encroachment due to highway widening and an increase in 	<ul style="list-style-type: none"> Direct impacts could result from bridge and/or culvert reconstruction, encroachment due to highway widening and an increase in 	<ul style="list-style-type: none"> Direct impacts could result from bridge and/or culvert reconstruction, encroachment due to highway widening and an increase in

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Water Resources/ Water Quality (cont'd.)		<ul style="list-style-type: none"> impervious surfaces. Short-term increase in sediment from construction. Direct impacts from minor reductions in the distance between the Blue River and highway causing less filtering of sediment, nutrients and pollutants from runoff (sediment catch basins are included with this alternative). Increase in impervious surface area could increase runoff. Impacts from increase in winter sanding with increase in surface area. 	<ul style="list-style-type: none"> impervious surfaces. Short-term increase in sediment from construction. Direct impacts from minor reductions in the distance between the Blue River and highway causing less filtering of sediment, nutrients and pollutants from runoff (sediment catch basins are included with this alternative). Increase in impervious surface area could increase runoff. Impacts from increase in winter sanding with increase in surface area. 	<ul style="list-style-type: none"> impervious surfaces. Short-term increase in sediment from construction. Direct impacts from minor reductions in the distance between the Blue River and highway causing less filtering of sediment, nutrients and pollutants from runoff (sediment catch basins are included with this alternative). Increase in impervious surface area could increase runoff. Impacts from increase in winter sanding with increase in surface area. 	<ul style="list-style-type: none"> impervious surfaces. Short-term increase in sediment from construction. Direct impacts from minor reductions in the distance between the Blue River and highway causing less filtering of sediment, nutrients and pollutants from runoff (sediment catch basins are included with this alternative). Increase in impervious surface area could increase runoff. Impacts from increase in winter sanding with increase in surface area.
Wetlands	<ul style="list-style-type: none"> No new direct impacts. 	<ul style="list-style-type: none"> Direct impacts to about 0.59 hectare (1.46 acres) of wetlands. Wetland and riparian habitat would be improved with restoration following the removal of the existing bridge at Park Ave. 	<ul style="list-style-type: none"> Direct impacts to about 0.59 hectare (1.46 acres) of wetlands. Wetland and riparian habitat would be improved with restoration following the removal of the existing bridge at Park Ave. 	<ul style="list-style-type: none"> Direct impacts to about 0.59 hectare (1.46 acres) of wetlands. Wetland and riparian habitat would be improved with restoration following the removal of the existing bridge at Park Ave. 	<ul style="list-style-type: none"> Direct impacts to 0.52 hectare (1.29 acres) of wetlands. Wetland and riparian habitat would be improved with restoration following the removal of the existing bridge at Park Ave.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Wetlands (cont'd.)		<ul style="list-style-type: none"> • Impacts of 0.013 hectare (0.033 acre) to fens. • Impacts of .020 hectare (.05 acre) to waters of the U.S. • Decrease or elimination of a vegetation buffer between the road and wetlands along the Blue River from Park Ave. to Coyne Valley Road. 	<ul style="list-style-type: none"> • Impacts of 0.013 hectare (0.033 acre) to fens. • Impacts of .020 hectare (.05 acre) to waters of the U.S. • Decrease or elimination of a vegetation buffer between the road and wetlands along the Blue River from Park Ave. to Coyne Valley Road. 	<ul style="list-style-type: none"> • Impacts of 0.013 hectare (0.033 acre) to fens. • Impacts of .020 hectare (.05 acre) to waters of the U.S. • Decrease or elimination of a vegetation buffer between the road and wetlands along the Blue River from Park Ave. to Coyne Valley Road. 	<ul style="list-style-type: none"> • Impacts of 0.011 hectare (0.026 acre) to fens.
Vegetation and Wildlife	<p>Vegetation</p> <ul style="list-style-type: none"> • No direct impacts. 	<p>Vegetation</p> <ul style="list-style-type: none"> • Greatest loss of vegetation due to the wider road including some pine and spruce from clearing, excavating and grading. • Disturbance to riparian and wetland vegetation would occur at stream crossings and where SH 9 parallels the Blue River. • Temporary impacts to vegetation would occur during construction due to equipment movement, storage of material, and staging area disturbances. 	<p>Vegetation</p> <ul style="list-style-type: none"> • Greatest loss of vegetation due to the wider road including some pine and spruce from clearing, excavating and grading. • Disturbance to riparian and wetland vegetation would occur at stream crossings and where SH 9 parallels the Blue River. 	<p>Vegetation</p> <ul style="list-style-type: none"> • Moderate loss of vegetation due to the wider road including some pine and spruce (narrower median than Alt. 1 and 2) from clearing, excavating and grading. • Disturbance to riparian and wetland vegetation would occur at stream crossings and where SH 9 parallels the Blue River. 	<p>Vegetation</p> <ul style="list-style-type: none"> • Least loss of vegetation due to the wider road including some pine and spruce (less than Alt. 1, 2 or 3) from clearing, excavating and grading. • Disturbance to riparian and wetland vegetation would occur at stream crossings and where SH 9 parallels the Blue River.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Vegetation and Wildlife (cont'd.)				Vegetation (cont'd.) <ul style="list-style-type: none"> Temporary impacts to vegetation would occur during construction due to equipment movement, storage of material, and staging area disturbances. 	Vegetation (cont'd.) <ul style="list-style-type: none"> Temporary impacts to vegetation would occur during construction due to equipment movement, storage of material, and staging area disturbances.
	Noxious weeds <ul style="list-style-type: none"> No new direct impacts. 	Noxious weeds <ul style="list-style-type: none"> Ground disturbing activities could result in weed invasion. 	Noxious weeds <ul style="list-style-type: none"> Ground disturbing activities could result in weed invasion. 	Noxious weeds <ul style="list-style-type: none"> Ground disturbing activities could result in weed invasion. 	Noxious weeds <ul style="list-style-type: none"> Ground disturbing activities could result in weed invasion.
	Wildlife <ul style="list-style-type: none"> No new direct impacts. Roadway noise and activity would continue to displace wildlife near the road. The barrier created by the existing roadway would continue to fragment wildlife habitat and affect wildlife movement. Mortality will increase with greater traffic volume. 	Wildlife <ul style="list-style-type: none"> Wider roadway would cause loss of habitat, increased habitat fragmentation and create a greater barrier for wildlife movement (a wildlife crossing is under consideration). Potential impacts to migratory birds are possible, but nesting near SH 9 is unlikely. Greatest potential increase in mortality due to wider road. 	Wildlife <ul style="list-style-type: none"> Wider roadway would cause loss of habitat, increased habitat fragmentation and create a greater barrier for wildlife movement (a wildlife crossing is under consideration). Potential impacts to migratory birds are possible, but nesting near SH 9 is unlikely. Less of an increase than Alternative 1 in mortality. 	Wildlife <ul style="list-style-type: none"> Wider roadway would cause loss of habitat (less than Alternatives 1 and 2 due to a narrower roadway), increased habitat fragmentation and create a barrier for wildlife movement (a wildlife crossing is under consideration). Potential impacts to migratory birds are possible, but nesting near SH 9 is unlikely. Potential increase in mortality. 	Wildlife <ul style="list-style-type: none"> Least impact on habitat loss, some habitat fragmentation and restriction on wildlife movement (less than for Alternatives 1, 2 and 3). The addition of passing lanes and a likely increase in vehicle speeds may increase wildlife mortality.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Vegetation and Wildlife (cont'd.)	Forest Service Management Indicator Species <ul style="list-style-type: none"> Elk would continue to be adversely impacted. Avian species would continue to be affected by traffic noise. 	Forest Service Management Indicator Species <ul style="list-style-type: none"> Wider roadway would create greater crossing barrier for elk, marten and snowshoe hare. Some impacts to foraging and nest habitats for three-toed woodpecker, brown creeper, white-tailed ptarmigan, Brewer's sparrow and horned lark. Avian species would continue to be affected by traffic noise and are less likely to use habitat within the zone of influence. 	Forest Service Management Indicator Species <ul style="list-style-type: none"> Wider roadway would create greater crossing barrier for elk, marten and snowshoe hare. Some impacts to foraging and nest habitats for three-toed woodpecker, brown creeper, white-tailed ptarmigan, Brewer's sparrow and horned lark. Avian species would continue to be affected by traffic noise and are less likely to use habitat within the zone of influence. 	Forest Service Management Indicator Species <ul style="list-style-type: none"> Wider roadway would create greater crossing barrier for elk, marten and snowshoe hare. Some impacts to foraging and nest habitats for three-toed woodpecker, brown creeper, white-tailed ptarmigan, Brewer's sparrow and horned lark. Avian species would continue to be affected by traffic noise and are less likely to use habitat within the zone of influence. 	Forest Service Management Indicator Species <ul style="list-style-type: none"> Wider roadway would create a crossing barrier for elk, marten and snowshoe hare (less than Alternatives 1, 2 and 3). Some impacts to foraging and nest habitats for three-toed woodpecker, brown creeper, white-tailed ptarmigan, Brewer's sparrow and horned lark. Avian species would continue to be affected by traffic noise and are less likely to use habitat within the zone of influence.
	Aquatic Resources <ul style="list-style-type: none"> No new direct impacts. Increased uncontained runoff due to higher traffic volume would negatively impact aquatic resources. 	Aquatic Resources <ul style="list-style-type: none"> No long-term direct impacts. Short-term increases in sediment levels during construction may render substrate less suitable for aquatic life. 	Aquatic Resources <ul style="list-style-type: none"> No long-term direct impacts. Short-term increases in sediment levels during construction may render substrate less suitable for aquatic life. 	Aquatic Resources <ul style="list-style-type: none"> No long-term direct impacts. Short-term increases in sediment levels during construction may render substrate less suitable for aquatic life. 	Aquatic Resources <ul style="list-style-type: none"> No long-term direct impacts. Short-term increases in sediment levels during construction may render substrate less suitable for aquatic life.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Vegetation and Wildlife (cont'd.)		Aquatic Resources (cont'd.) <ul style="list-style-type: none"> Replacement bridge at Blue River crossing may improve fish migration. 	Aquatic Resources (cont'd.) <ul style="list-style-type: none"> Replacement bridge at Blue River crossing may improve fish migration. 	Aquatic Resources (cont'd.) <ul style="list-style-type: none"> Replacement bridge at Blue River crossing may improve fish migration. 	Aquatic Resources (cont'd.) <ul style="list-style-type: none"> Replacement bridge at Blue River crossing may improve fish migration.
Floodplains	<ul style="list-style-type: none"> No new encroachment on the 100-year floodplain. Direct negative impact to floodplain due to no containment of roadway runoff. 	<ul style="list-style-type: none"> Impacts to 1.74 hectares (4.28 acres) of floodplain. Temporary negative impact to floodplain due to increased sediment runoff during construction. 	<ul style="list-style-type: none"> Impacts to 1.74 hectares (4.28 acres) of floodplain. Temporary negative impact to floodplain due to increased sediment runoff during construction. 	<ul style="list-style-type: none"> Impacts to 1.63 hectares (4.01 acres) of floodplain. Temporary negative impact to floodplain due to increased sediment runoff during construction. 	<ul style="list-style-type: none"> Impacts to 1.37 hectares (3.38 acres) of floodplain. Temporary negative impact to floodplain due to increased sediment runoff during construction.
Wild and Scenic Rivers	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> No impacts.
Threatened, Endangered and Sensitive Species	Federally Listed Species <ul style="list-style-type: none"> Lynx habitat and movement would continue to be impacted by existing highway (no wildlife crossing will be constructed). No direct impacts to the Boreal Toad habitat but runoff could introduce pollutants into aquatic habitat. 	Federally Listed Species <ul style="list-style-type: none"> Impacts to lynx would include barrier to movement, a loss of habitat, increased habitat fragmentation, and an increased possibility of direct mortality. May impact marginal and potential boreal toad habitat. 	Federally Listed Species <ul style="list-style-type: none"> Impacts to lynx would include barrier to movement, a loss of habitat, increased habitat fragmentation, and an increased possibility of direct mortality. May impact marginal and potential boreal toad habitat. 	Federally Listed Species <ul style="list-style-type: none"> Impacts to lynx would include barrier to movement, a loss of habitat (less than 1 and 2), increased habitat fragmentation (less than 1 and 2), and an increased possibility of direct mortality. May impact marginal and potential boreal toad habitat. 	Federally Listed Species <ul style="list-style-type: none"> Impacts to lynx would be similar to existing conditions (a wildlife crossing is under consideration). May impact marginal and potential boreal toad habitat.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Threatened, Endangered and Sensitive Species (cont'd.)	Forest Service Sensitive Species <ul style="list-style-type: none"> River otter, marten and wolverine would continue to be impacted by the barrier created by the existing road. 	Forest Service Sensitive Species <ul style="list-style-type: none"> Would result in minor loss of bird foraging habitat. May impact marten and wolverine movement. Potential impacts to amphibian such as the leopard frog and tiger salamander habitat. Temporary impacts to water quality from construction may impact cutthroat trout that migrate downstream. 	Forest Service Sensitive Species <ul style="list-style-type: none"> Would result in minor loss of bird foraging habitat. May impact marten and wolverine movement. Potential impacts to amphibian such as the leopard frog and tiger salamander habitat. Temporary impacts to water quality from construction may impact cutthroat trout that migrate downstream. 	Forest Service Sensitive Species <ul style="list-style-type: none"> Would result in minor loss of bird foraging habitat. May impact marten and wolverine movement. Potential impacts to amphibian such as the leopard frog and tiger salamander habitat. Temporary impacts to water quality from construction may impact cutthroat trout that migrate downstream. 	Forest Service Sensitive Species <ul style="list-style-type: none"> Would result in minor loss of bird foraging habitat. May impact marten and wolverine movement. Potential impacts to amphibian such as the leopard frog and tiger salamander habitat. Temporary impacts to water quality from construction may impact cutthroat trout that migrate downstream.
	State Rare Species <ul style="list-style-type: none"> No impacts. 	State Rare Species <ul style="list-style-type: none"> No impacts. 	State Rare Species <ul style="list-style-type: none"> No impacts. 	State Rare Species <ul style="list-style-type: none"> No impacts. 	State Rare Species <ul style="list-style-type: none"> No impacts.
Visual	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> Visual quality of SH 9 would be affected by wider pavement area, loss of vegetation, median (raised or depressed), barrier through Leslie's curve, retaining walls and noise walls. 	<ul style="list-style-type: none"> Visual quality of SH 9 would be affected by the addition of a bus/HOV lane, wider pavement area, depressed median (for some sections), Jersey barrier, removal of existing vegetation, cut and fill slopes, retaining walls, noise walls and a raised median. 	<ul style="list-style-type: none"> Visual quality of SH 9 would be affected by wider pavement area, depressed median (for some sections), Jersey barrier, removal of existing vegetation, cut and fill slopes, retaining walls, noise walls and a raised median. 	<ul style="list-style-type: none"> Visual quality of SH 9 would be affected by wider pavement area, depressed median (for some sections), removal of existing vegetation, cut and fill slopes, retaining walls, noise walls and a raised median.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Visual (cont'd.)		<ul style="list-style-type: none"> Short-term impacts from construction include: equipment and excavated material; dust and debris; and traffic congestion, signage and detours. 	<ul style="list-style-type: none"> Short-term impacts from construction include: equipment and excavated material; dust and debris; and traffic congestion, signage and detours. 	<ul style="list-style-type: none"> Short-term impacts from construction include: equipment and excavated material; dust and debris; and traffic congestion, signage and detours. 	<ul style="list-style-type: none"> Short-term impacts from construction include: equipment and excavated material; dust and debris; and traffic congestion, signage and detours.
Cultural Resources	<ul style="list-style-type: none"> No direct impact. 	<ul style="list-style-type: none"> Impacts to DSP&P Railroad grade, Denver Water House access, and minor encroachment on the Dillon Placer Mine. 	<ul style="list-style-type: none"> Impacts to DSP&P Railroad grade, Denver Water House access, and minor encroachment on the Dillon Placer Mine. 	<ul style="list-style-type: none"> Impacts to DSP&P railroad grade, Denver Water House access, and minor encroachment on the Dillon Placer Mine. 	<ul style="list-style-type: none"> Impacts to DSP&P Railroad grade, Denver Water House access, and minor encroachment on the Dillon Placer Mine.
Hazardous Waste	<ul style="list-style-type: none"> No impacts. 	<ul style="list-style-type: none"> Impacts to Swan Mountain Road/SH 9 intersection. 	<ul style="list-style-type: none"> Impacts to Swan Mountain Road/SH 9 intersection. 	<ul style="list-style-type: none"> Impacts to Swan Mountain Road/SH 9 intersection. 	<ul style="list-style-type: none"> Impacts to Swan Mountain Road/SH9 intersection.
Parks and Recreation Resources	<ul style="list-style-type: none"> No direct impacts to parks, recreational sites or open space. Diminished accessibility to parks and recreational facilities. 	<ul style="list-style-type: none"> Direct impacts to eight sites categorized as park and recreational sites (see 4(f) impacts). May improve accessibility to parks and recreational facilities. 	<ul style="list-style-type: none"> Direct impacts to eight sites categorized as park and recreational sites (see 4(f) impacts). May improve accessibility to parks and recreational facilities. 	<ul style="list-style-type: none"> Direct impacts to six sites categorized as park and recreational sites (see 4(f) impacts). May improve accessibility to parks and recreational facilities. 	<ul style="list-style-type: none"> Direct impacts to seven sites categorized as park and recreational sites (see 4(f) impacts). May diminish accessibility to parks and recreational facilities.
Construction	<ul style="list-style-type: none"> No Impacts. 	<ul style="list-style-type: none"> Short-term impacts may include dust and vehicle emissions, noise and vibration, storm water runoff, sediment deposition, traffic congestion and visual setting. 	<ul style="list-style-type: none"> Short-term impacts may include dust and vehicle emissions, noise and vibration, storm water runoff, sediment deposition, traffic congestion and visual setting. 	<ul style="list-style-type: none"> Short-term impacts may include dust and vehicle emissions, noise and vibration, storm water runoff, sediment deposition, traffic congestion and visual setting. 	<ul style="list-style-type: none"> Short-term impacts may include dust and vehicle emissions, noise and vibration, storm water runoff, sediment deposition, traffic congestion and visual setting.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Construction (cont'd.)		<ul style="list-style-type: none"> Increased retail sales from construction workers. 	<ul style="list-style-type: none"> Increased retail sales from construction workers. 	<ul style="list-style-type: none"> Increased retail sales from construction workers. 	<ul style="list-style-type: none"> Increased retail sales from construction workers.
Irreversible and Irrecoverable Commitment of Resources	<ul style="list-style-type: none"> No commitment. 	<ul style="list-style-type: none"> Commitment of land, fossil fuels, labor, construction material and public funds. 	<ul style="list-style-type: none"> Commitment of land, fossil fuels, labor, construction material and public funds. 	<ul style="list-style-type: none"> Commitment of land, fossil fuels, labor, construction material and public funds. 	<ul style="list-style-type: none"> Commitment of land, fossil fuels, labor, construction material and public funds.
Cumulative Impacts	<ul style="list-style-type: none"> Population growth causes acceleration of development and change in land use. A maximum of 35 hectares (86 acres) of wetlands could be affected by future development. Development may cause further fragmentation of wildlife habitat and increase in mortality. Development and road improvements may affect water quality and aquatic life. Possible minor incremental impact to boreal toad. Development may restrict or limit lynx movement. 	<ul style="list-style-type: none"> Population growth causes acceleration of development and change in land use. A maximum of 35 hectares (86 acres) of wetlands could be affected by future development. Development may cause further fragmentation of wildlife habitat and increase in mortality. Development and road improvements may affect water quality and aquatic life. Possible minor incremental impact to boreal toad. Development may restrict or limit lynx movement. 	<ul style="list-style-type: none"> Population growth causes acceleration of development and change in land use. A maximum of 35 hectares (86 acres) of wetlands could be affected by future development. Development may cause further fragmentation of wildlife habitat and increase in mortality. Development and road improvements may affect water quality and aquatic life. Possible minor incremental impact to boreal toad. Development may restrict or limit lynx movement. 	<ul style="list-style-type: none"> Population growth causes acceleration of development and change in land use. A maximum of 35 hectares (86 acres) of wetlands could be affected by future development. Development may cause further fragmentation of wildlife habitat and increase in mortality. Development and road improvements may affect water quality and aquatic life. Possible minor incremental impact to boreal toad. Development may restrict or limit lynx movement. 	<ul style="list-style-type: none"> Population growth causes acceleration of development and change in land use. A maximum of 35 hectares (86 acres) of wetlands could be affected by future development. Development may cause further fragmentation of wildlife habitat and increase in mortality. Development and road improvements may affect water quality and aquatic life. Possible minor incremental impact to boreal toad. Development may restrict or limit lynx movement.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
4(f)	<ul style="list-style-type: none"> No impact. 	<ul style="list-style-type: none"> Farmer's Korner-Blue River Bikeway: relocation of 332 meters (1,090 feet) north of Leslie's Curve; loss of 106.7 meters (350 feet) at North Park Ave. DSP&P Railroad Grade: 55 meters (180 feet) take. Frisco Nordic Center: 3.8 hectares (9.3 acres) take. Peninsula Recreation Area: Dickey Day Use Area: 0.64 hectare (1.6 acres) take. Dillon Placer Mine: 25 square meters (269 square feet) take. DRRec Management Area: 0.89 hectare (2.2 acres) take. Summit County Open Space Park: 0.15 hectare (0.38 acre) take. Tatum Tracts Park: 1.05 hectares (2.6 acres) take. Fourmile Bridge Open Space: 0.24 hectare (0.61 acre) take. 	<ul style="list-style-type: none"> Farmer's Korner-Blue River Bikeway: relocation of 332 meters (1,090 feet) north of Leslie's Curve; loss of 106.7 meters (350 feet) at North Park Ave. DSP&P Railroad Grade: 55 meters (180 feet) take. Frisco Nordic Center: 3.8 hectares (9.3 acres) take. Peninsula Recreation Area: Dickey Day Use Area: 0.64 hectare (1.6 acres) take. Dillon Placer Mine: 25 square meters (269 square feet) take. DRRec Management Area: 0.89 hectare (2.2 acres) take. Summit County Open Space Park: 0.15 hectare (0.38 acre) take. Tatum Tracts Park: 1.05 hectares (2.6 acres) take. 	<ul style="list-style-type: none"> Farmer's Korner-Blue River Bikeway: relocation of 332 meters (1,090 feet) north of Leslie's Curve; loss of 107.6 meters (352 feet) at North Park Ave. DSP&P Railroad Grade: 36 meters (120 feet) take. Frisco Nordic Center: 3.0 hectares (7.5 acres) take. Peninsula Recreation Area: Dickey Day Use Area: 0.44 hectare (1.1 acres) take. Dillon Placer Mine: 25 square meters (269 square feet) take. DRRec Management Area: 0.89 hectare (2.2 acres) take. Tatum Tracts Park: 0.75 hectare (1.9 acres) take. Fourmile Bridge Open Space: 0.12 hectare (0.31 acre) take. 	<ul style="list-style-type: none"> Farmer's Korner-Blue River Bikeway: relocation of 332 meters (1,090 feet) north of Leslie's Curve. DSP&P Railroad Grade: 36 meters (120 feet) take. Frisco Nordic Center: 2.3 hectares (5.6 acres) take. Peninsula Recreation Area: Dickey Day Use Area: 0.33 hectare (0.82 acre) take. Dillon Placer Mine: 18 square meters (194 square feet) take. DRRec Management Area: 0.68 hectare (1.7 acres) take. Tatum Tracts Park: 0.51 hectare (1.3 acres) take. Fourmile Bridge Open Space: 0.12 hectare (0.31 acre) take. Curtis Open Space: 40 square meters (131 square feet) take.

Summary of Direct Impacts (continued)

Category	No-Action	Alternative 1	Alternative 2	Alternative 3	Alternative 4
4(f) (cont'd.)		<ul style="list-style-type: none"> Curtis Open Space: 0.02 hectare (0.05 acre) take. 	<ul style="list-style-type: none"> Fourmile Bridge Open Space: 0.24 hectare (0.61 acre) take. Curtis Open Space: 0.02 hectare (0.05 acre) take. 		

Summary of Mitigation Measures

This table summarizes the mitigation that could be considered. Each mitigation measure should involve public input to ensure suitability for the community. For more detail see appropriate resource sections in Chapter 4.0.

Category	Mitigation Measures
Land Use and Zoning	<ul style="list-style-type: none"> • Control development through the local planning process. • Stipulate in zoning and land use plans that development occur in currently developed areas and near existing access points. • Adopt, at the local level, access control regulations. • Implement “smart growth” planning policies to encourage density in development, especially near transit centers and stops. • Plan future infrastructure needs to allow higher-density development.
Farmland	<ul style="list-style-type: none"> • No mitigation is required.
Social	<ul style="list-style-type: none"> • Pedestrian friendly treatments at the potential enhanced transit stop at Tiger Run and other transit stop improvements would contribute to safe pedestrian access and would enhance the transit experience. • Potential formation of a Transportation Management Organization (TMO) as part of Summit County TDM plan to coordinate transit service. • Sensitive urban design treatments are considered enhancements and could be implemented and maintained by local jurisdictions. • Use of landscaping by local community could help mitigate the visual impacts of a widened highway.
Right-of-Way	<ul style="list-style-type: none"> • Right-of-way acquisition would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Public Law 91-6446), as amended and the Uniform Relocation Act Amendments of 1987 (Public Law 100-17), to ensure just compensation for all acquired properties and minimal impact on the current owners. • CDOT would provide assistance to any eligible owner or tenant in relocating their business or residence at the time of displacement. • CDOT would implement and advise persons of the relocation process in the event that acquisition of housing or businesses occurs.
Economic	<ul style="list-style-type: none"> • No mitigation is required.
Transportation	<ul style="list-style-type: none"> • Periodic review of signal progression plans is recommended to ensure that the growth in traffic volume is adequately met. • For traffic signals along SH 9 (that are not part of a coordinated system or isolated) a traffic-response detection system (real time traffic management) may be implemented by CDOT. • As development occurs and traffic volumes increase along SH 9, progression analysis could be conducted to assess the appropriateness and location of potential new traffic signals along the study area.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Transportation (cont'd.)	<ul style="list-style-type: none"> • New development along SH 9 should be encouraged to access the local street network at existing access points. • Appropriate intersection construction/reconstruction to allow double left-turn lanes, side street laneage improvements, accommodations for large truck and recreational vehicle turns. • Provide advanced signage and increased size of street name signs for better visibility. • Increased winter maintenance (i.e., snowplowing, sanding, etc.). • Use of glare screens on the median barriers. • Restricting left-turn movements from side street/access locations where safety and/or traffic operations are an issue. The location of restricted turn movements should be verified by an access management control plan to be completed when a preferred alternative has been selected. • Use of variable message signs to indicate roadway, traffic operation, weather conditions, etc. • Along mountain corridors, street lighting is sometimes perceived as being intrusive and may not be appropriate for SH 9. However, street lighting, in select locations, could also be considered as a mitigation measure to improve safety. • Each mitigation measure should include public input to ensure suitability for the community. • Additional median breaks along SH 9 at approximately 0.8 kilometer (0.5 mile) intervals to limit out of direction travel. In addition, special designs for the median breaks (U-turns) by large trucks and vehicles would be necessary. • Construction of roadways not adjacent to SH 9 that would connect access points/streets to reduce out of direction travel and direct traffic to existing and potential signalized locations. • Evaluation of the need for left-turn movements on SH 9 at potential right-in/right-out locations such as CR 650 (Gateway Drive) and CR 986 (Iron Springs Road) to provide increased access to recreational/Forest Service roads and other existing/potential development.
Pedestrian and Bicycle Facilities	<ul style="list-style-type: none"> • Improvements to pedestrian crossings and signal accommodations throughout the study area. This could include median refuges, pre-intersection signing and improved striping at crosswalks. • Pedestrian crossing on the southern end of Park Avenue. • An additional bike path along SH 9 from Dickey Drive to Swan Mountain Road. • Pedestrian improvements at the high school to facilitate pedestrian access to transit stops.
Air Quality	<ul style="list-style-type: none"> • Particulate or dust emissions would be minimized during construction by dust control techniques, such as regular watering of construction-disturbed areas. • CDOT or the local jurisdictions of Summit County and the Towns of Frisco and Breckenridge could implement street sweeping to decrease particulates associated with sanding activities. • Use of deicing materials instead of sand would also help reduce particulate emissions. • Local planning policies and TDM strategies could help encourage people to select alternate modes of travel.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Noise	<ul style="list-style-type: none"> • Four of the nine noise/sound walls analyzed for each alternative that exceeded FHWA's NAC in 2020 for Activity Category B (67dB(A) meet CDOT's feasible and reasonable criteria. These walls are recommended for inclusion in the project and should be re-analyzed during final design to determine the final feasibility and reasonableness, as well as impacts on mountain views (refer to <i>Technical Noise Report–SH 9 Frisco to Breckenridge</i>).
Water Resources/Water Quality	<ul style="list-style-type: none"> • Follow requirements for obtaining NPDES permit. • Where reasonable and feasible, CDOT will examine bridge designs that minimize impacts to water resources • During construction, follow CDOT specifications 107.25 and 208. • Prepare a Storm Water Management Plan (SWMP) to control and minimize erosion and sedimentation during and after the construction phase of a project, minimize the pollution of storm water and receiving waters during construction activities, and reduce pollutants in storm water runoff (storm water quality management). • Guidelines in <i>The Summit County Erosion Control Manual</i>, as well as the <i>CDOT Erosion Control and Storm Water Quality Guide</i>, would be adhered to during construction. • Implementation of temporary erosion control and storm water control measures during construction. • Implementation of permanent erosion control and storm water measures to address cut and fill slope erosion and highway runoff. • Continuation of maintenance BMPs. • Installation and maintenance of functional cross drains to prevent direct storm water discharges into waterbodies. • Implementation of a water quality monitoring program in the Blue River prior to construction, continuing through all construction phases and post construction. • Routine evaluation of water quality impacts during and after construction by a water quality/erosion control specialist. • Reduction of erodible sources along SH 9. • Development of a spill prevention and emergency response plan for use during construction concerning the storage, handling, and use of chemicals and other such products.
Wetlands	<p>Several mitigation measures could be incorporated into the selected alternative to reduce impacts to wetlands and waters of the US. Proposed mitigation may include:</p> <ul style="list-style-type: none"> • Avoiding wetlands to the greatest extent possible by narrowing the median near Leslie's Curve and Valley Brook Street, and using retaining walls to reduce fill slopes. • Further reducing wetland impacts during final design by slight shifts in alignment and construction of additional retaining walls. • Replacing impacted wetlands on a 1:1 basis (as indicated by the USACOE). Final wetland mitigation would be determined during the 404 permitting process. Proposed wetland mitigation sites include: <ul style="list-style-type: none"> ◊ Next to wetlands 13-15–Replacing approximately 0.135 hectare (0.33 acre) of wetland impacts by excavating a new drainage/roadside ditch along the proposed toe of slope.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Wetlands (cont'd.)	<ul style="list-style-type: none"> ◇ Next to wetland 22—Replace wet meadow wetlands and restore a fen (approximately 0.25 hectare [0.5 acre]) by grading the upland slopes to match the elevation of the existing wetlands. A fen would be restored using fen material that may be buried under the existing road and salvaging fen material from Wetland 20. ◇ North of Coyne Valley Road—Dredging the site and lining it with less porous soils should allow the development of 0.041 hectare (0.1 acre) of scrub-shrub wetlands. ◇ The existing Park Avenue roadway—Constructing approximately 0.1 hectare (0.25 acre) of scrub-shrub wetlands in the old roadbed of Park Avenue by removing the roadbed fill. ◇ Additional on-site and off-site wetland mitigation still may need to be identified during final design. • Noting the location of wetlands and waters of the US on all construction drawings and identifying these areas as “do not disturb” areas. • Using best management erosion control measures identified in Section 4.11 - Water Quality. • Placing silt fencing or other material around all non-impacted wetlands and waters of the US to prevent siltation during construction and to provide a barrier preventing accidental construction disturbance in wetlands. Designate these areas as no-work zones in the construction documents. • Minimizing disturbance to native upland plant communities that border wetland areas especially near the Blue River. • Revegetating areas disturbed by construction, particularly along the Blue River, with appropriate native vegetation to prevent streambank erosion and to provide wildlife habitat. • Developing a detailed wetland mitigation plan (in cooperation with the US Army Corps of Engineers and the US Forest Service) if a build alternative is selected. • Erosion from increased and concentrated storm water flows would be minimized or prevented by constructing structures that slow or detain runoff before it reaches wetlands.
Vegetation and Wildlife	<p>Vegetation</p> <ul style="list-style-type: none"> • Minimizing the area of disturbance and the length of time that disturbed soils are exposed. • Selectively removing trees as needed. • Avoiding to the extent possible wetlands and riparian vegetation communities. • Placing temporary fencing or barriers to prevent accidental vegetation disturbance outside of the construction zone. • Salvaging suitable topsoil for use in revegetation.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Vegetation and Wildlife (cont'd.)	<p>Vegetation (cont'd.)</p> <ul style="list-style-type: none"> • Implementing temporary and permanent erosion control measures to prevent soil loss and erosion. • Reseeding disturbed areas with appropriate native seed mixes incrementally throughout construction. • Using retaining walls to reduce toes of slope for fill. • The community could revegetate and landscape medians.
	<p>Noxious Weeds</p> <ul style="list-style-type: none"> • CDOT would implement a weed management plan in accordance with the Colorado Noxious Weed Act and other directives to control and prevent weed infestation and spread. • Minimizing the area of disturbance and the length of time that disturbed soils are exposed. • Promptly revegetating the disturbed areas with native species following construction. • Using certified weed-free mulches and straw bales for erosion control. • Requiring seed testing for purity to determine that no noxious weeds are present as required by Colorado State law. • Limiting the use of fertilizers that may favor weeds over native species. • Using periodic inspections and spot controls to prevent weed establishment. If weeds do invade an area, use the Integrated Weed Management process to selectively combine management techniques (biological, chemical, mechanical, and cultural) to control the particular weed species per <i>CDOT's Integrated Weed Management Plan</i> (1999-2000). • Following Forest Service guidelines on impacted areas next to NFS land.
	<p>Wildlife</p> <p>Several conservation measures may be incorporated into the selected alternative to reduce impacts to wildlife. Possible mitigation may include:</p> <ul style="list-style-type: none"> • Minimizing disturbance to native plant communities. • Minimizing tree removal. • Conducting vegetation clearing and grubbing in the fall or winter to avoid impacts to migratory birds or surveying areas of potential bird nesting habitat prior to disturbance. • Quickly stabilizing disturbed areas and re-establishing native vegetation communities following construction. • Replacing disturbed or lost wetland habitats. • Avoiding the use of palatable plants in the revegetation of highway medians and right-of-ways. • Installing a Blue River crossing with an upland bench above the high-water line to allow movement under the highway by amphibians, reptiles, and small and medium sized mammals such as river otter, coyotes, fox, rabbits, voles, and other rodents.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Vegetation and Wildlife (cont'd.)	<p>Wildlife (cont'd.)</p> <ul style="list-style-type: none"> • Possible construction of a wildlife crossing near Gold Hill to accommodate small and large mammals, including elk and deer. • Construction of a new bridge at the realigned North Park Avenue intersection with SH 9 to allow continued wildlife movement along the Blue River. • Providing interpretive signs or information to visitors at parking areas to educate the public on wildlife activity in the study area and using signage to alert motorists to wildlife crossing areas. • Coordinating detailed final wildlife mitigation techniques with resource agencies including the CDOW, USFS, USFWS, Towns of Frisco and Breckenridge, and Summit County Open Space Department. <p>Forest Service Indicator Species</p> <ul style="list-style-type: none"> • See Wildlife (above) <p>Aquatic Resources</p> <ul style="list-style-type: none"> • BMPs listed in Water Resources/Quality mitigation measures were designed to minimize the impact of sediment to the Blue River during construction and also would minimize short-term impacts to aquatic resources. • Timing of work in or adjacent to streams would be coordinated with the CDOW to minimize impacts to spawning fish.
Floodplains	<ul style="list-style-type: none"> • BMPs would be followed to reduce temporary and permanent impacts to the Blue River floodplain. Specific BMPs to be used in the study area will not be determined until final design. • Adherence to Programmatic SB 40 Certification guidelines at the crossing of the Blue River. • Adherence to CDOT hydraulic design criteria for major and minor storm drainage. • Coordination with Summit County on any encroachment of the floodplain and adherence to hydraulic design criteria. • A floodplain permit would be obtained if necessary. • Avoidance of longitudinal and significant encroachments into the floodplains. • Avoidance of any changes in historical flow paths. • Adherence to all FEMA requirements and conformance of all hydraulic designs to the requirements of 23 CFR 650. • Major and minor drainage structures, culverts and bridges would be designed differently at various points in the study area according to hydraulic design. • Design would follow CDOT recommendations for the 50- to 100-year flood event capacity.
Wild and Scenic Rivers	<ul style="list-style-type: none"> • No mitigation is required.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Threatened, Endangered and Sensitive Species	<ul style="list-style-type: none"> • Impacts to wetland and aquatic habitat suitable for boreal toad colonization would first be avoided if possible, then minimized, and impacted areas replaced. • Prior to construction, boreal toad surveys would be conducted in areas of potential habitat. • Planned improvements in highway drainage, construction of sediment catch basins and use of BMPs would reduce the introduction of roadway pollutants into aquatic habitats potentially used by boreal toad, northern leopard frog, tiger salamander, and Colorado River cutthroat trout. • Planned mitigation of wetlands impacted by road improvements would reduce impacts to fox sparrow habitat. • Planned replacement of culverts with a bridge at the Blue River/SH 9 crossing would benefit movement of river otter, boreal toad, northern leopard frog, tiger salamander, lynx, marten, wolverine, and Colorado River cutthroat trout. • Prompt revegetation of disturbed areas with native vegetation following construction. • Possible construction of a wildlife crossing near Gold Hill suitable for lynx crossings and other wildlife. • Coordination of conservation measures, including the design criteria for the wildlife crossing, with the CDOW, USFS, USFWS, Summit County, and local landowners.
Visual Character	<ul style="list-style-type: none"> • All new buildings, shelters, structures, signing, lighting, etc. related to future transit centers or highway improvements would be reviewed and coordinated with the Towns of Frisco and Breckenridge, Summit County, and the USFS. All new elements to the highway would be consistent with local architectural standards, local guidelines, and CDOT safety specifications. • Improvements and new highway elements introduced in Developed Recreation Complexes (Management Prescription area 8.21) within the USFS should harmonize with the natural setting to the extent possible, to be consistent with the <i>White Rive National Forest Plan</i>. • Revegetate disturbed areas as determined to be feasible and as consistent with adjacent landscape features while still adhering to safety requirements necessary in clear zones. Use native and indigenous species for revegetation where feasible. Coordinate with local municipalities and other large landowners to replace important landscaping features. • Slope modifications in 'cut' areas could be completed in a manner that maintains or accentuates foreground views. Visual variety could be achieved by undulating finished grades and creating pockets for native plant material. Rock outcroppings could remain exposed where possible. • Upslope 'cut' conditions may be texturized, terraced or stepped to allow for revegetation.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Visual Character (cont'd.)	<ul style="list-style-type: none"> • Other retaining walls may be required near Dillon Reservoir and Blue River. Possible textures, colors and aesthetic elements would be coordinated with local officials and be consistent with local planning guidelines. • Provide architectural interest into retaining and noise wall design. Wall materials (e.g. wood, stone, masonry) and design would be coordinated with CDOT, local landowners, community officials and USFS landscape architect. • Accomplish vegetation alteration outside the USFS management area, but visible from within the area, in a manner that does not reduce the scenic quality of that area.
Cultural Resources	<ul style="list-style-type: none"> • When detailed design plans are available for the southern intersection of Park Avenue and Main Street (Breckenridge), a copy would be provided to the Summit County Historical Society. They would be afforded the opportunity to review the design plans and determine impacts to the historic district. Mitigation might include design elements that enhance the historic character of the district such as lighting and/or landscaping.
	<p>Paleontological Resources</p> <ul style="list-style-type: none"> • If any fossils are uncovered within the study area during construction, work in the immediate vicinity would cease. The CDOT staff paleontologist would be notified and the material would be evaluated for scientific importance by a qualified paleontologist.
	<p>Native American Consultation</p> <ul style="list-style-type: none"> • The prehistoric archaeological site of importance to two Native American tribes would be avoided and not adversely affected during any phase of construction, nor would it be subject to impacts from ancillary activities such as materials extraction or rock wasting. This site is outside the Area of Potential Effect. Any changes to this provision would require additional Section 106 compliance actions including tribal consultation as appropriate.
Hazardous Waste	<ul style="list-style-type: none"> • Contractor will comply with Section 250, Environmental Health and Safety Management of the CDOT Standard Specifications when applicable. Specific project mitigation is unknown at this time but will be incorporated into project plans, as required, when more detailed right-of-way information becomes available.
Parks and Recreation Resources	<ul style="list-style-type: none"> • No mitigation is required.
Construction	<p>Air Quality</p> <ul style="list-style-type: none"> • Suppress dust through watering or dust palliative. • Cover trucks hauling soil and other materials. • Stabilize and cover stockpile areas. • Revegetate exposed areas. • Minimize off-site tracking of mud and debris by washing construction equipment in contained areas and temporary access stabilization.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Construction (cont'd.)	<p>Noise/Vibration</p> <ul style="list-style-type: none"> • When possible, construct noise walls (determined to be feasible and reasonable during design stages) prior to construction. • Use noise blankets on equipment and quiet-use generators. • Minimize construction duration in residential areas, as much as possible. • Avoid nighttime activities in residential areas, as much as possible. • Re-route truck traffic away from residential streets, where possible. • Combine noisy operations to occur in the same time period. • Use alternative construction methods, such as sonic or vibratory pile driving in sensitive areas, when possible. • Conduct pile driving and other high-noise activities during daytime construction, where possible.
	<p>Water Quality</p> <ul style="list-style-type: none"> • Implement temporary and permanent BMPs for erosion control as required by local and state permitting requirements. These may include: surface roughening, mulching, revegetation, interim ground stabilization, and roads and soil stockpiles. • Implement temporary and permanent BMPs for sediment control as required by local and state permitting requirements. These may include: implementation of planned drainages such as detention basins to capture sand runoff, vehicle tracking, slope-length and runoff considerations, slope diversions and dikes, swales, sediment barriers, straw bales and silt fences. • Implement temporary and permanent BMPs for drainageway protection as required by local and state permitting requirements. These may include: waterway crossing practices, temporary crossings and diversions, stability practices, conveyance controls, outlet and inlet protection measures. • Treat contaminated trench dewatering. • Adhere to the limits established in the 402 Permit. • Avoid impact to wetlands or other areas of important habitat value in addition to those impacted by the project itself. • Control and prevent concrete washout and construction wastewater. • Install permanent storm water quality BMPs as required for CDOT's NPDES permit and Municipal Separate Storm Sewer (MS4) program requirements.
	<p>Traffic Control</p> <ul style="list-style-type: none"> • Develop traffic management plans. • Maintain traffic flow during peak travel times by minimizing lane closures, if possible. • Coordinate detour routes to avoid overloading local streets with detour traffic, where possible.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Construction (cont'd.)	<p>Traffic Control (cont'd.)</p> <ul style="list-style-type: none"> • Maintain access to local businesses/residences, where possible. • Coordinate with emergency service providers to minimize delays and ensure access to properties. • Begin implementation of TDM programs • Use of signage to announce/advertise timing of road closures. <p>Visual</p> <ul style="list-style-type: none"> • Storage of equipment and materials in designated areas only. • Removal of any unused detour pavement or signs.
Mitigation of Cumulative Impacts	<ul style="list-style-type: none"> • Development proposals would continue to be reviewed and scrutinized by local planning entities including: Summit County Upper Blue Planning Commission, Summit County Lower Blue Planning Commission, Summit County Tenmile Creek Planning Commission, Summit County Countywide Planning Commission, Snake River Planning Commission, Town of Frisco Planning Commission, Town of Breckenridge Planning Commission, USFS Dillon Ranger District and US Army Corps of Engineers. • In order to avoid additional impacts to sensitive resources, local authorities would need to require appropriate avoidance or mitigation as part of any new development project. • The Town of Breckenridge is pursuing an aggressive open space acquisition policy with the expressed purpose of preserving open space along SH 9 for wildlife habitat and visual quality purposes. • Local agencies can introduce environmentally sensitive development policies into future land use and transportation plans. • Wetland mitigation would need to receive special attention and would be subject to EO 11990 and 404 permitting standards. • Local management plans are currently being developed and implemented in cooperation with Federal, State and local agencies to preserve and protect wetlands. • Jurisdictional wetland impacts caused by the project would be mitigated at a 1:1 ratio. • All impacts to jurisdictional and non-jurisdictional wetlands associated with the SH 9 improvement project would be mitigated by CDOT. • Potential temporary or permanent impacts to water quality to nearby receiving waters in the study area from future highway construction activities will be mitigated through the use of BMPs. • Structural and nonstructural BMPs will be utilized to control highway runoff and prevent the erosion of sediments as transportation projects occur within the basin. • Any work occurring within or near receiving waters will not proceed until all appropriate permits are obtained and measures are included in plans to protect water quality, vegetation and wetlands in accordance with CDOT's specifications and policies.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Mitigation of Cumulative Impacts (cont'd.)	<ul style="list-style-type: none"> Any areas disturbed by construction activities will be restored to, or better than, their previous state. It is essential for Summit County and local municipalities to utilize and enforce their water protection policies and regulations to control erosion and storm water runoff from new development that occurs.
Permits Required	<p>National Pollutant Discharge Elimination System (NPDES)</p> <ul style="list-style-type: none"> An NPDES Permit will be obtained prior to construction by CDOT from the Colorado Department of Public Health & Environment (CDPHE), in accordance with Section 402 of the Clean Water Act. This storm water discharge permit is required to assure the quality of storm water runoff.
	<p>Programmatic SB 40 Certification</p> <ul style="list-style-type: none"> A Programmatic SB 40 Certification for the Blue River crossing will include appropriate measures to eliminate or diminish adverse effects to any stream or its bank or tributaries.
	<p>Section 404 Permit</p> <ul style="list-style-type: none"> A Section 404 Permit, issued by the Army Corps of Engineers (COE), is required for dredging or filling in wetlands and/or streams.
	<p>Section 401 Permit</p> <ul style="list-style-type: none"> A Section 401 Permit, issued by the CDPHE, is required to assure water quality is maintained.
	<p>Section 402 Permit</p> <ul style="list-style-type: none"> A Section 402 Permit, issued by the CDPHE, is required for dewatering of construction areas, if necessary.
	<p>Migratory Bird Take Permit</p> <ul style="list-style-type: none"> A Migratory Bird Take Permit, issued by the USFWS, is required if a migratory bird nest is affected.
	<p>Construction Access Permits</p> <ul style="list-style-type: none"> Construction Access Permits are required for detours and lane closures.
	<p>Construction Permits from Local Jurisdictions</p> <ul style="list-style-type: none"> Construction Permits from local jurisdictions may be required for the construction of CDOT facilities.
	<p>Conditional Letter of Map Revision and Letter of Map Revision</p> <ul style="list-style-type: none"> Issued by FEMA for floodplain encroachment.
	<p>Easements</p> <ul style="list-style-type: none"> Easements will be required for construction, slope and utilities.
	<p>Erosion Control/Grading Permits</p>
	<p>US Forest Service Access or Right-of-Way Permit</p>
	<p>Access Permits and Authorizations</p>
<p>Other Local Permits Other Local Permits may include utility or survey permits.</p>	

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Section 4(f) Evaluation	<p>Denver, South Park, and Pacific Railroad Grade (DSP&P):</p> <ul style="list-style-type: none"> To the degree possible, all affected terrain of the DSP&P railroad grade will be re-seeded with native plants and restored to the original aesthetic character.
	<p>Dillon Placer Mine:</p> <ul style="list-style-type: none"> The area of the Dillon Placer Mine impact is 25 square meters (269 square feet) or less than 0.2% of the entire site. Restoration of the original terrain character and aesthetics will be attempted whenever feasible. Retaining walls and the bikeway relocation will minimize permanent impacts.
	<p>Farmer's Korner – Blue River Bikeway (FK-BR):</p> <ul style="list-style-type: none"> The Farmer's Korner – Blue River Bikeway relocation plan is designed to mitigate 4(f) bike path losses and to enhance the overall system safety, aesthetic character and pedestrian and cyclist mobility from Frisco to its intersection with the Breckenridge Trail System at Watson Avenue. Leslie's Curve – All Alternatives: A 332 meter (1,090 foot) segment of the FK-BR Bikeway will be relocated in all build alternatives away from the existing roadway to increase safety, remove the bikeway from active traffic lanes, enhance the route mobility and aesthetic view shed. The relocated route, on NFS Land, will replace the old bikeway at a greater than 1:1 ratio. Parkway Center-Corkscrew Open Space Park – Alternatives 1, 2, and 3: The trail system in the vicinity of bridge construction at Parkway Center-Corkscrew Open Space Park consists of two parallel trail spurs: one trail runs at stream level under the existing bridge and the other connects at street level to a mid-street crossing. One trail spur will be retained to maintain route connectivity. A 107-meter (350-foot) segment will be removed from service to accommodate the new bridge structure. This trail loss constitutes 0.7 % of the total FK-BR Bikeway. A replacement trail easement will be considered to provide an improved connection from the existing trail west to the library and/or to the nearby retail center.
	<p>Frisco Nordic Center and Recreation Area:</p> <ul style="list-style-type: none"> To the degree possible, all remaining affected terrain will be re-seeded with native plants and restored to the original aesthetic character.
	<p>Peninsula Recreation Area – Dickey Day Use Area:</p> <ul style="list-style-type: none"> A left-turn lane off of SH 9 and a northbound acceleration lane have been designed into all build alternatives to increase traffic safety and turning mobility of recreational vehicles and vehicles towing trailers. To the degree possible, all affected terrain will be re-seeded with native plants and restored to the original aesthetic character.
	<p>Dillon Reservoir Recreational Management Area – Blue River Inlet:</p> <ul style="list-style-type: none"> Retaining walls and bikeway relocation will minimize permanent impacts to terrain, reservoir and scenic appearance of this portion of the study area. Restoration of the original terrain character, reseeding and aesthetics will be attempted whenever feasible.

Summary of Mitigation Measures (continued)

Category	Mitigation Measures
Section 4(f) Evaluation (cont'd.)	<p>Summit County Open Space Park:</p> <ul style="list-style-type: none"> To the degree possible, all affected terrain will be re-seeded with native plants and restored to the original aesthetic character.
	<p>Tatum Tracks Open Space Park:</p> <ul style="list-style-type: none"> To the degree possible, all affected terrain will be re-seeded with native plants and restored to the original aesthetic character.
	<p>Fourmile Bridge Open Space:</p> <ul style="list-style-type: none"> To the degree possible, all affected terrain will be re-seeded with native plants and restored to the original aesthetic character.
	<p>Curtis Open Space:</p> <ul style="list-style-type: none"> Construction of the new bikeway connections to the FK-BR Bikeway would be planned and built in cooperation with the Town of Breckenridge and Summit County. All affected terrain would be re-seeded with native plants and restored to the original aesthetic character.



9 Frisco to Breckenridge

ENVIRONMENTAL IMPACT STATEMENT

Environmental Impact Statement (EIS) process:

1 Scoping – a public process which defines the issues to be addressed.

2 Data Collection – includes collection of traffic, environmental, land use, and design-related data.

3 Alternatives Development – includes initial identification of a full range of alternatives and the screening to alternatives which are reasonable. This includes the no-action alternative.

4 Analysis of Alternatives – looks at transportation, social, economic and environmental impacts of the reasonable alternatives, including the no-action alternative.

5 Preparation of Draft EIS – includes need for project, description of alternatives and environmental consequences.

6 Public & Agency Review – includes a 45-day public comment period and a public hearing on the DEIS.

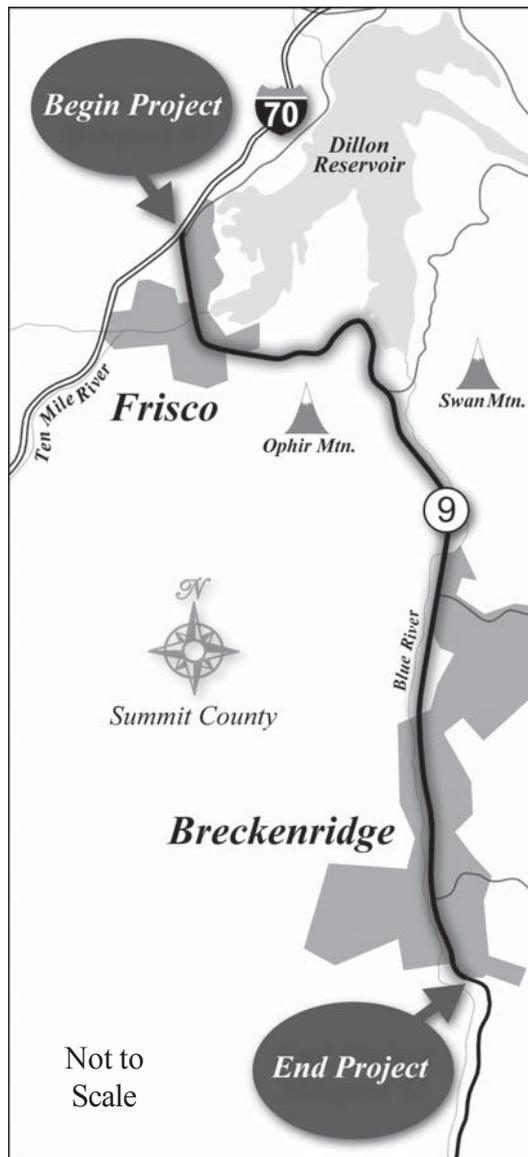
7 Preparation of Final EIS – documents a preferred alternative and responds to public and agency comments.

EIS Project Status

A Draft Environmental Impact Statement (EIS) for State Highway 9 (SH 9) Frisco to Breckenridge will be published in June 2002. The document will be available for public re-

view and comment for forty-five days at various locations in the community (see page 3 for locations). Four build alternatives for proposed transportation improvements and a no action alternative are described in the document. The Draft EIS contains descriptions of the transportation action benefits of each alternative, as well as potential social, economic and environmental impacts of each.

Study Area Map



Public Hearing on the Draft EIS
Wednesday, June 19
Summit High School, Breckenridge
4:00pm to 6:30pm

The purpose of the meeting is to gather public comments on the alternatives being presented for improvements to State Highway 9.

Next Steps in EIS Process

After the public hearing and public review period, the Project Team will compile all comments and prepare a Final EIS. This document will include the recommendation for a preferred alternative and describe mitigation measures for the potential improvements. The Final EIS should be published in the Fall of 2002 and be followed by a thirty day public review period. At this time, another public hearing will be held. Then CDOT and FHWA will make their final decision for SH 9 in a document entitled Record of Decision (ROD). This is scheduled to be published in early Winter of 2003.

www.hw9friscotobreck.com

Upcoming CDOT Construction Projects in Summit County

Reconstruction and overlay of SH 9 from Rock Creek to Ute Pass (MP 109 to 121) (Reconstruction terminates at milepost 115). The bridge over the Blue River will be replaced and approximately 80 culverts will be installed. Contact: Mike Voxakis (303)512-5762.

Resurfacing project in Dillon and Silverthorne on SH 6 and SH 9.

The project consists of milling and paving the roadway, constructing a new median to improve safety and prevent turning movements between Wilderrest Road and I-70, fixing a minor erosion problem near Dillon Dam Road, and installing luminaires and variable message signs. The project is scheduled to begin by early summer and be completed by October 2002. Contact: Kevin Brown (303) 512-5761.



I-70 Vail Pass girder repair and bridge expansion joint replacement (MP 181 to 205). Construction is scheduled from June to November 2002. Contact: Bob Smith (303) 512-5750

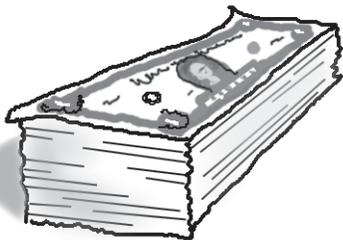
Eisenhower Memorial Tunnel lighting project. Replacement of lights in the tunnel's south bore is expected to be completed in mid summer 2002. Contact: Larry McKenzie (303) 512-5780.

I-70 PEIS Project Background and Update

The Colorado Department of Transportation (CDOT) is currently conducting a Programmatic Environmental Impact Statement (PEIS) for the I-70 Mountain Corridor between C-470 and Glenwood Springs. The purpose of this study is to determine what modes of transportation shall comprise the I-70 transportation system based on expected travel conditions in the year 2025. This four-year study began in January 2000. The final Record of Decision will describe a selected alternative that will be subject to further environmental refinement before any design or construction could begin. A Draft PEIS is expected to be released for public review and comment in early 2003, at that time a public hearing will also be held.

Seven alternative packages have been refined from the long list of alternatives initially considered. The no action, minimal action, fixed guideway transit, rubber tire transit, highway, fixed guideway/highway combination, and rubber tire transit/highway alternative packages are being further developed to analyze their costs, their performance, and the associated environmental impacts. Preliminary alignments for transit alternatives and footprints for potential highway improvements were developed in coordination with environmental specialists. In addition, a travel demand model is being developed that will establish transit ridership assumptions and travel demand over the next 20 years. Growth/land use projections of population and employment are now being developed for 2025 with the help of the state demographer and local planners. A Finance Committee has been formed to assist decision makers in identifying potential funding scenarios for the corridor. The PEIS Project Team continues to engage various working committees to help in the progress of the PEIS. Committees include modeling, finance, growth, historic, wildlife, and aquatic resources.

Funding at CDOT



The recent economic changes have impacted CDOT's funding for any improvements that may result from the SH 9 EIS. Currently, the Statewide Transportation Plan has funding programmed for potential construction of the first project stemming from a preferred alternative in Fiscal Year 2005. The ability to reach this funding objective may be hindered by the current funding situation. Any potential project to utilize the programmed funds will have to be a part of the Record of Decision for the EIS.

Summit County Park & Ride Projects

CDOT is completing agreements with local entities regarding Summit County Park & Ride Projects, with three projects either completed or underway. The *Frisco Transfer Center* has benefited from the Town of Frisco pedestrian improvements along Meadows and Lusher Court. The Town installed sidewalks, curb and gutter along the street north of the Safeway shopping complex, and added a new pedestrian walkway along Lusher to Meadows. These improvements will facilitate pedestrian access among the transit and park-n-ride facilities at the Transfer Center, the park and bikeway system, and the retail center. Future projects may look at the feasibility of providing a pedestrian cross-through within the retail complex providing a direct connection from the Transfer Center to Summit Boulevard without having to circumnavigate the complex.

The *Breckenridge Intermodal Center* (BIC) will be entering the design stage this spring. The transit loop, parking lot, transportation center and waiting areas are planned for an area currently located within the Watson-Sawmill parking lots in downtown Breckenridge. The BIC will provide a transit and parking solution to remove vehicles from the congested SH 9 through Town. The Town of Breckenridge and Breckenridge Ski Resort will incorporate the BIC into a larger master plan for the Watson-Sawmill area that will be developed separately. The transit facilities will be partially supported by federal and state funds.

The *Silverthorne Park-n-Ride* design is complete and the Town of Silverthorne is awaiting federal and state funds to initiate construction. The first phase of this project will construct the actual bus facility and waiting areas on Town property at 4th and Adams Streets. The later phases of the project include purchase and development of land for parking.

For further information contact: Jill Schlaefer (303) 757-9655.

Publication of Draft Environmental Impact Statement

The SH 9 Frisco to Breckenridge Draft EIS will be published in June 2002. The document will be available for a 45-day public review/comment period at the following locations:

Summit County Library, Frisco Branch
37 County Road 1005, Frisco (970) 668-5276

Summit County Library, Breckenridge Branch
504 Airport Road, Breckenridge (970) 547-3191

Summit County Engineering Department
37 County Road 1005, Frisco (970) 668-4200

Town of Breckenridge Engineering Department
150 Ski Hill Road, Breckenridge (970) 547-3191

Town of Frisco Town Clerk
1 Main Street, Frisco (970) 668-5276

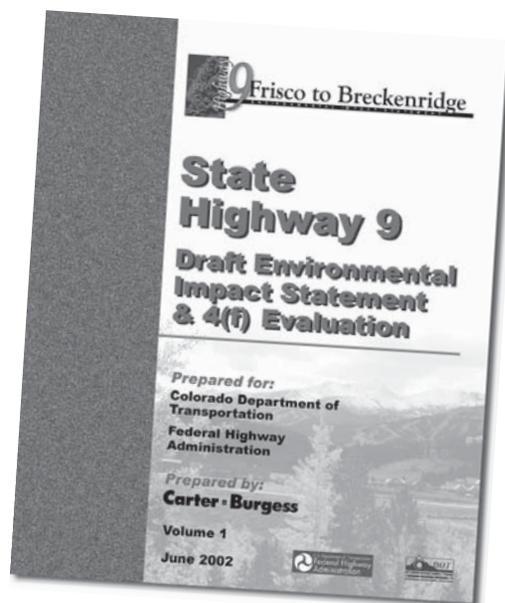
Colorado Department of Transportation, Public Information Offices
4201 Arkansas Street, Room 277, Denver (303) 757-9228

Colorado Department of Transportation Mountain Residency Office
West-side of Eisenhower Tunnel at I-70, Silverthorne (303) 512-5750

Colorado Department of Transportation, Region 1, Planning and Environmental Division
18500 East Colfax Avenue, Aurora (303) 757-9371

Colorado Department of Transportation, Office of Environmental Programs
1325 South Colorado Boulevard, Suite B-400, Denver (303) 757-9259

FHWA Colorado Division Office
555 Zang Street, Suite 250, Lakewood (303) 969-6730 x362



Notice of Public Hearing

You are invited to the State Highway 9 Draft EIS public hearing. Information regarding each of the proposed alternatives and their respective impacts will be on display. Project team members will be available to answer your questions. Comments regarding the Draft EIS will be gathered from you via a court reporter. If you can't attend the public hearing or would like to submit written comments, please send them to Lisa Kassels (at the address on the bottom of the page) no later than July 13, 2002. The public hearing will be held on:

Wednesday, June 19, 2002, 4:00 pm to 6:30 pm
Summit High School (SH 9 & Summit High Drive) Breckenridge, CO

Si usted quisiera recibir este boletín de noticias o una copia de otra información sobre el proyecto, llame por favor a Marilyn Kuntemeyer, 303-820-5283.

Если Вы желаете получить эту публикацию или какую-либо дополнительную информацию об этом проекте на русском языке, пожалуйста позвоните по телефону Ina Zisman, 970-468-0367.

*In compliance with the Americans with Disabilities Act, this meeting location is accessible to disabled persons. For more information or for those who require accommodations for disabilities, call Tracey MacDonald at 303-820-4844.



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Denver, CO 80202-5131



A Colorado Department of Transportation Project Newsletter

CDOT wants to hear from you!

We encourage you to forward any comments or concerns to us:

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9 Frisco to Breckenridge

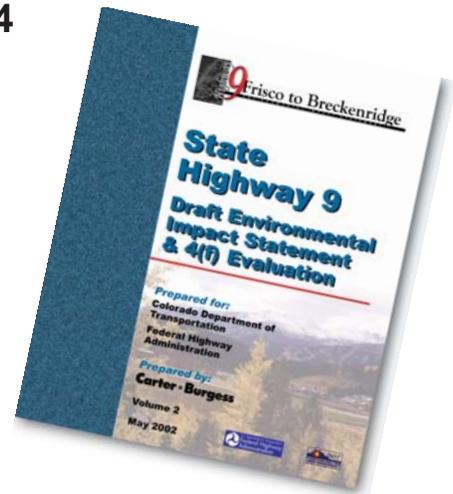
ENVIRONMENTAL IMPACT STATEMENT

Welcome to the SH 9 Draft EIS Public Hearing

Summit High School Cafeteria
June 19, 2002
4:00 to 6:30 pm

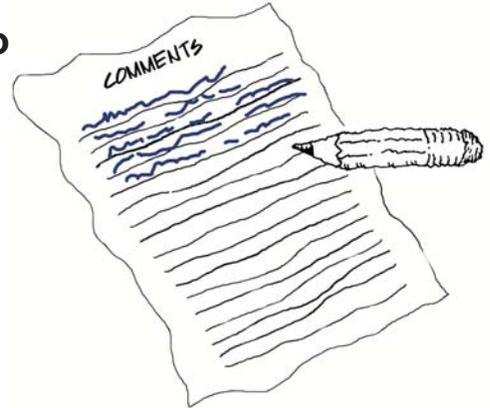


- **CDOT Headquarters, Public Information Offices**
4201 Arkansas St., Room 277, Denver, CO 80222
phone: 303/757-9228
- **CDOT Region 1 Office, Planning and Environmental Division**
18500 East Colfax Avenue, Aurora, CO 80011
phone: 303/757-9371
- **CDOT Office of Environmental Programs**
1325 S. Colorado Blvd., Ste. B-400, Denver, CO 80222
phone: 303/757-9259
- **Summit County Engineering Department**
37 County Road 1005, Frisco, CO 80443
phone: 970/668-4200
- **Town of Breckenridge Engineering Department**
150 Ski Hill Road, Breckenridge, CO 80424
phone: 970/547-3191
- **Town of Frisco Town Clerk**
1 Main Street, Frisco, CO 80443
phone: 970/668-5276
- **Summit County Library – Frisco Branch**
37 County Road 1005, Frisco, CO 80443
phone: 970/668-5555
- **Summit County Library – Breckenridge Branch**
504 Airport Road, Breckenridge, CO 80424
phone: 970/453-6098
- **CDOT Mountain Residency Office**
west-side of Eisenhower Tunnel at I-70, Silverthorne, CO 80498
phone: 303/512-5750
- **FHWA Colorado Division Office**
555 Zang Street, Suite 250, Lakewood, CO 80228
phone: 303/969-6730 x362



A transcriber is present to record all comments for the transcript on this hearing. You may provide comments in the following ways:

- **Speak directly to the transcriber who will record your comments**
- **Fill out a comment sheet and place it into the comment box**
- **Fill out a comment sheet and mail to the address on the back of the comment sheet**
- **Talk to a Project Team Member who will record your comment**
- **Fill out a comment card and post it in the comments area**
- **Email your comments to lisa.kassels@dot.state.co.us**
- **Provide your comment via our website: www.hw9friscotobreck.com**



COMMENTS WILL BE ADDRESSED IN THE FINAL EIS.

Note: All comments must be postmarked by July 15, 2002 (end of 45-day public comment period).

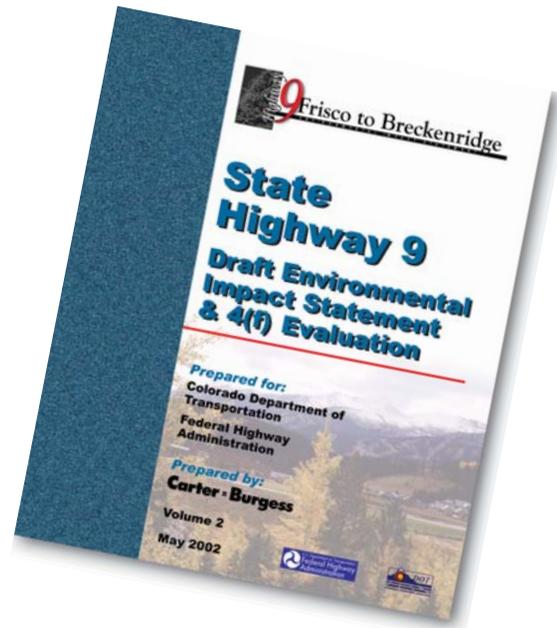
Purpose of Public Hearing



provide
project
update



Present DEIS To Public



GaTHER Public Comments on DEIS

PRovide
Right-of-way
Information

Reasonable Alternatives



No-Action Alternative

assumes completion of only Those Transportation projects that are committed or programmed by CDOT, Summit stage or The Towns or County.

ALternative 1

a four lane full width median (raised or depressed) alternative. Including Transportation Demand Management Elements (TDM).

Alternative 2

a four lane full width median with Bus/HOV lanes Alternative. During peak periods (Possibly weekday only) The outside lane would be limited To Buses and vehicles with 2 or more people. Including Transportation Demand Management Elements (TDM).

Alternative 3

a four lane reduced section Alternative. Identical to Alternative 1 but with reduced Median and shoulder width. Including Transportation Demand Management Elements (TDM).

Alternative 4

Enhanced Two-lane Alternative. Same number of Thru lanes as No-Action with the Addition of a median (Raised or depressed) and accel/Decel Lanes (in some locations) for safety Purposes. Including Transportation Demand Management Elements (TDM). This Alternative does not meet the mobility needs of The Project.

Public Involvement



WEBSITE

www.hw9friscoTobreck.com

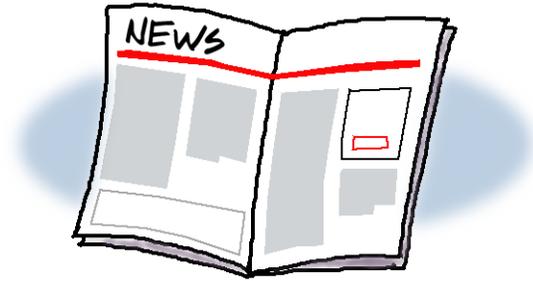
CiTizen Advisory Group

Technical Working Group

Public open Houses



Project NewsleTTers



Public Hearing & Comment period

Environmental Justice Outreach

Project Contacts

Lisa Kassels, Project Manager
CDOT, REgion 1
18500 e. colfax ave.
Aurora, co 80011
lisa.kassels@doT.sTate.co.us
ph. 303-757-9156

Scott Sands
Federal Highway Administration
Colorado Division
555 Zang Street, Room 250
Lakewood, CO 80228
303-969-6730 ext. 362

Tasks

Activities

Scoping & Data Collection

- Notice of Intent published
- Public & agency meetings
- Collect environmental data
- Identify issues and concerns



Alternatives Development & Screening

- Develop evaluation criteria
- Develop range of initial alternatives
- Screen initial alternatives
- Define remaining alternatives including No-Action alternative



Preparation and Publication of Draft EIS

- Document alternatives considered
- Examine existing conditions
- Evaluate impacts of reasonable alternatives including No-Action alternative
- Agency review



We are here in the process

Public Hearing on Draft EIS

- Notice of Availability published
- 45-day comment period
- Transcription of comments at public hearing



Preparation and Publication of Final EIS

- Select preferred alternative
- Commit to mitigation for impacts
- Document process followed



Public Hearing on Final EIS

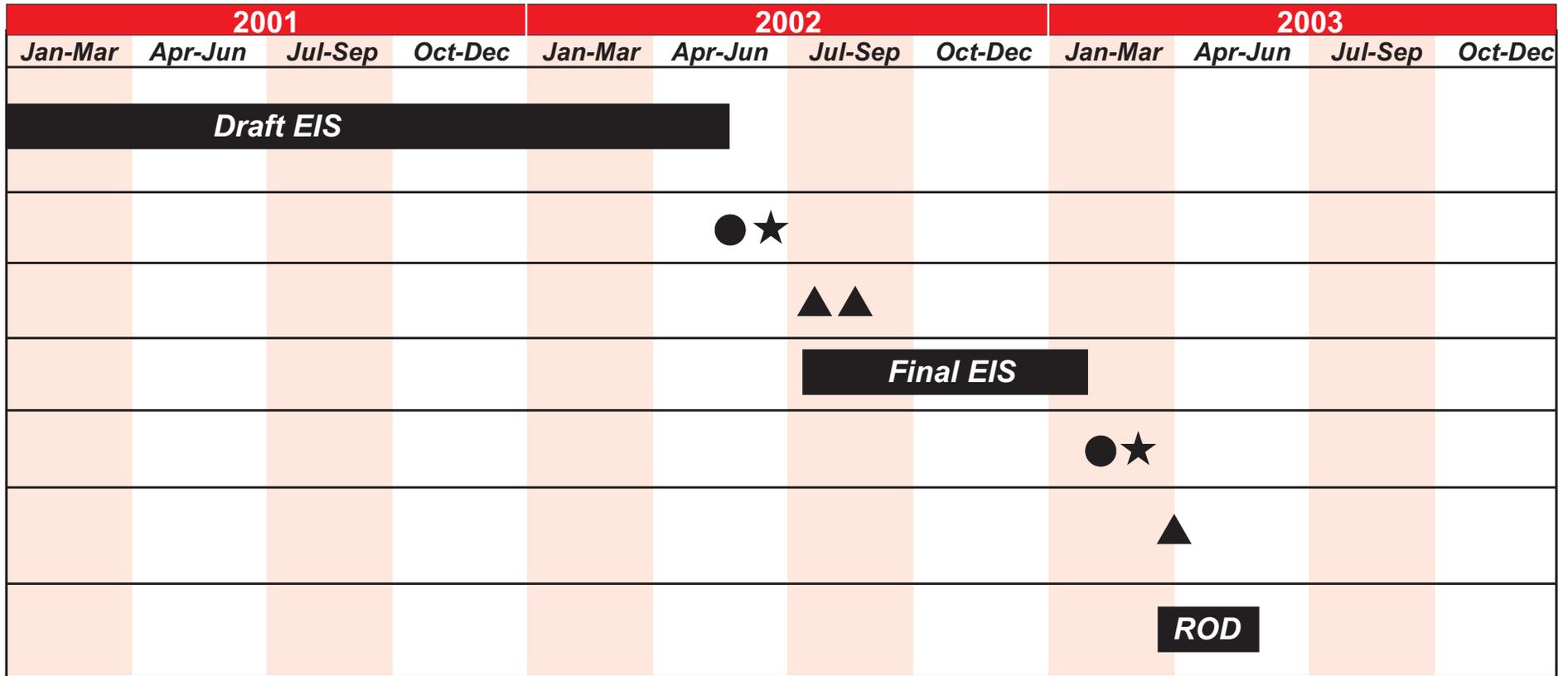
- Notice of Availability published
- 30-day comment period
- Transcription of comments at public hearing



Preparation and Publication of Record of Decision (ROD)

- Provide basis for decision
- Document decision
- Signed by FHWA/CDOT

The Federal Highway Administration (FHWA), in cooperation with the Colorado Department of Transportation (CDOT), is considering improvements to a 9-mile stretch of SH 9 between Frisco and Breckenridge, CO. FHWA is the lead agency responsible for preparation of this EIS and will make the final decision and issue the ROD. CDOT is leading the EIS effort and oversees the day-to-day activities of the work. The US Forest Service, the US Army Corps of Engineers serve as cooperating agencies. In addition, FHWA and CDOT are coordinating closely with the US Environmental Protection Agency and other federal, state and local agencies throughout the EIS process.

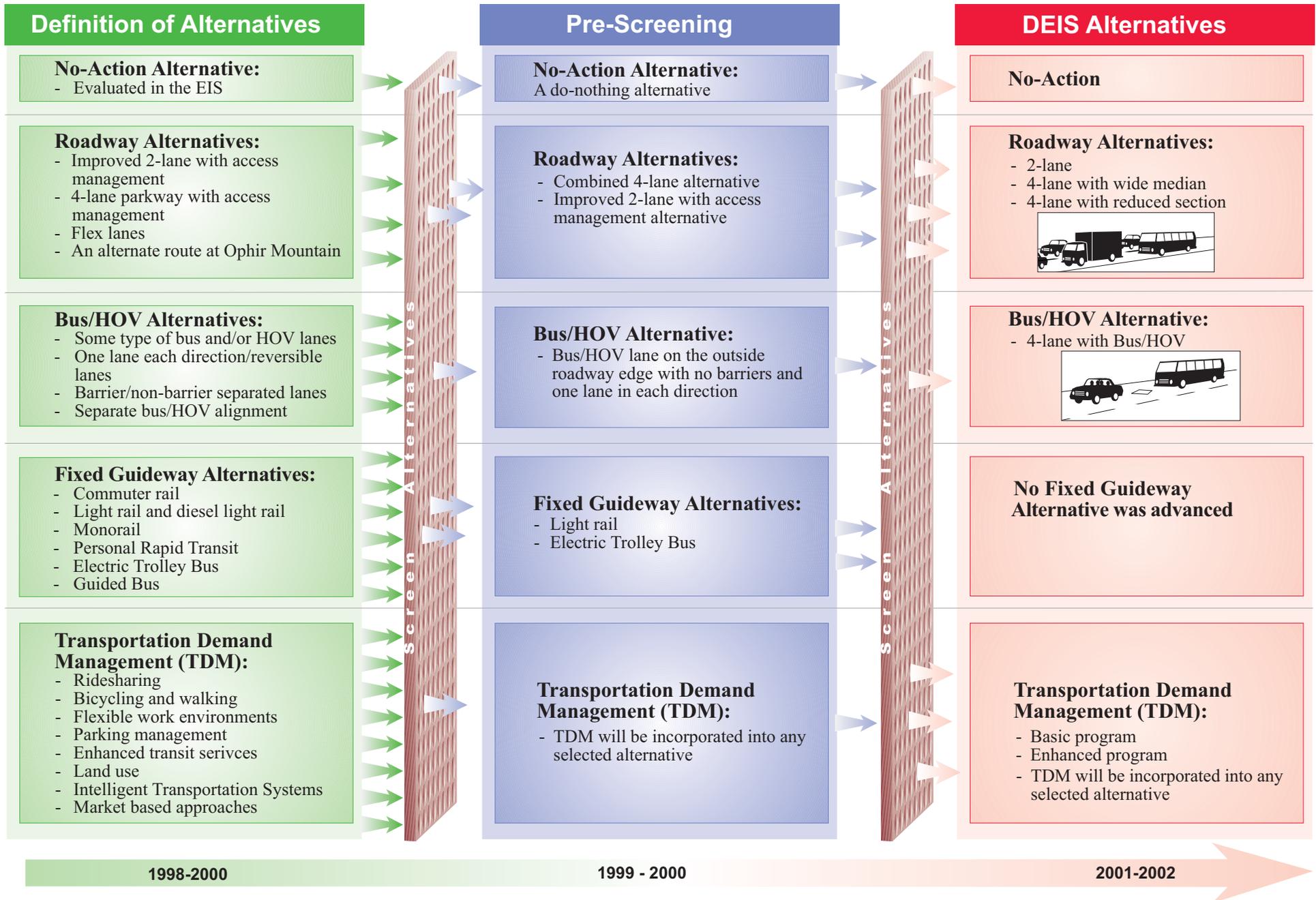


- ▲ CAG/TWG Meetings
- ★ Public Hearings
- Newsletters

The recent economic changes have impacted CDOT's funding for any improvements that may result from the SH 9 EIS. Any potential project to utilize the programmed funds will have to be part of the Record of Decision for the EIS. The Intermountain Transportation Planning Region (TPR) for CDOT Region 1 has identified total funding in the Statewide Transportation Improvement Plan (STIP) from Fiscal Year 2003 through Fiscal Year 2008 for \$ 26.3 million for the entire Region. Currently, the STIP has identified \$19.1 million for potential construction of a project stemming from a preferred alternative in the EIS. However, due to CDOT's current financial situation a total of \$ 5.5 million will need to be cut from the Region 1 portion of the Intermountain TPR's budget for Fiscal Years 2003 through 2005. These cuts will be determined by the end of June. At this time, CDOT does not foresee the State Highway 9 improvement budget being affected.

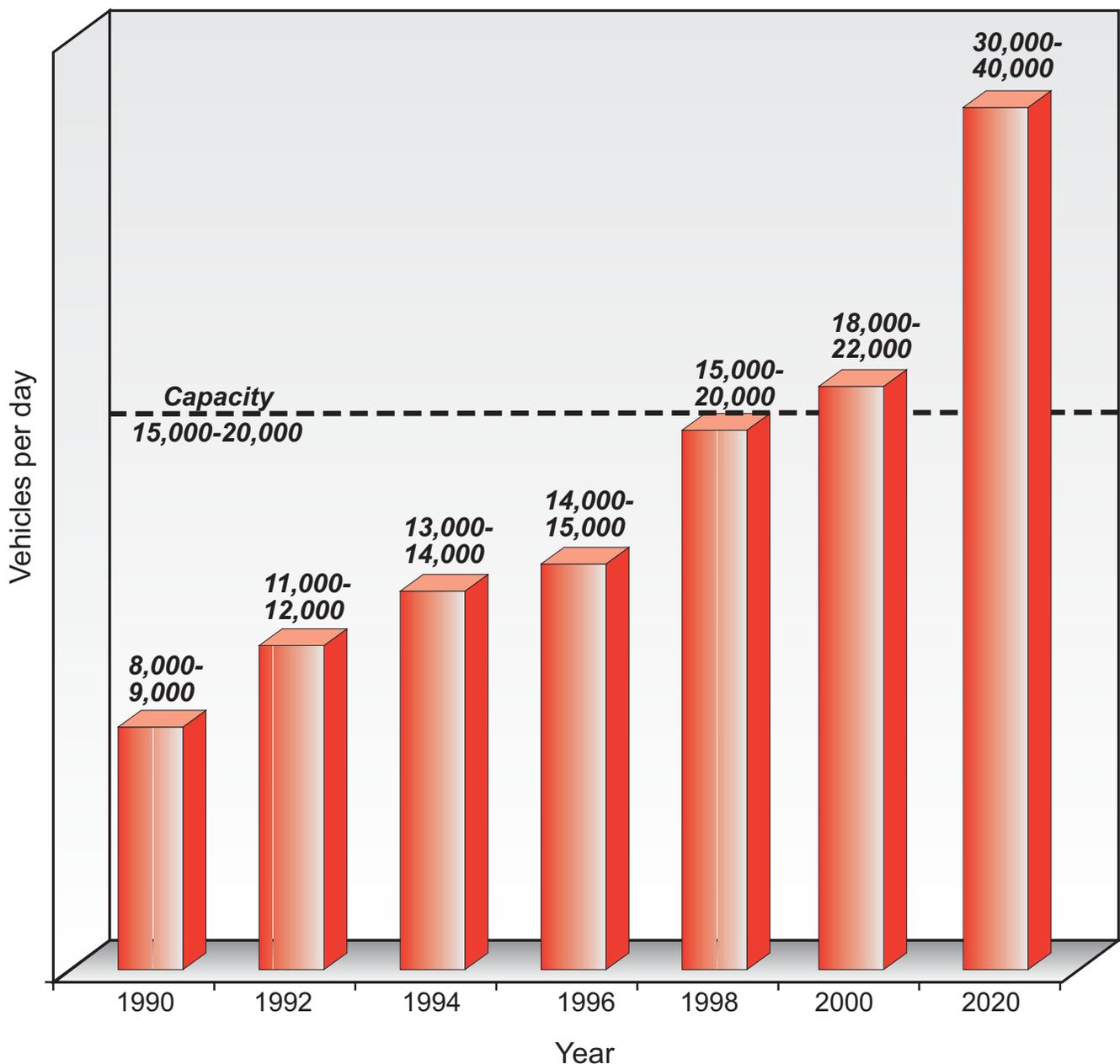
Draft STIP Funds programmed for State Highway 9 corridor

Fiscal Year 2003	\$ 0.8 million
Fiscal Year 2004	\$ 7.7 million
Fiscal Year 2005	\$ 0.8 million
Fiscal Year 2006	\$ 7.7 million
Fiscal Year 2007	\$ 0.8 million
Fiscal Year 2008	\$ 1.3 million
Total FY 03-08	\$ 19.1 million



The purpose for the SH 9 proposed transportation improvements is to improve safety, decrease travel time and support the transportation needs of the local and regional travelers while minimizing impacts to the environment and surrounding community. The need for these improvements was identified in several planning documents including the following: *Statewide Plan, Statewide Transportation Improvement Plan (STIP), Region 1 Project Prioritization/Long Range Plan, Intermountain Regional Transportation Plan, Summit County Comprehensive Plan, Upper Blue River Basin Transportation Plan, Summit County Transit Development Plan (TDP), Town of Breckenridge Master Plan, and Town of Frisco Master Plan.*

1. **Current traffic is 18,000 to 22,000 vehicles per day (vpd).**
2. **Two-lane roadway capacity ranges from 15,000 to 20,000 vpd based on the Highway Capacity Manual and other documented agency standards. The current roadway is at or exceeds capacity.**
3. **With future population and employment growth, traffic volumes will exceed current SH 9 capacity, resulting in increased congestion and decreased air quality.**



Source: CDOT Traffic Count Data

Historical and Projected Traffic Volumes

	1988	2000	Year 2020 Projections
Average Annual Daily Traffic	9,150	18,000	30,000-40,000
Peak Season Average Daily Traffic	10,200	19,800	33,000-44,000
Estimated Design Hourly Volume (DHV) ¹	825	1,600	3,100-3,950

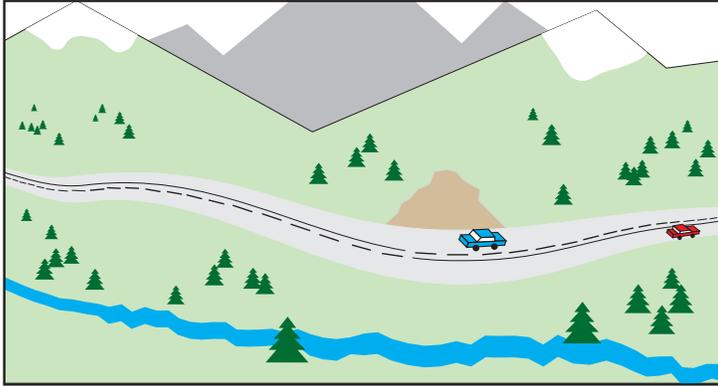
¹ This number is derived from existing p.m. peak hour traffic volumes and forecasted 2020 traffic volumes and is used to determine what level of capacity to accommodate in proposed transportation facilities in a cost-effective manner for design purposes.

PM Peak Hour Level of Service at Existing and Future Warranted Signalized Intersections

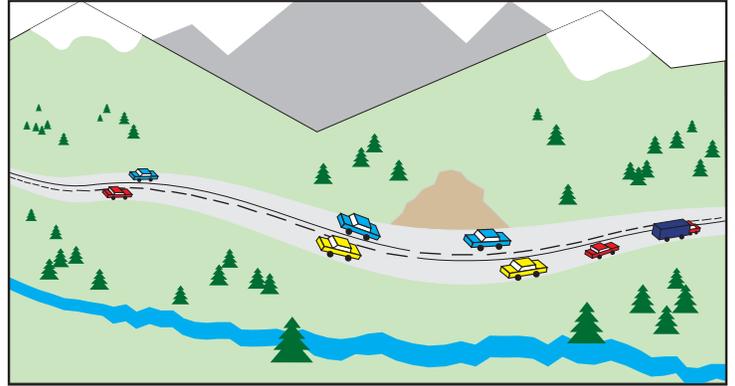
Intersection	Existing Conditions	No-Action	Alts. 1 & 3	Alt. 2	Alt. 4
8th Avenue	B	D	E	E	D
CR 1004	B	B	B	B	B
Swan Mountain Road	C	E	D	D	E
Dickey Drive (2)	(2)	C	C	(3)	
Tiger Road (CR6)	B	D	C	C	D
Fairview Boulevard	(2)	(2)	C	C	(3)
Valley Brook Road	C	E	C	C	E
CR 450 (Huron Road)	(2)	(2)	D	E	(3)
North Park Avenue	D	F	E	E	F
Park Avenue/Airport Road	D	E	D	D	E
Park Avenue/Ski Hill Road	B	F	E	E	F
South Park Avenue	E	E	D	D	F
Main Street/Ski Hill Road	C	D	C	C	D

(2) No intersection traffic signal under Existing/No-Action Alternative
 (3) No intersection traffic signal included in definition of the alternative

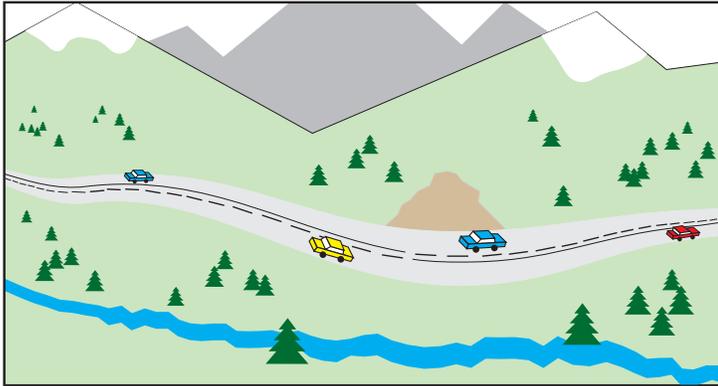
Level of Service A



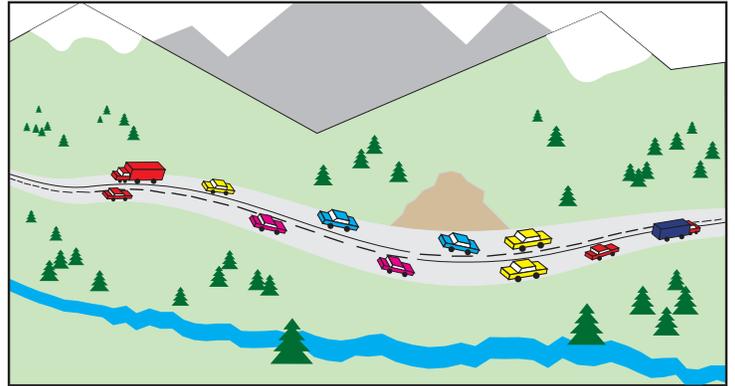
Level of Service D



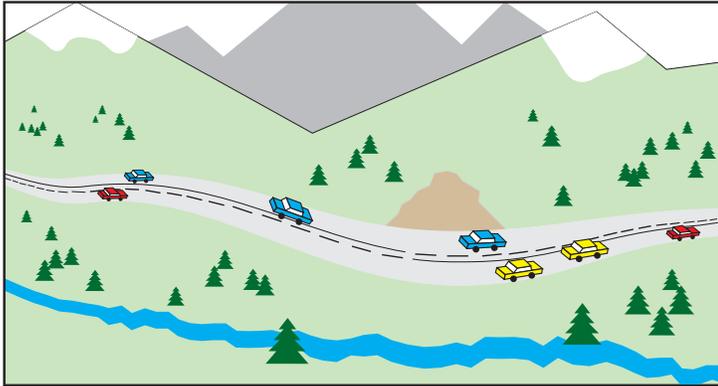
Level of Service B



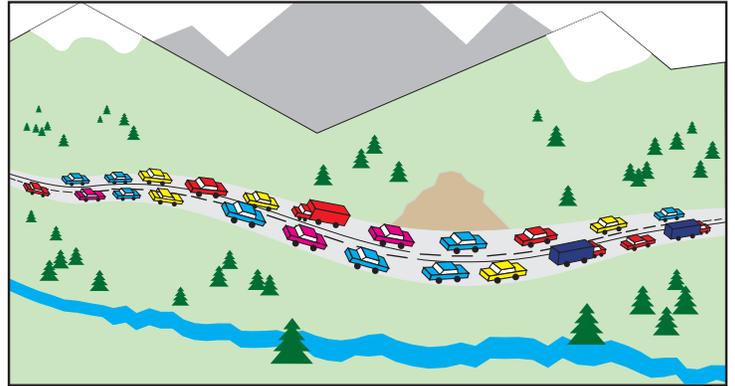
Level of Service E



Level of Service C

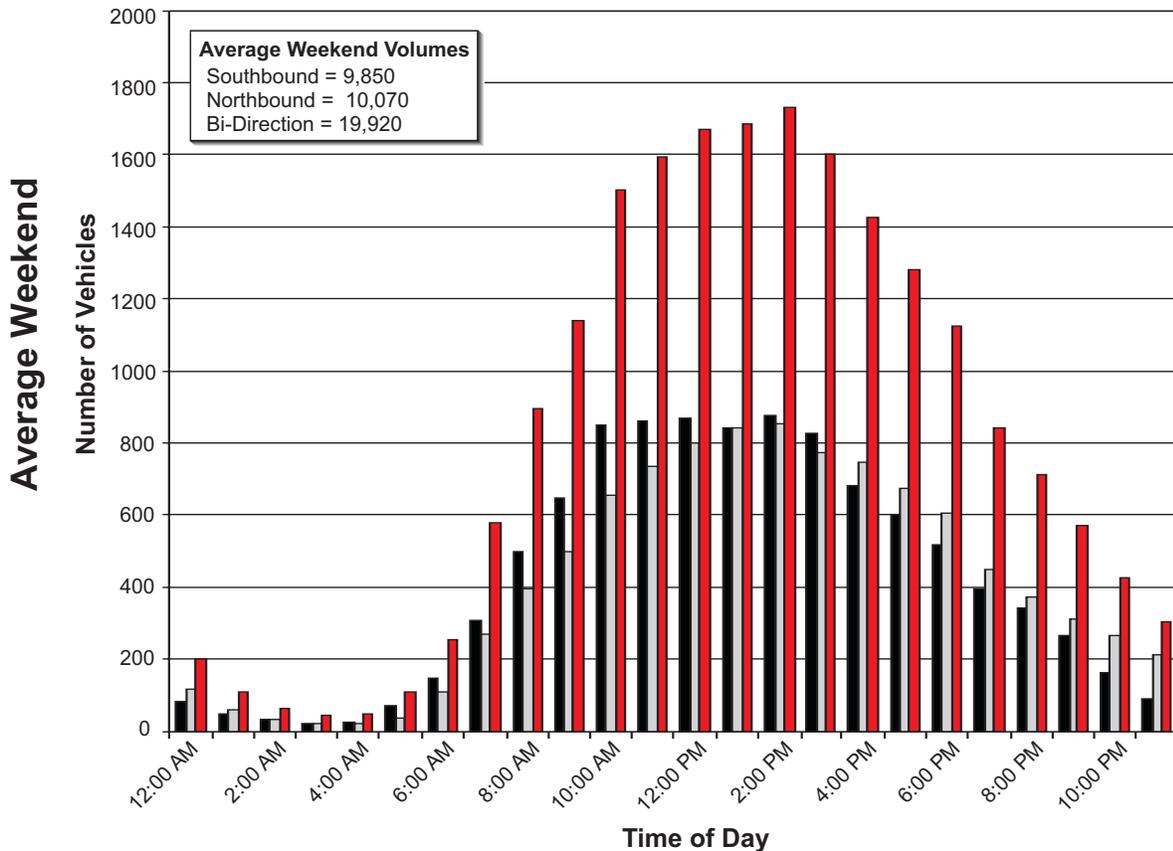
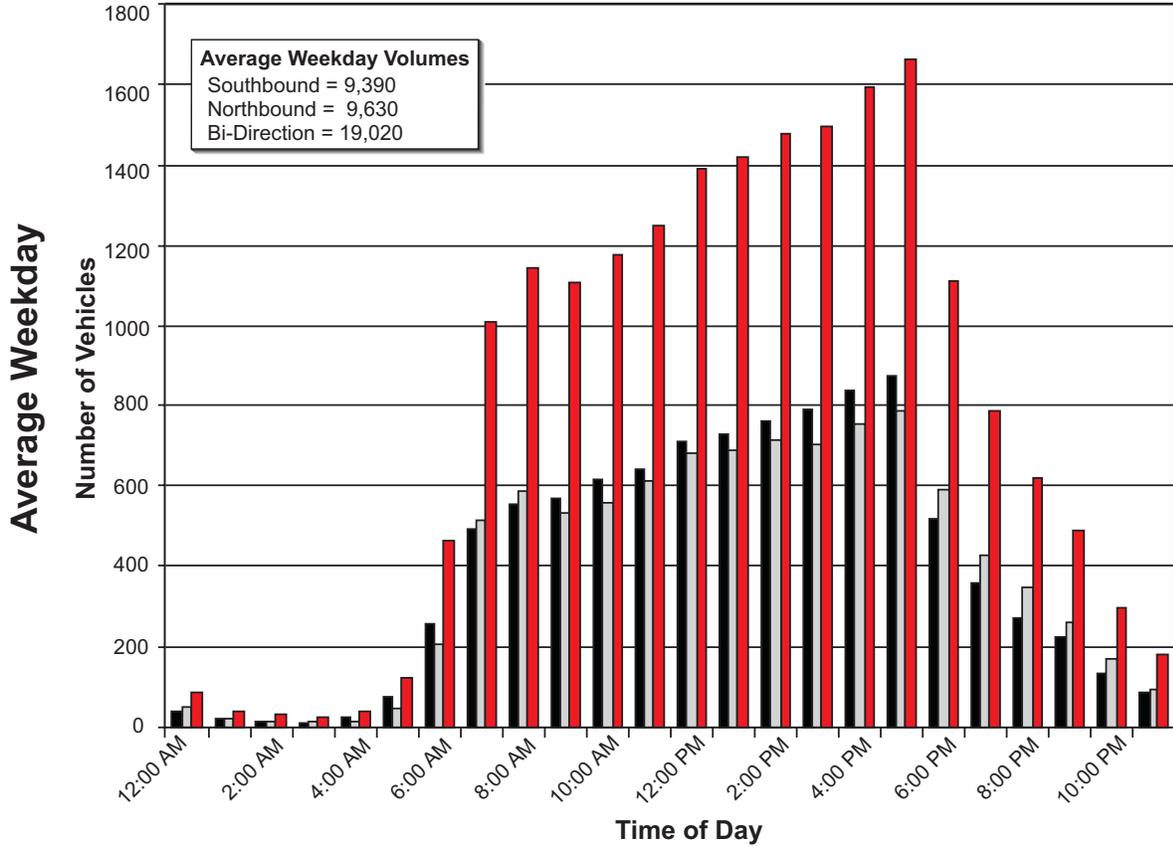


Level of Service F

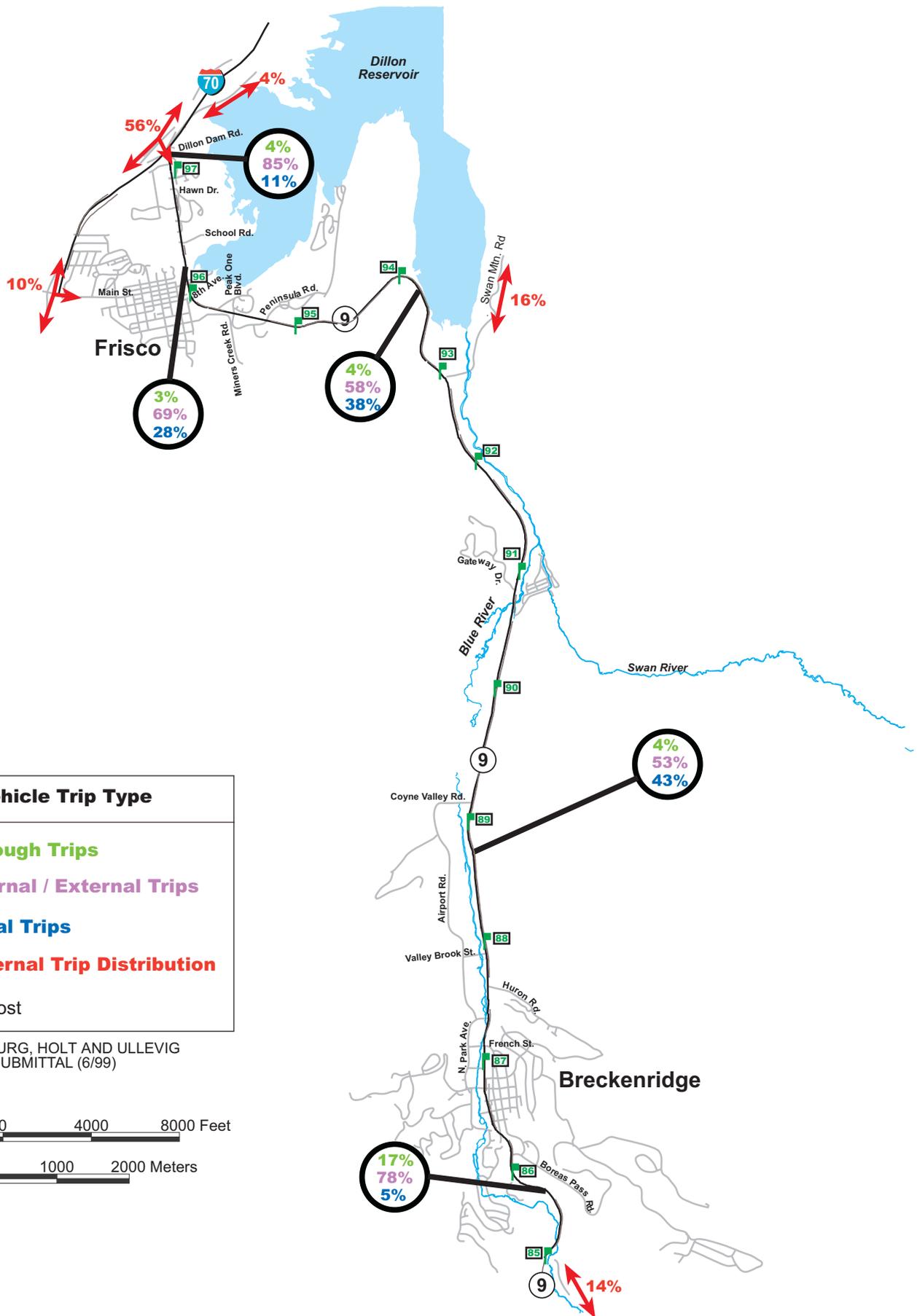




Average Weekday and Weekend Hourly Traffic Volumes (August 2000)

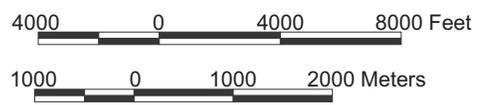


Legend:
 ■ = Northbound ■ = Southbound ■ = Bi-Directional

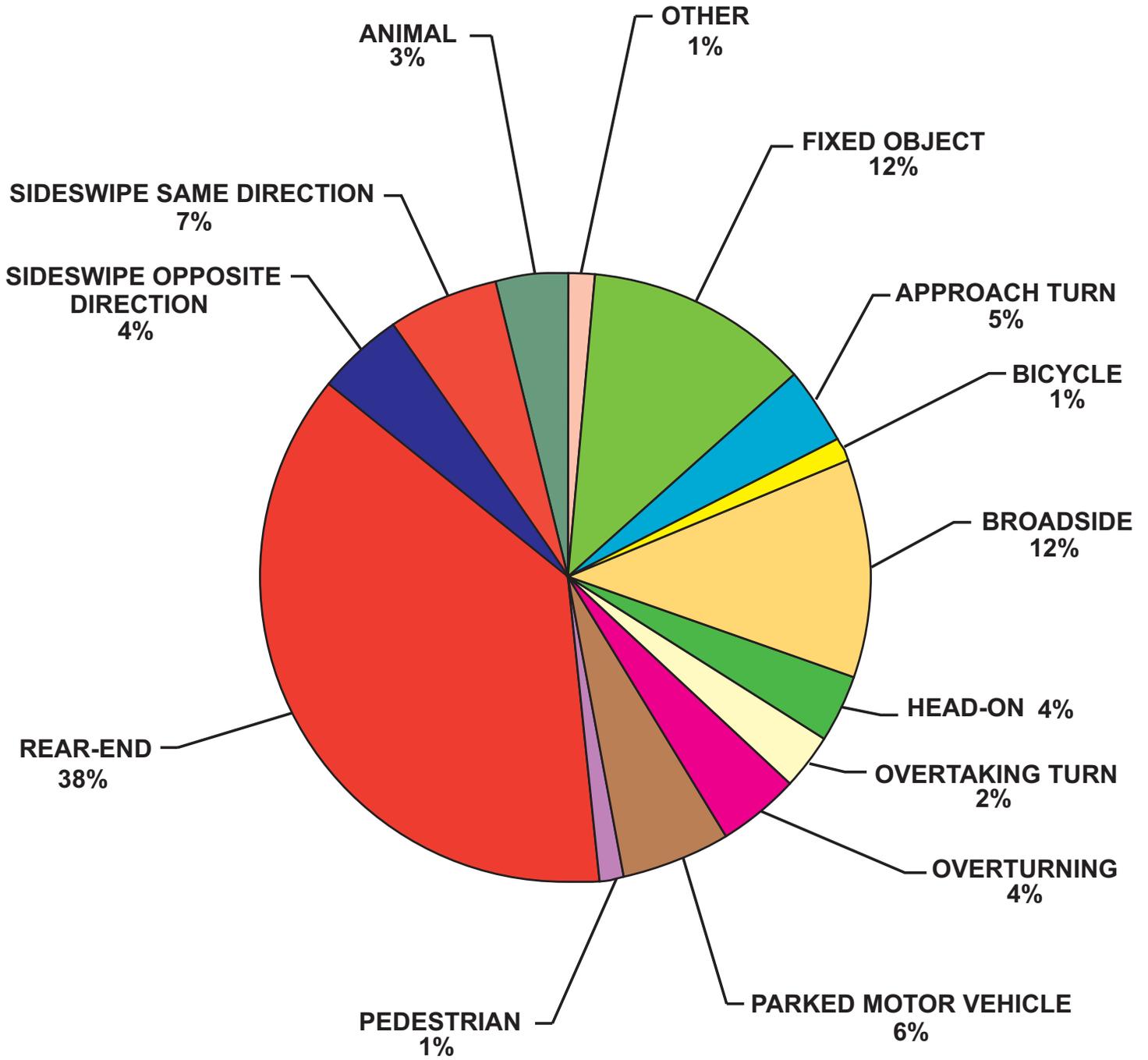


Vehicle Trip Type	
###%	Through Trips
###%	Internal / External Trips
###%	Local Trips
###%	External Trip Distribution
█	Milepost

Source: FELSBERG, HOLT AND ULLEVIG DATA SUBMITTAL (6/99)



Accidents by Type Within SH 9 Study Area



Note: Accident data is for five-year period from January 1995 to December 1999.

ALTERNATIVE 1

Advantages

- Provides additional capacity to meet future demand.
- Improves operation of the facility.
- Addresses safety issues through medians, shoulders and improved access.
- Does not preclude a future transportation option.

Disadvantages

- Substantial ROW needs.
- May require frontage roads to provide access in select locations.
- Greatest environmental impacts (see Summary of Direct Impacts table).

ALTERNATIVE 2

Advantages

- Potential travel time savings for transit and HOV users.
- Opportunities for change in travel behavior.
- Addresses safety issues through medians, shoulders and improved access.
- Does not preclude a future transportation option.

Disadvantages

- Substantial ROW needs.
- Difficult to enforce due to bus and HOVs sharing the outside lane with vehicles turning off of or onto SH 9.
- Greatest environmental impacts (same as Alternative 1, see Summary of Direct Impacts table).

ALTERNATIVE 3

Advantages

- Provides additional capacity to meet future demand.
- Improves operation of the facility.
- Addresses safety issues through medians, shoulders and improved access.
- Less ROW needed due to narrower median.

Disadvantages

- Some ROW needs (less than Alternatives 1 and 2).
- Does not accommodate future transportation option.
- May require frontage roads to provide access in select locations.
- Greatest environmental impacts (slightly less than for Alternatives 1 and 2, see Summary of Direct Impacts table).

ALTERNATIVE 4

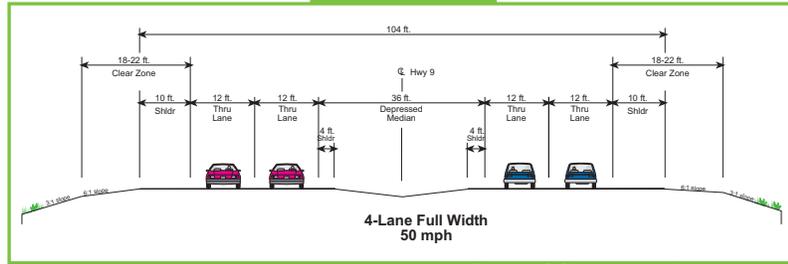
Advantages

- Addresses safety issue through the addition of medians in some locations and shoulders.
- Improves operations slightly.
- Least environmental impacts for some resources (see Summary of Direct Impacts table).

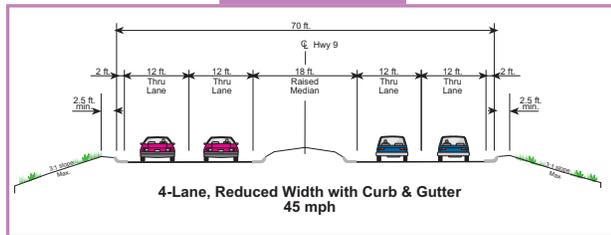
Disadvantages

- Does not meet the purpose and need for the project.
- Does not meet mobility needs of the corridor.
- Does not accommodate future transportation option.
- May require frontage roads to provide access in select locations.
- Greatest environmental impacts for some resources (see Summary of Direct Impacts table).

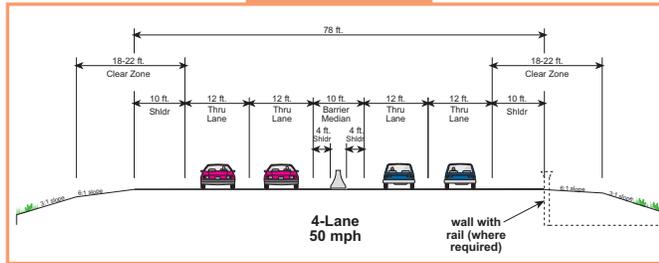
Typical Section 1A



Typical Section 1B

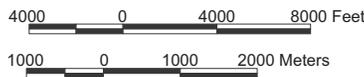


Typical Section 1C



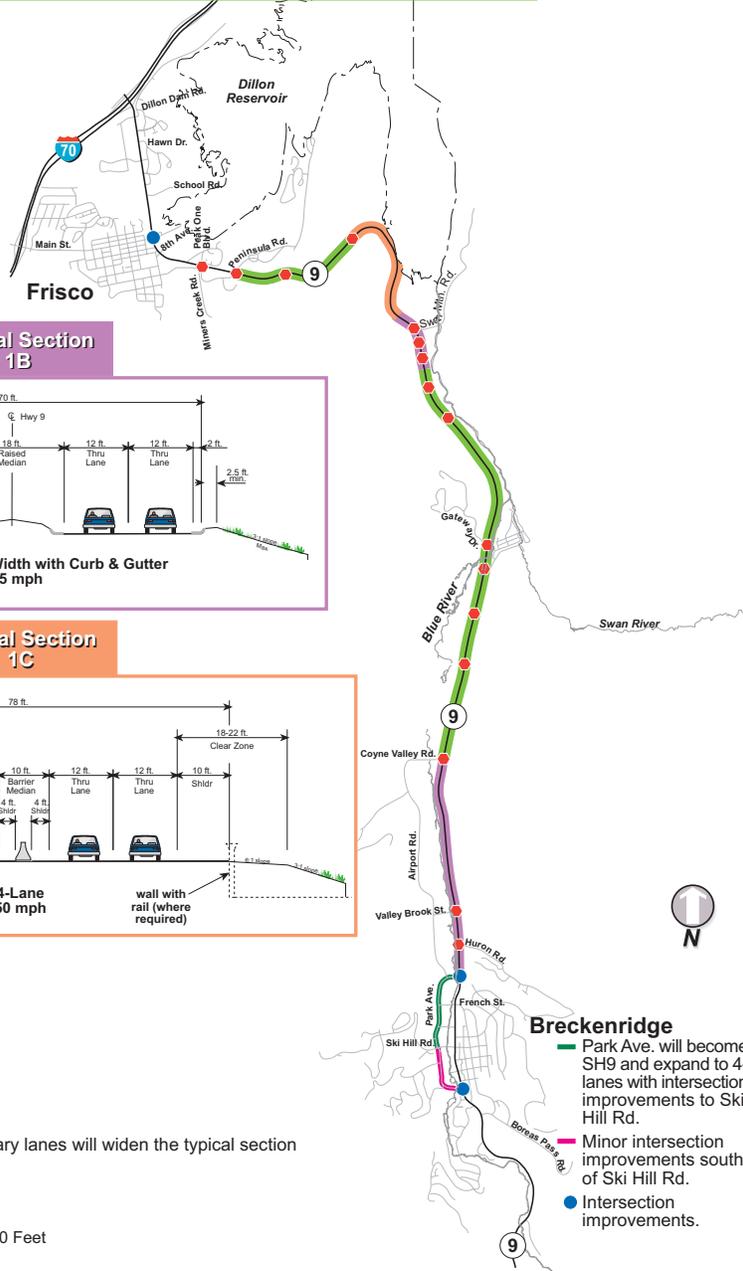
- Section 1A
- Section 1B
- Section 1C

● Note: Necessary turn lanes / auxiliary lanes will widen the typical section at noted locations (●).



Elements:

- Four through lanes with median (raised or depressed)
- Two 12-foot travel lanes in each direction
- Median width varies from 10 to 36 feet depending on location
- Ten-foot outside shoulders in some locations
- Four-foot inside shoulders in some locations
- Access management
- Intersection improvements
- Transportation Demand Management (TDM) Elements
- Drainage improvements
- Transit improvements



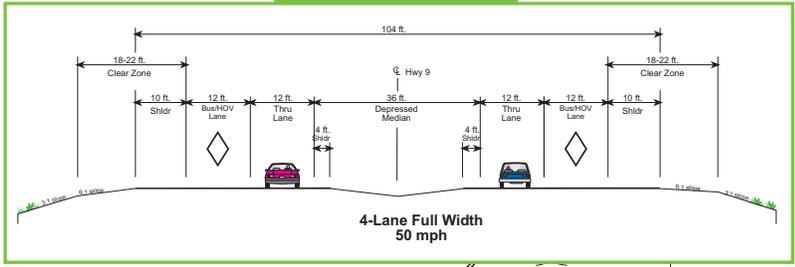
Breckenridge

- Park Ave. will become SH9 and expand to 4-lanes with intersection improvements to Ski Hill Rd.
- Minor intersection improvements south of Ski Hill Rd.
- Intersection improvements.

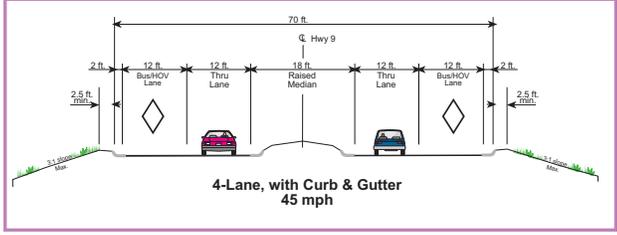
Alternatives 1 or 2 - Section 1A/2A



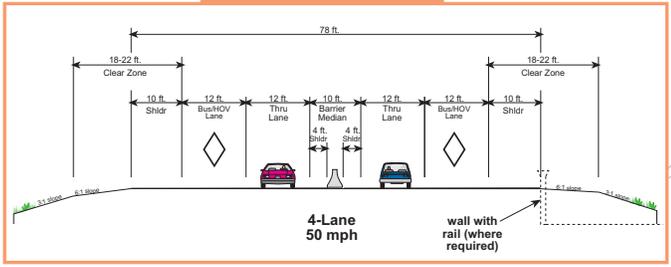
Typical Section 2A



Typical Section 2B



Typical Section 2C



- Section 2A
- Section 2B
- Section 2C

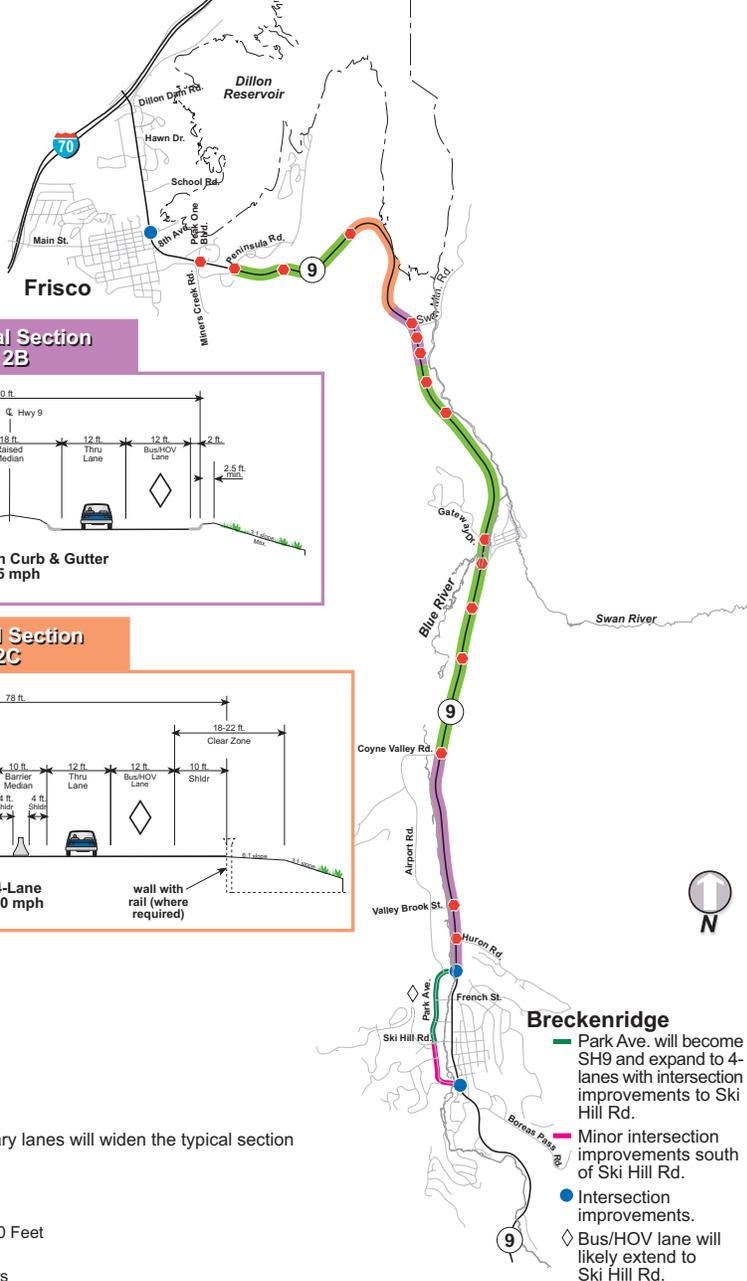
• Note: Necessary turn lanes / auxiliary lanes will widen the typical section at noted locations (•).



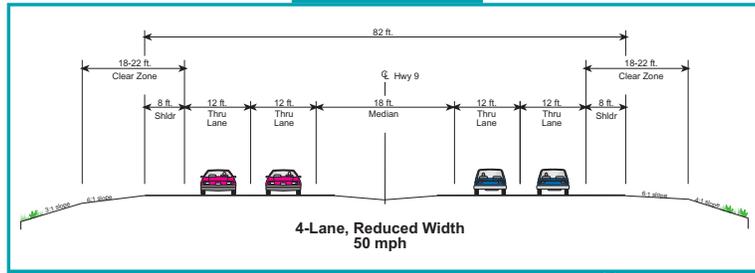
Elements:

- Four through lanes with median (raised or depressed)
- One 12-foot general purpose travel lane in each direction
- Outside 12-foot lane limited to Bus/HOV during peak period (possibly on weekday only)
- Median width varies from 10 to 36 feet depending on location
- Ten-foot outside shoulders in some locations

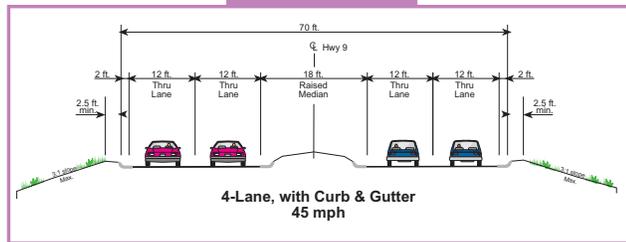
- Four-foot inside shoulders in some locations
- Access management
- Intersection improvements
- Transportation Demand Management (TDM) Elements
- Drainage improvements
- Transit improvements



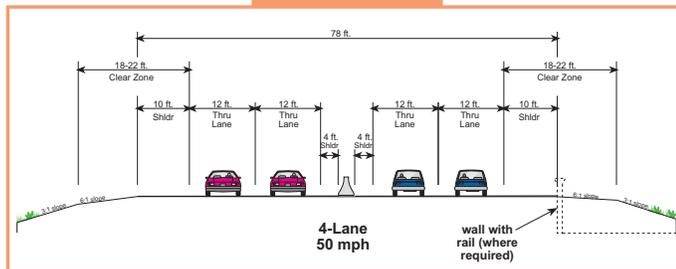
Typical Section 3A



Typical Section 3B



Typical Section 3C



Section 3A

Section 3B

Section 3C

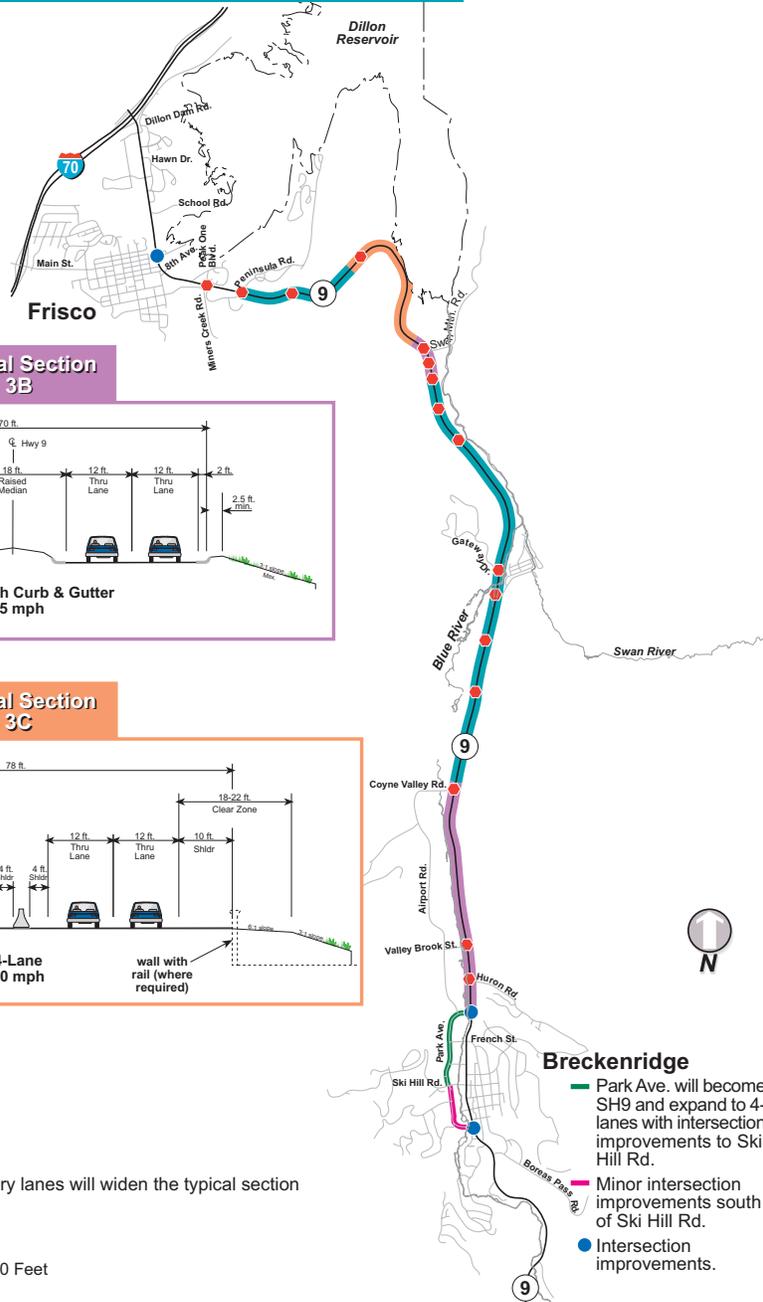
● Note: Necessary turn lanes / auxiliary lanes will widen the typical section at noted locations (●).

4000 0 4000 8000 Feet

1000 0 1000 2000 Meters

Elements:

- Four through lanes with median (raised or depressed)
- Two 12-foot travel lanes in each direction
- Median width varies from 10 to 18 feet depending on location
- Eight and ten-foot outside shoulders in some locations
- Four-foot inside shoulders in some locations
- Access management
- Intersection improvements
- Transportation Demand Management (TDM) Elements
- Drainage improvements
- Transit improvements



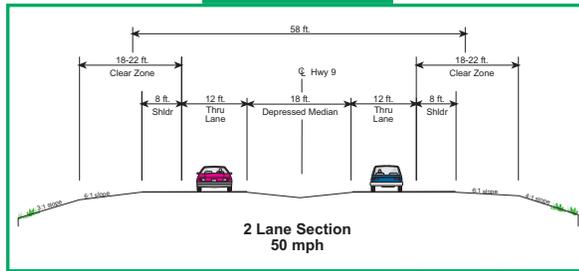
Breckenridge

- Park Ave. will become SH9 and expand to 4-lanes with intersection improvements to Ski Hill Rd.
- Minor intersection improvements south of Ski Hill Rd.
- Intersection improvements.

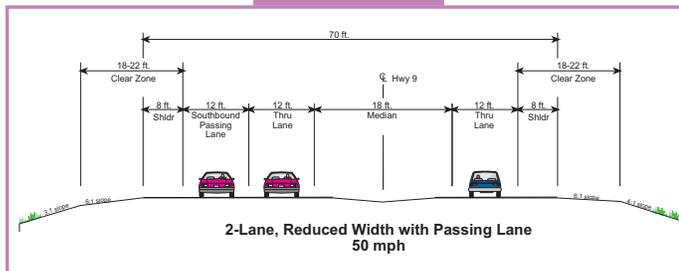
Alternative 3 - Section 3A



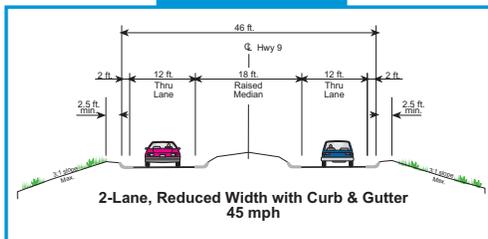
Typical Section
4A



Typical Section
4B



Typical Section
4C



- Section 4A
- Section 4B
- Section 4C

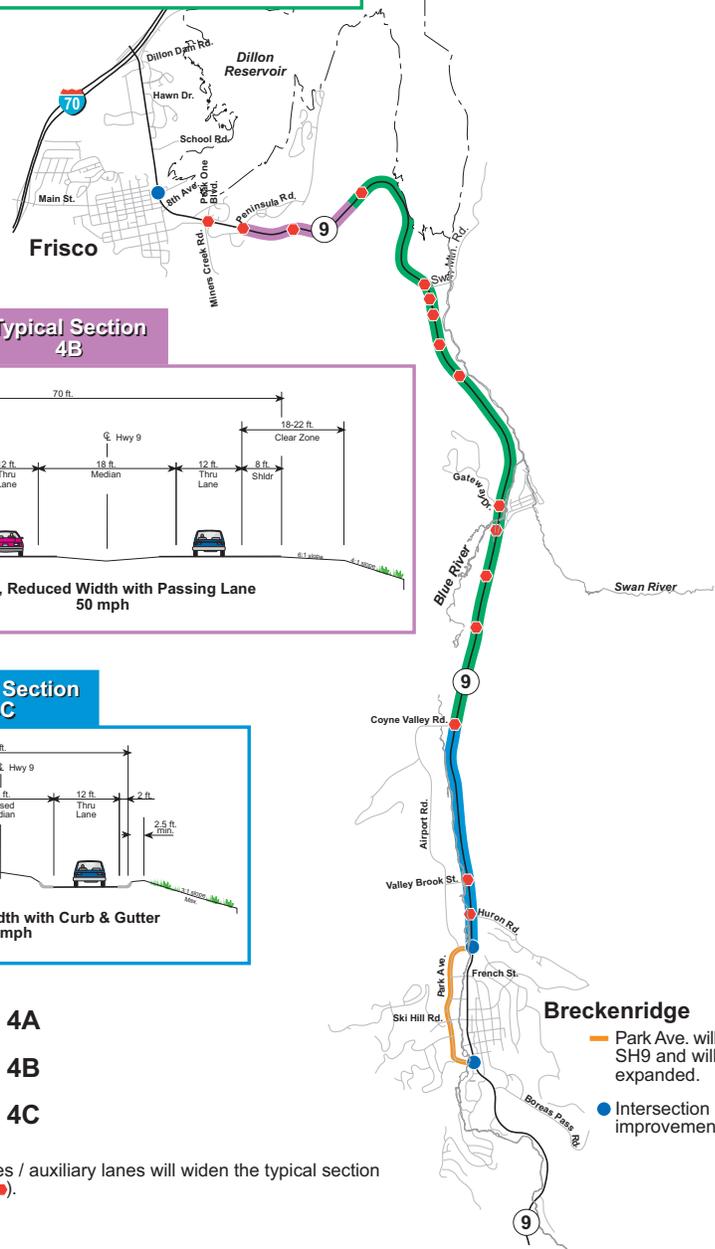
● Note: Necessary turn lanes / auxiliary lanes will widen the typical section at noted locations (●).

4000 0 4000 8000 Feet

1000 0 1000 2000 Meters

Elements:

- Two through lanes with median (raised or depressed)
- One 12-foot travel lane in each direction
- Southbound passing lane before Leslie's Curve
- Additional acceleration and deceleration lanes
- Median width is 18 feet
- Eight-foot outside shoulders in some locations
- Four-foot inside shoulders in some locations
- Access management
- Intersection improvements
- Transportation Demand Management (TDM) Elements
- Drainage improvements
- Transit improvements



Breckenridge

— Park Ave. will become SH9 and will not be expanded.

● Intersection improvements.

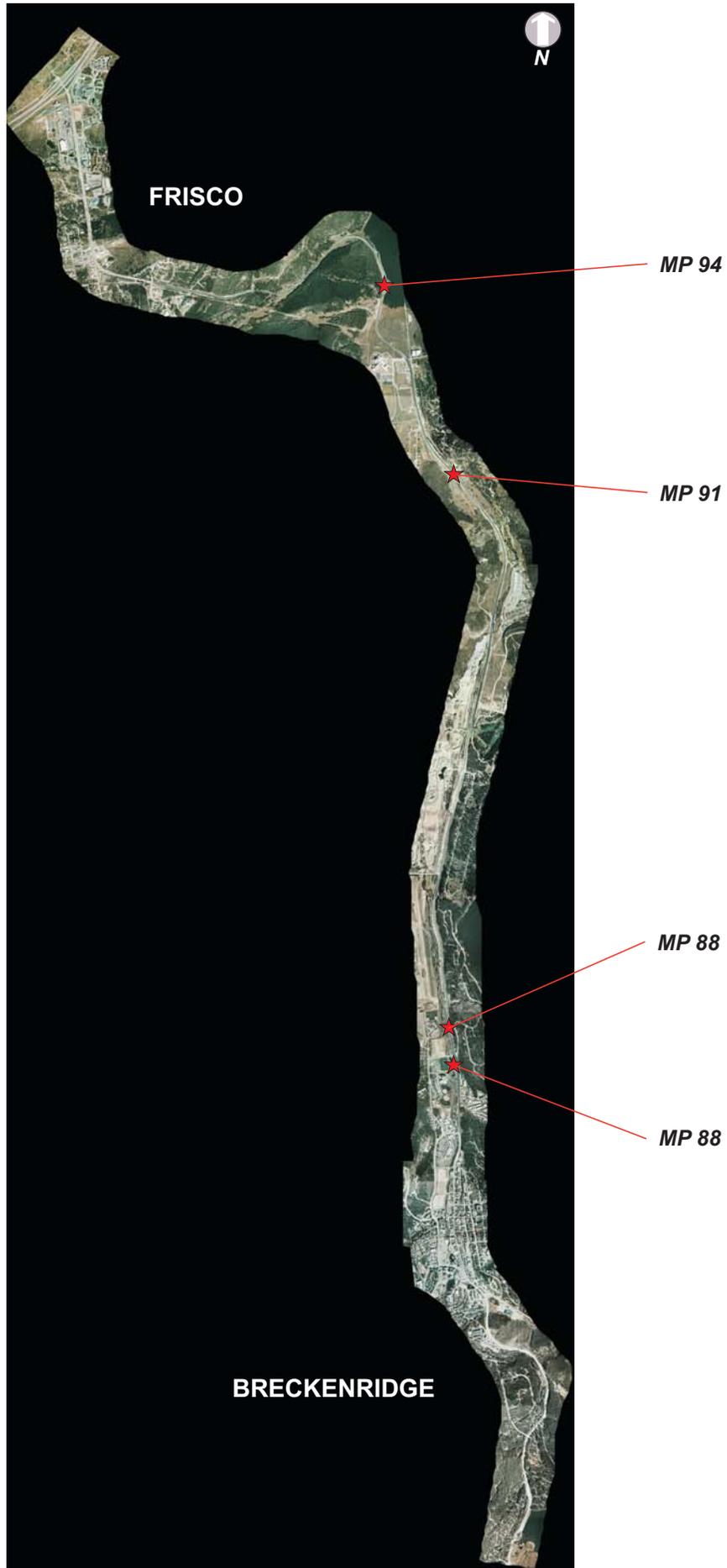
Alternative 4 - Section 4A



Transportation Demand Management Elements

Breckenridge	Bus Stop Signals	Management Intermodal Center	Package Amenities	Transportation Bus Priority Organization (TMO)
Basic (with Alternatives 1 and 3)	Bus priority signals, as applicable, would be provided at up to four intersections of the six listed below.	No special improvements made for the Intermodal Center.	Information kiosks, signs, bike racks in up to 3 locations.	Portion of start-up costs for TMO, coordination of an Employee Transportation Coordinator Network, and ridesharing funding. CDOT would fund in cooperation with local entities.
Enhanced (with Alternatives 2 and 4) program, entities.	Bus priority signals, as applicable, would be provided at one or more of the following 6 locations: <ul style="list-style-type: none"> - Waterdance - Swan Mtn. Rd. - Tiger Road - Valley Brook - CR 450 (Huron) 	Provide exclusive bus-only access. Assumption is that the parking facility would be built by others. A facility or facilities to accommodate 3,000 vehicles is needed reaches the constricted local street system.	Information kiosks, signs bike racks and bike lockers in up to 5 locations. approximately 2,000 to capture traffic before it	Portion of start-up costs for TMO and Work Plan Development, Alternative Modes Education Training, coordination of an Employee Transportation Coordinator Network, ridesharing funding, transit marketing, guaranteed ride home parking management and transit oriented development studies. CDOT would fund in cooperation with local

Photosimulations represent alternatives at the following locations.
Mileposts (MP) are approximate.



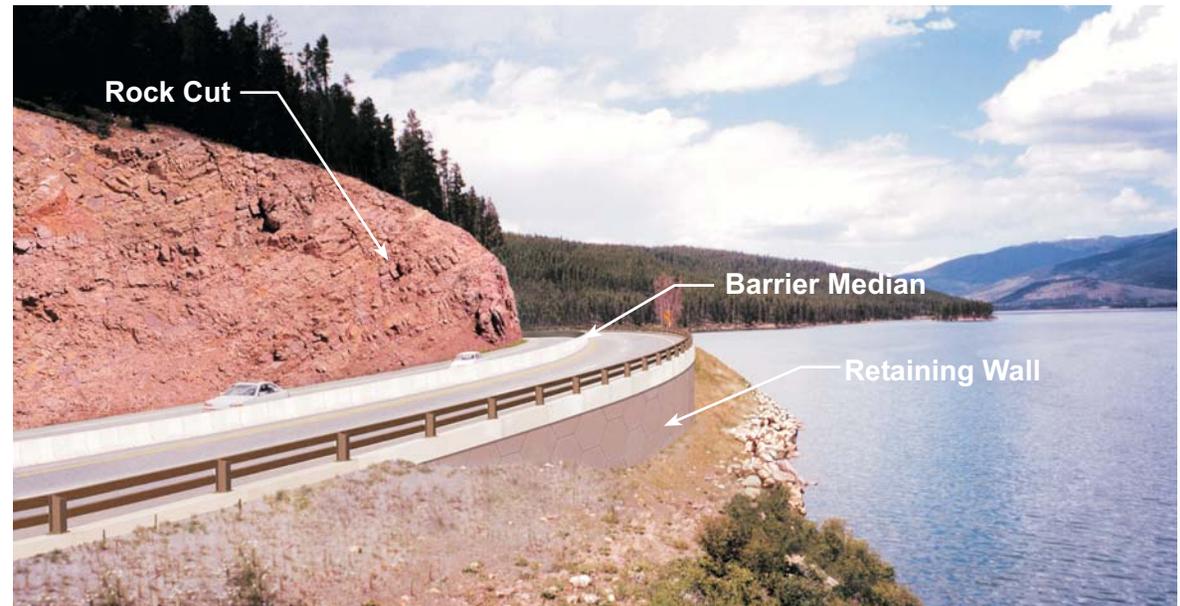


MP 94
Looking North

Existing



Alternatives 1, 2 and 3



Existing



Alternatives 1 or 2 - Section 1A/2A



Alternative 3 - Section 3A



Alternative 4 - Section 4A





MP 88
Looking East

Existing



Alternatives 1, 2 and 3



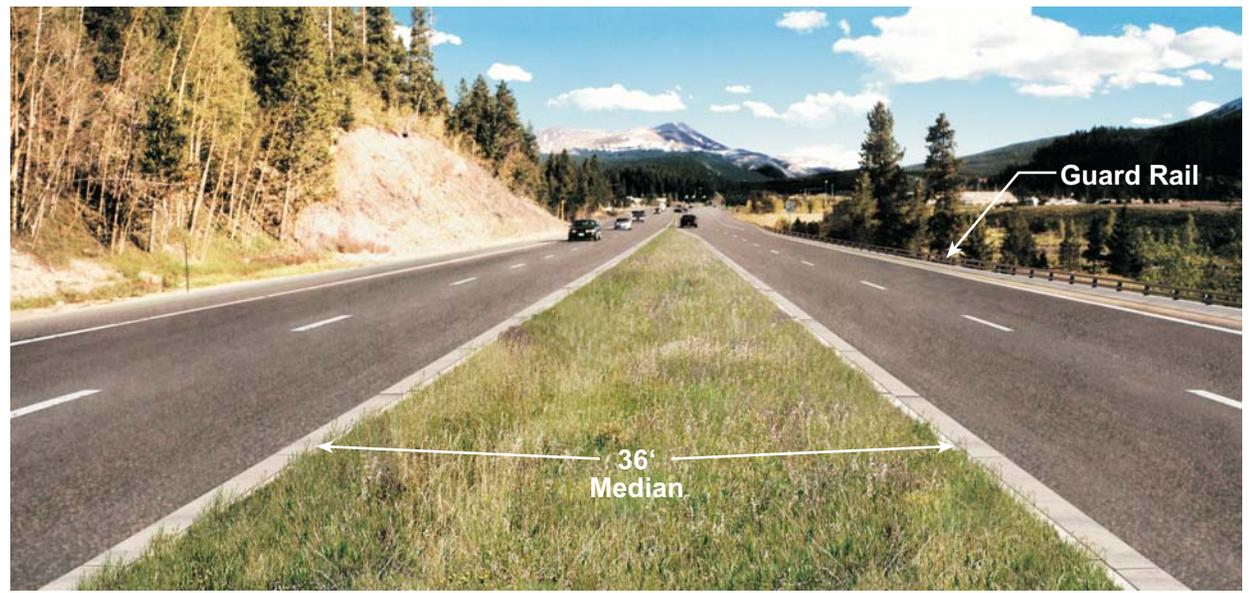


MP 88
Looking South

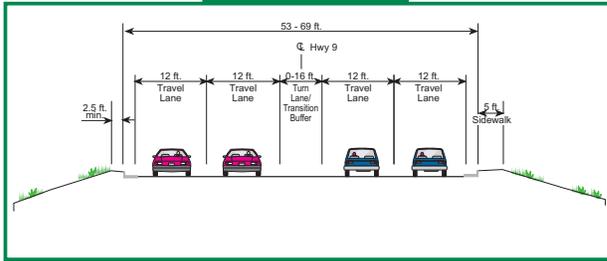
Existing



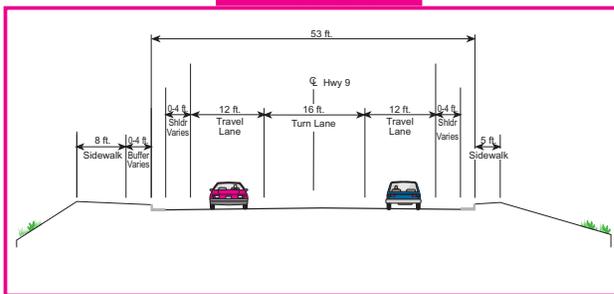
Alternatives 1 and 2



Typical Section
North End

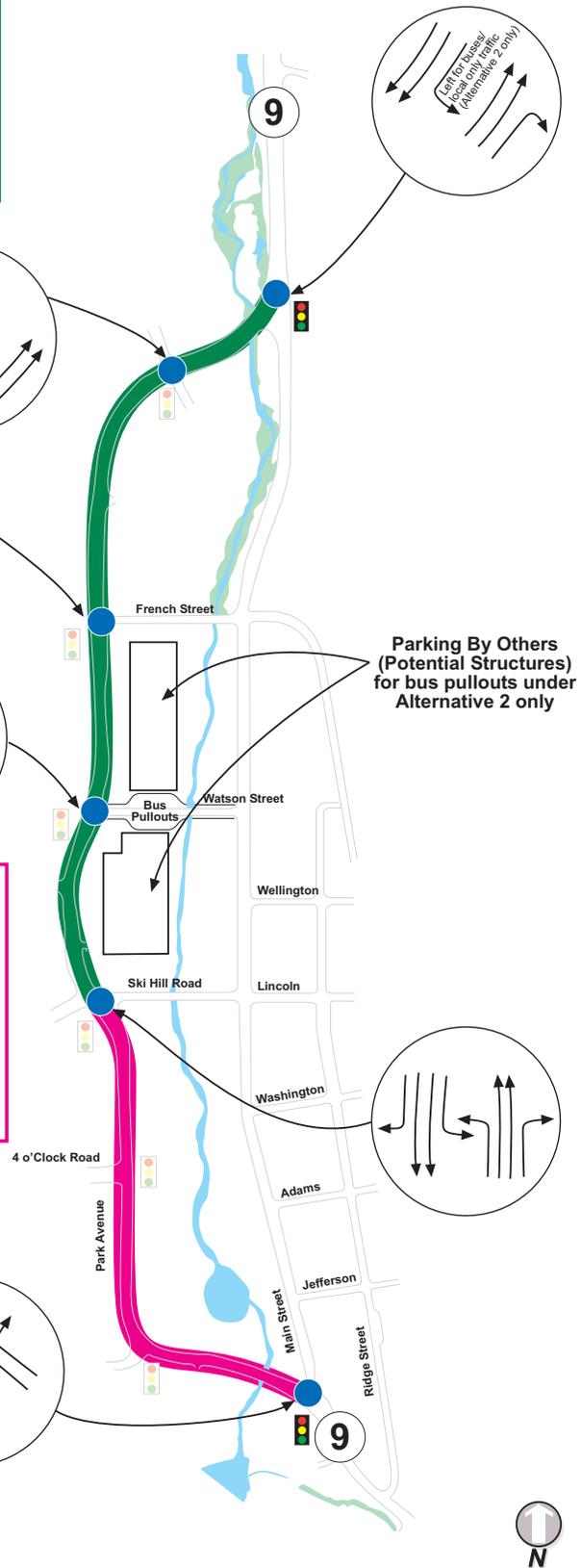


Typical Section
South End

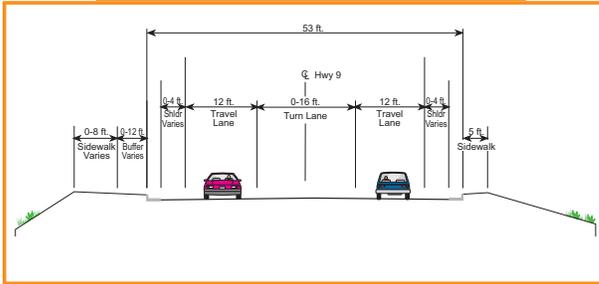


Breckenridge Key:

- Intersection thru lanes and turn lanes.
- Park Ave. will become SH9 and expand to 4-lanes with intersection improvements to Ski Hill Rd.
- Minor intersection improvements south of Ski Hill Rd.
- Intersection improvements.
- 2.5 foot curb and gutter.
- Existing (and Future) Signals
- Potential Future Signals

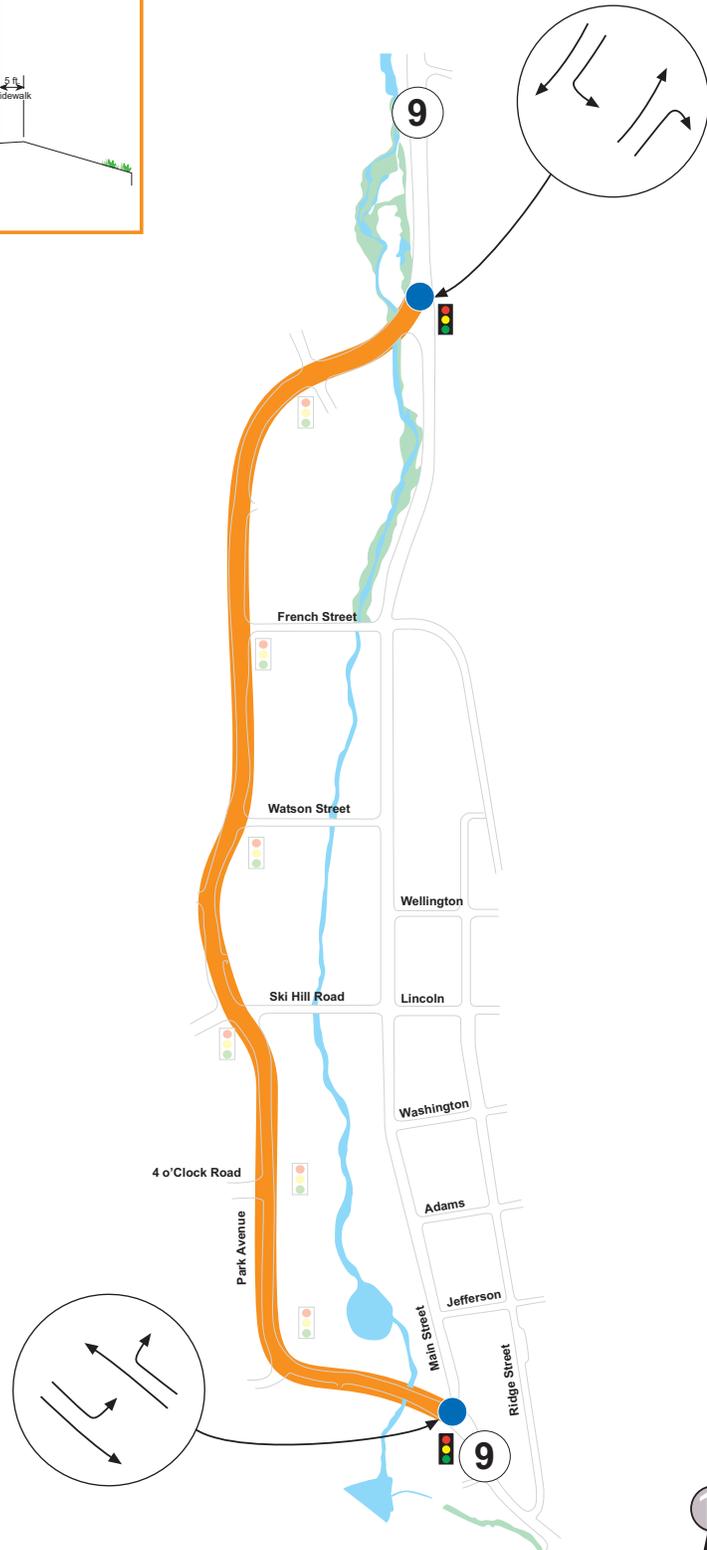


Typical Section
Matches Existing Roadway Width



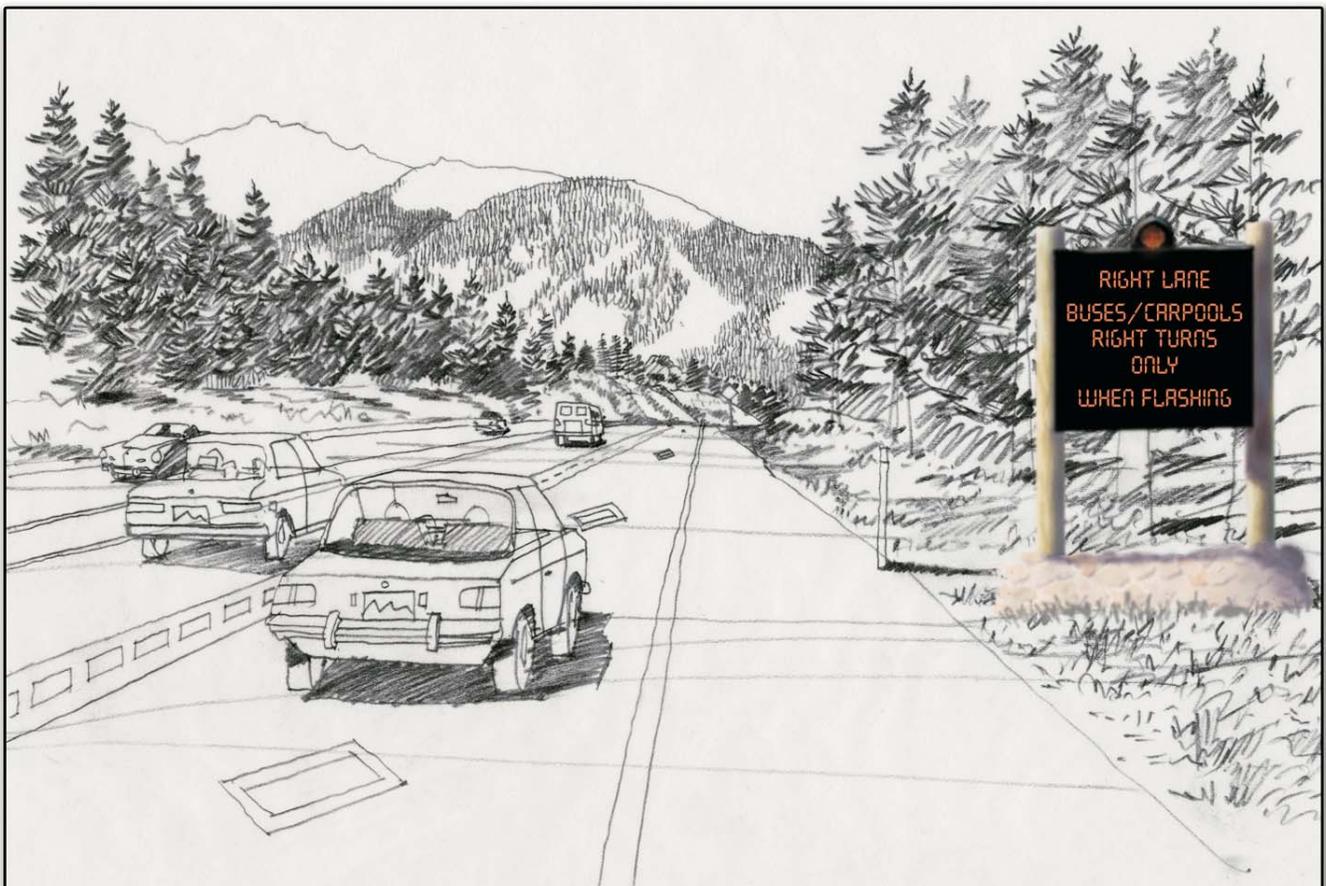
Breckenridge Key:

-  Intersection thru lanes and turn lanes.
-  Park Ave. will become SH9 and will not be expanded.
-  Intersection improvements.
-  2.5 foot curb and gutter.
-  Existing (and Future) Signals
-  Potential Future Signals

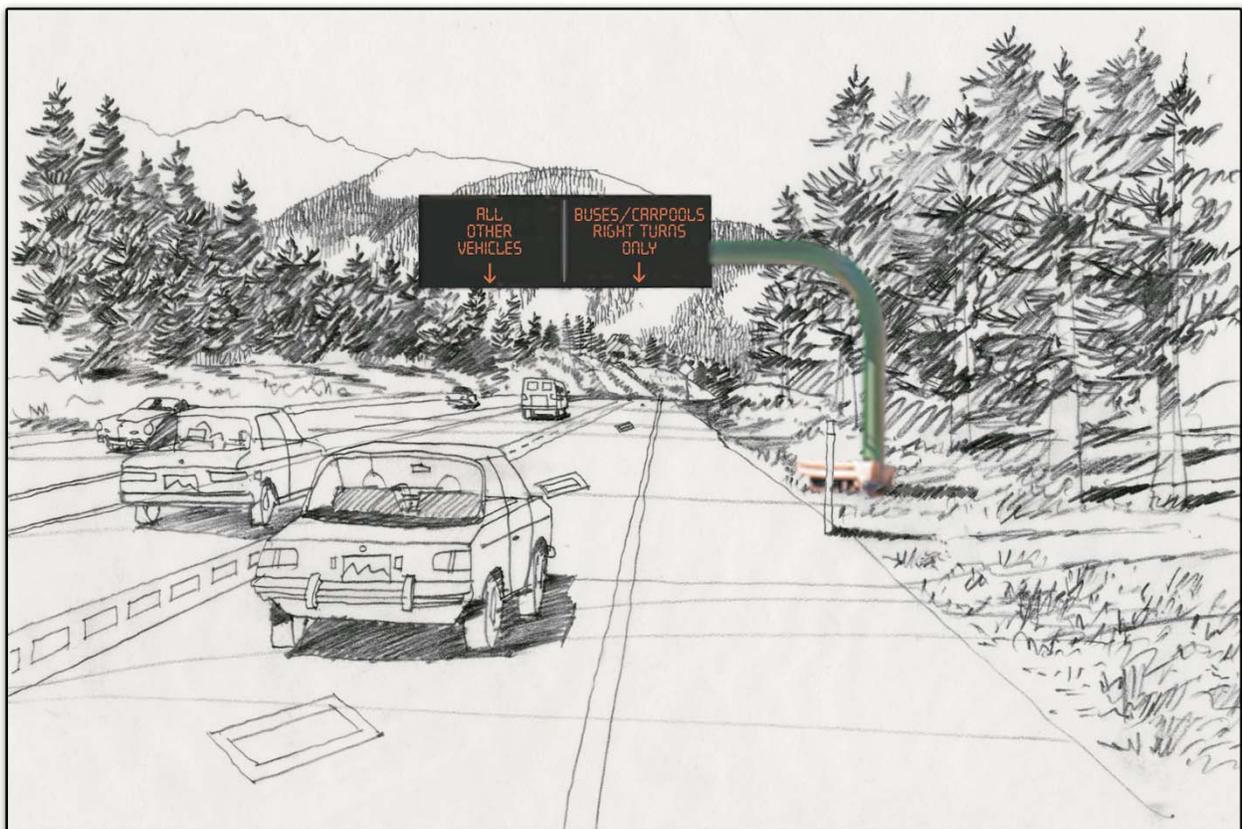


Bus/High Occupancy Vehicle (HOV) Alternative Characteristics

- One lane in each direction dedicated for HOV use.
- Weekday peak period operation (approximately 3 hours in both the am and pm periods).
- HOV restriction would apply to outside lane, separated from general lane with striping.
- Continuous access to/from Bus/HOV lane (at any point along roadway).
- Designated by painted diamonds in roadway and signage indicating:
 - times and days of week for restriction.
 - number of people required per vehicle.
 - beginning and end points.



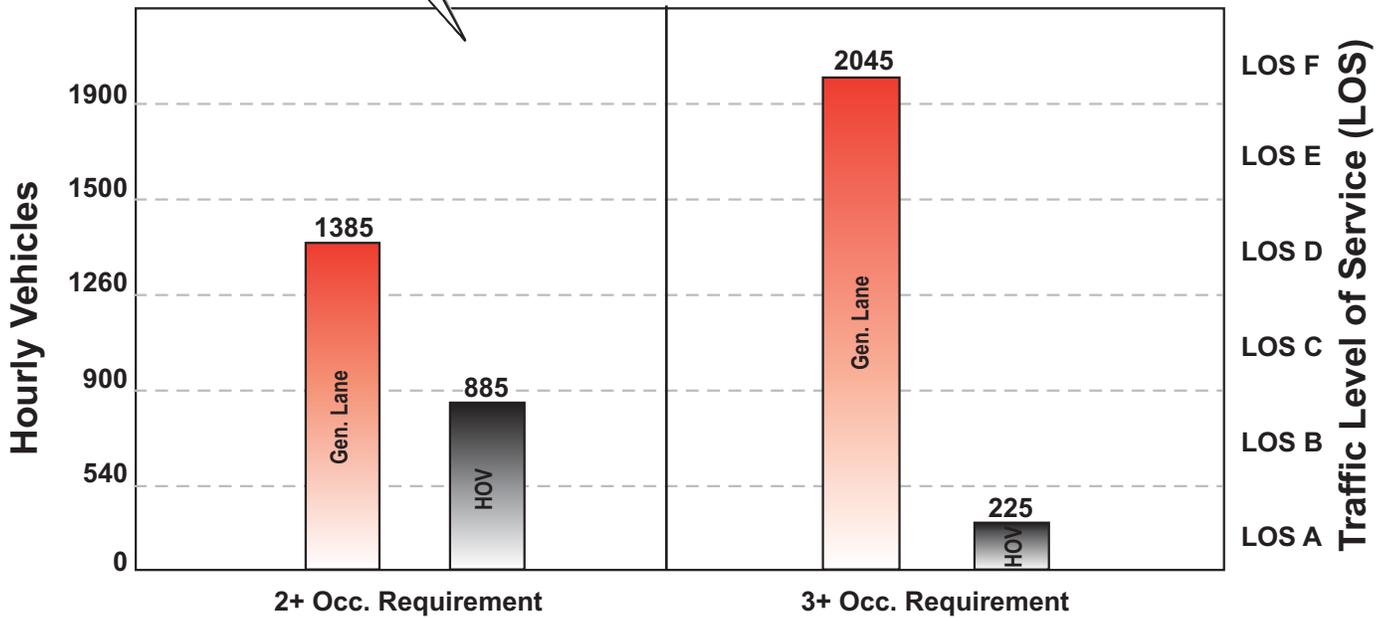
- Traffic characteristics require 2-way operation within limited hours only.
- Access to/from connecting streets must occur via HOV lane (turn movements must share HOV lane).
- In year 2020, vehicles in HOV lane would realize approximately 15% travel time advantage over general-purpose lane during peak period (between Breckenridge and Frisco).
- HOV lane could potentially change travel behavior and reduce vehicle trips by encouraging transit use and ride sharing.
- No passing lane provisions for single occupant vehicles (in general purpose lane) during HOV lane operations.
- Enforcement may be difficult due to access needs to/from connecting streets.
- Visitors and recreational travelers may be more likely to travel in high occupancy vehicles.
- Signage must clearly convey operational restrictions.



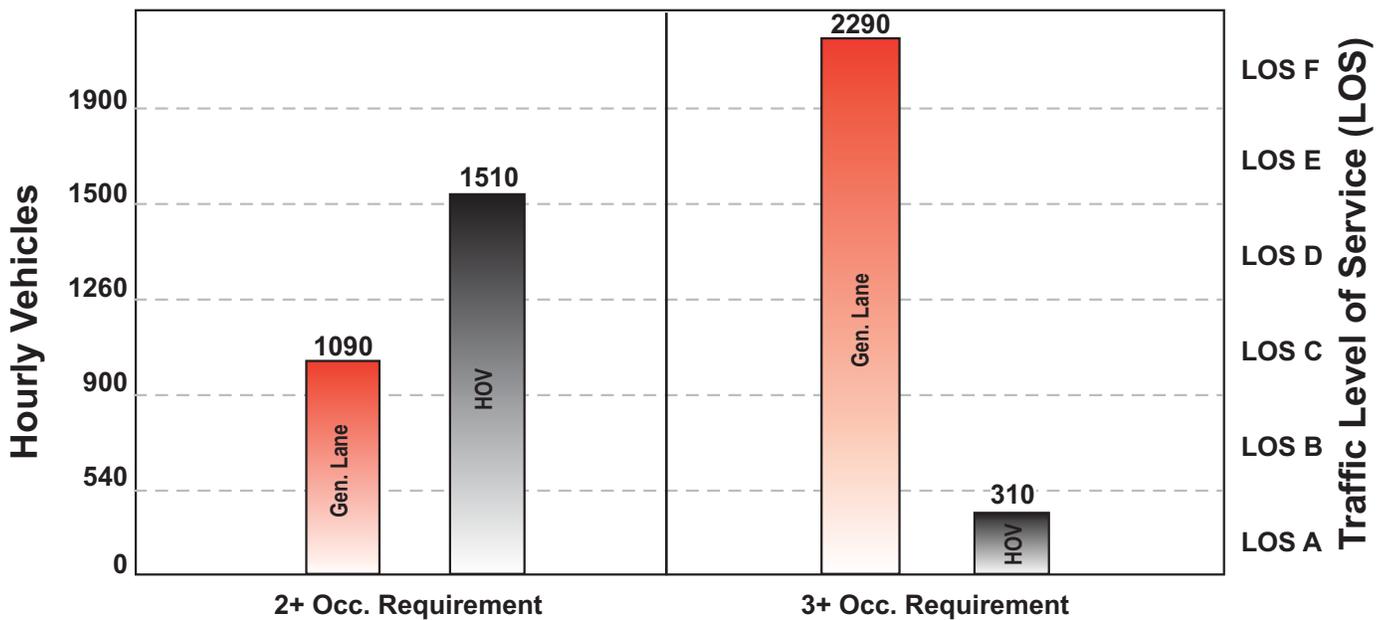
Vehicle Occupancy Characteristics and Level of Service (LOS) Comparisons PM Peak Hour (Northbound) - Year 2020

Recommended Application for Bus/HOV Alternative

Winter Weekday

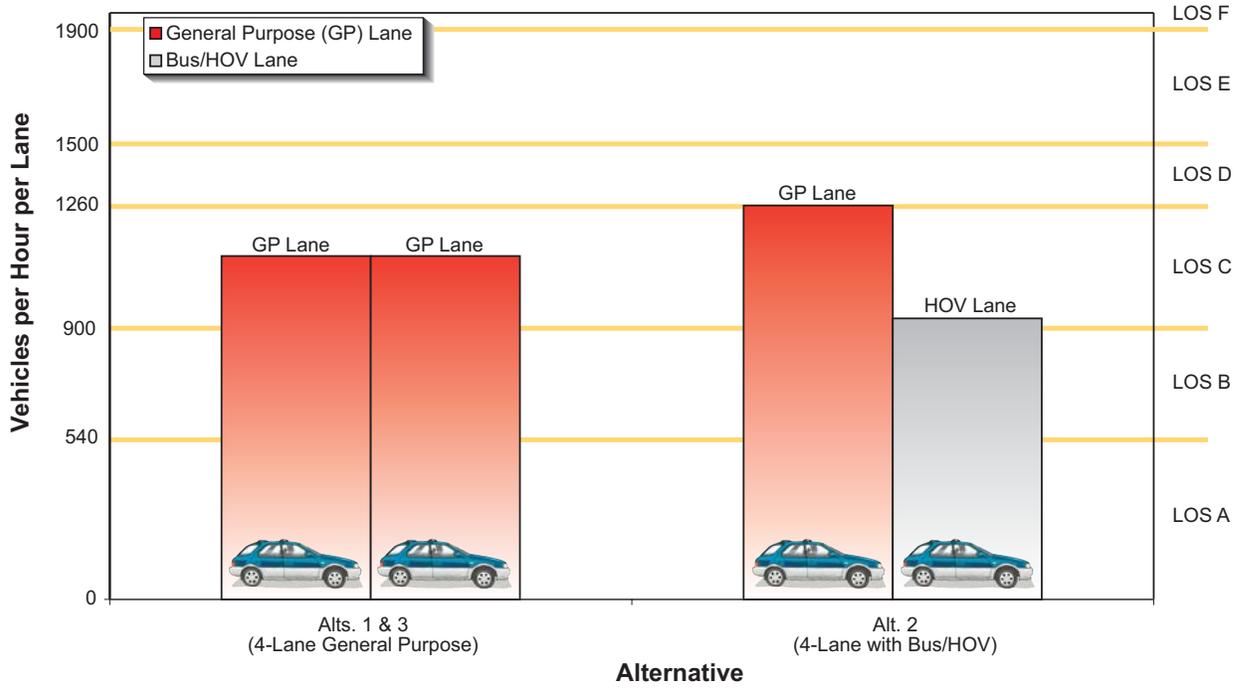


Winter Weekend

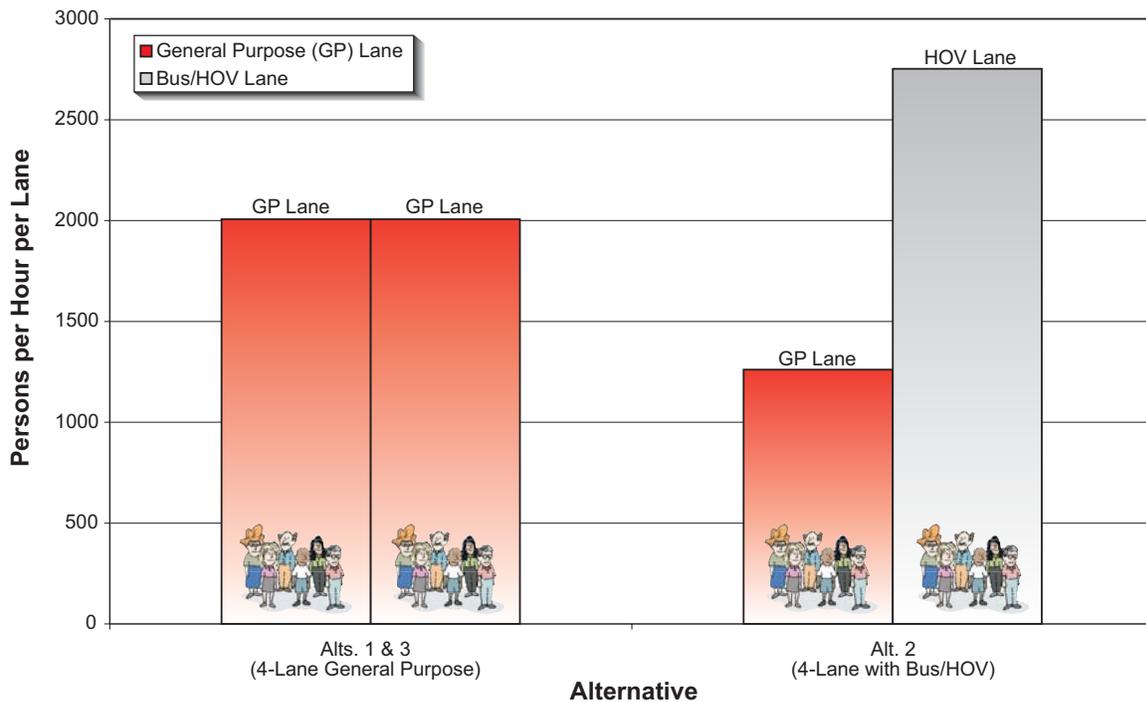


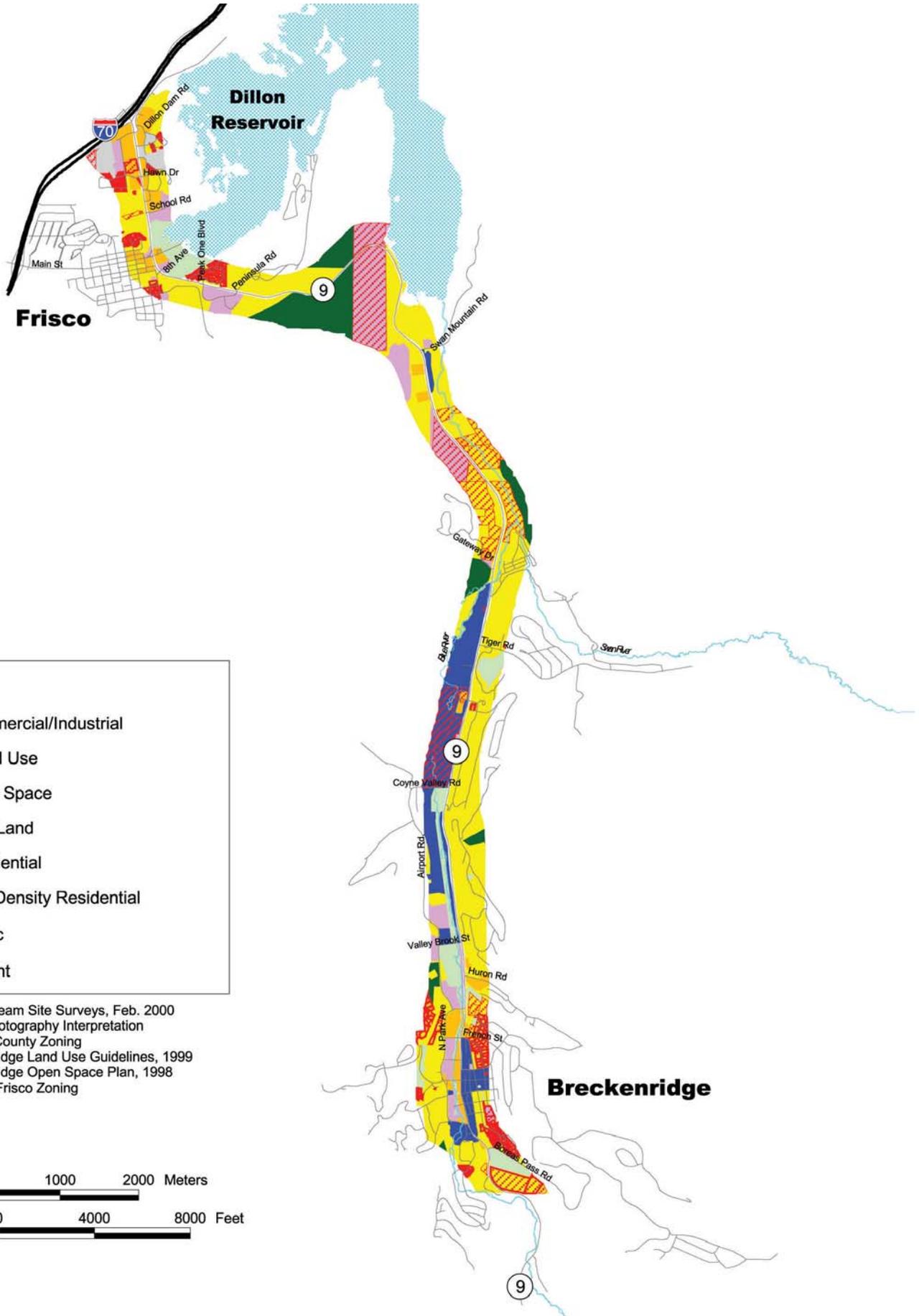
General Purpose Lane HOV Lane

Vehicle Distribution by Lane



Person Distribution by Lane

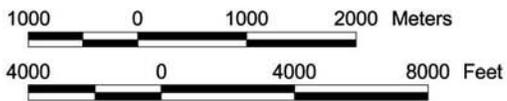


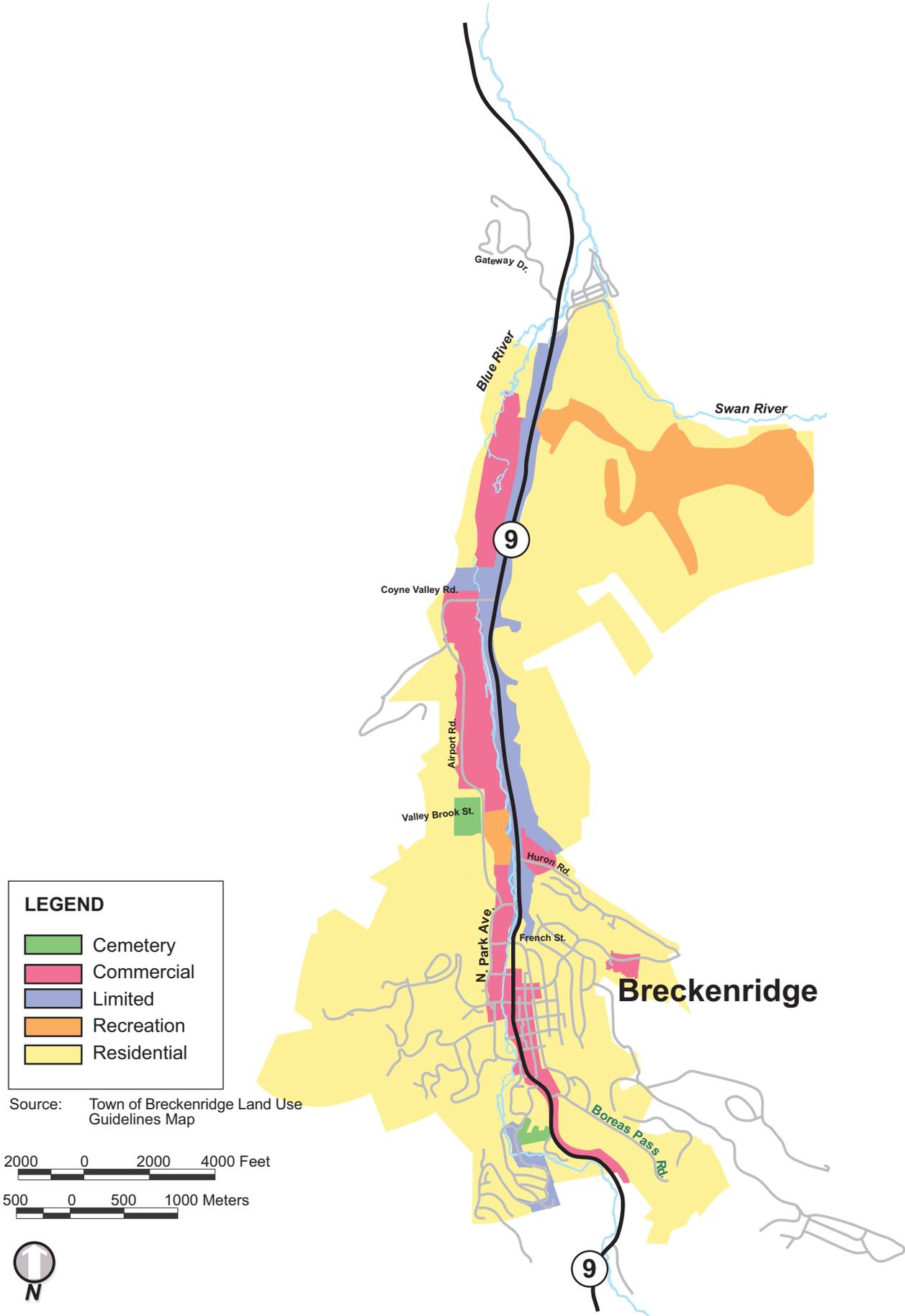


LEGEND

- Commercial/Industrial
- Mixed Use
- Open Space
- NFS Land
- Residential
- Low-Density Residential
- Public
- Vacant

Source: Project Team Site Surveys, Feb. 2000
 Aerial Photography Interpretation
 Summit County Zoning
 Breckenridge Land Use Guidelines, 1999
 Breckenridge Open Space Plan, 1998
 Town of Frisco Zoning





LEGEND

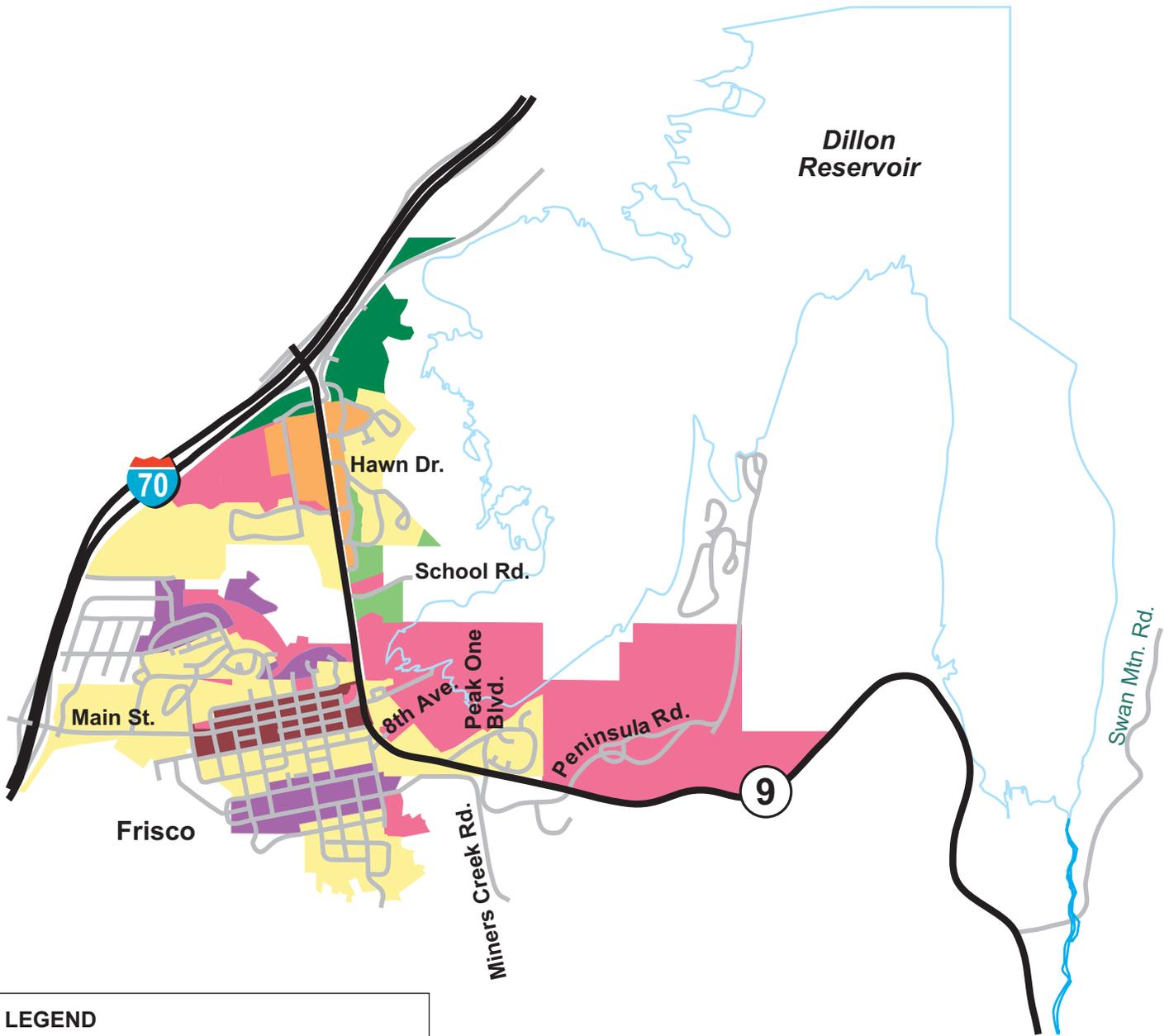
- Cemetery
- Commercial
- Limited
- Recreation
- Residential

Source: Town of Breckenridge Land Use Guidelines Map

2000 0 2000 4000 Feet

500 0 500 1000 Meters





LEGEND

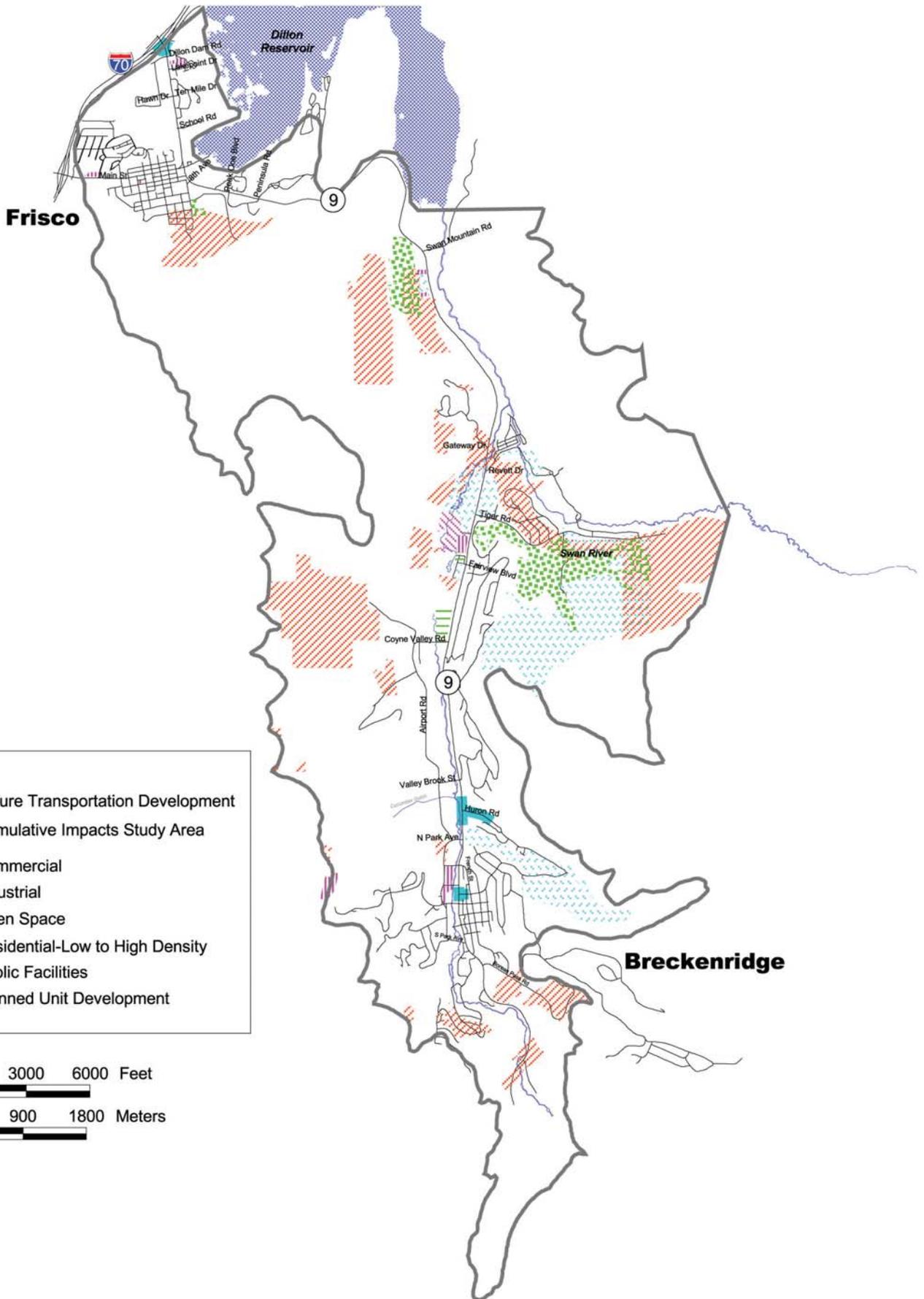
- AC - Accommodations
- AO - Auto-Oriented Commercial
- CC - Central Core
- CT - Contractor Trades
- MU - Mixed Use
- PR - Parks and Recreation
- R - Residential

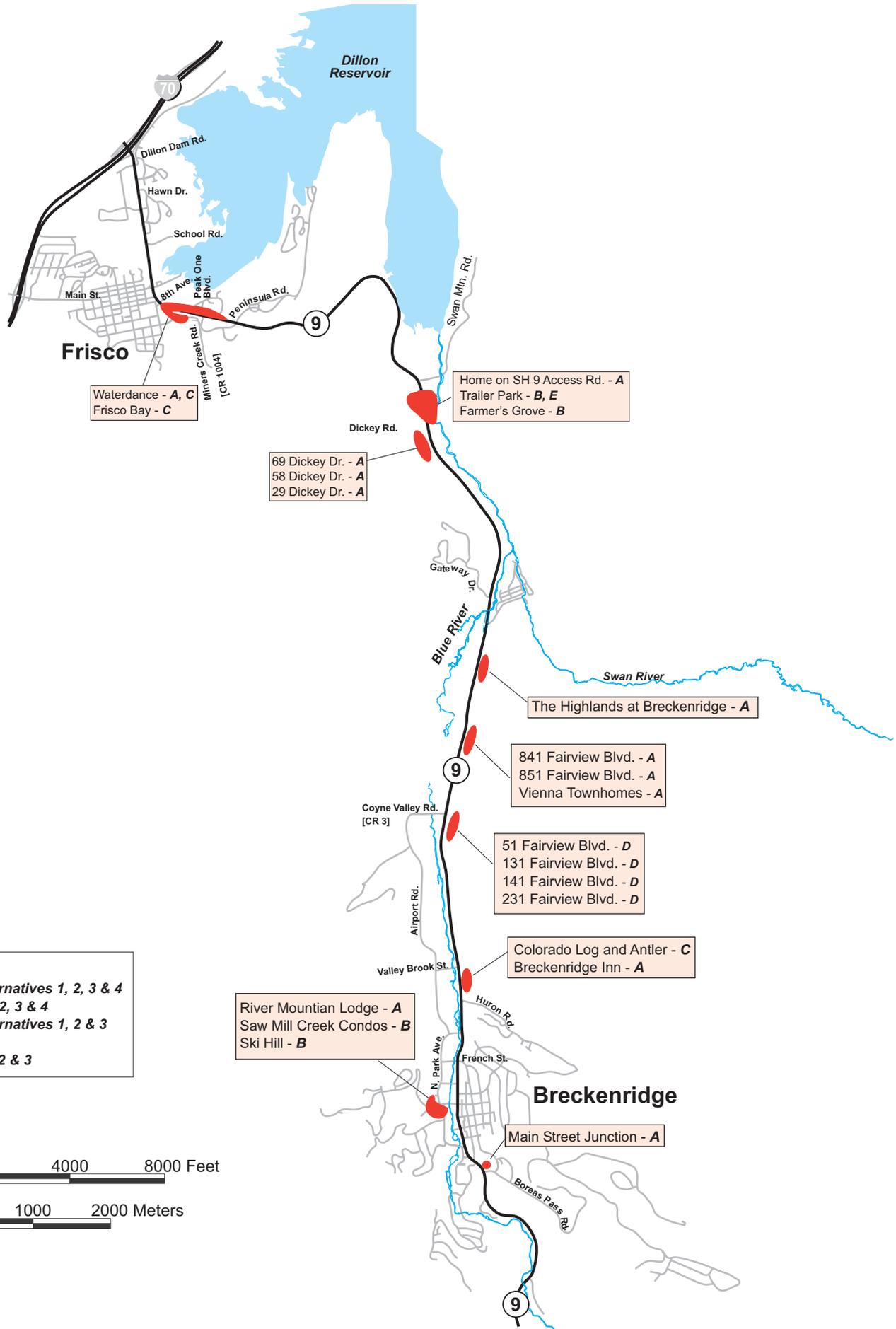
Source: Town of Frisco Master Plan, 1996

0.25 0 0.25 0.5 Miles

0.25 0 0.25 0.5 0.75 1 Kilometer





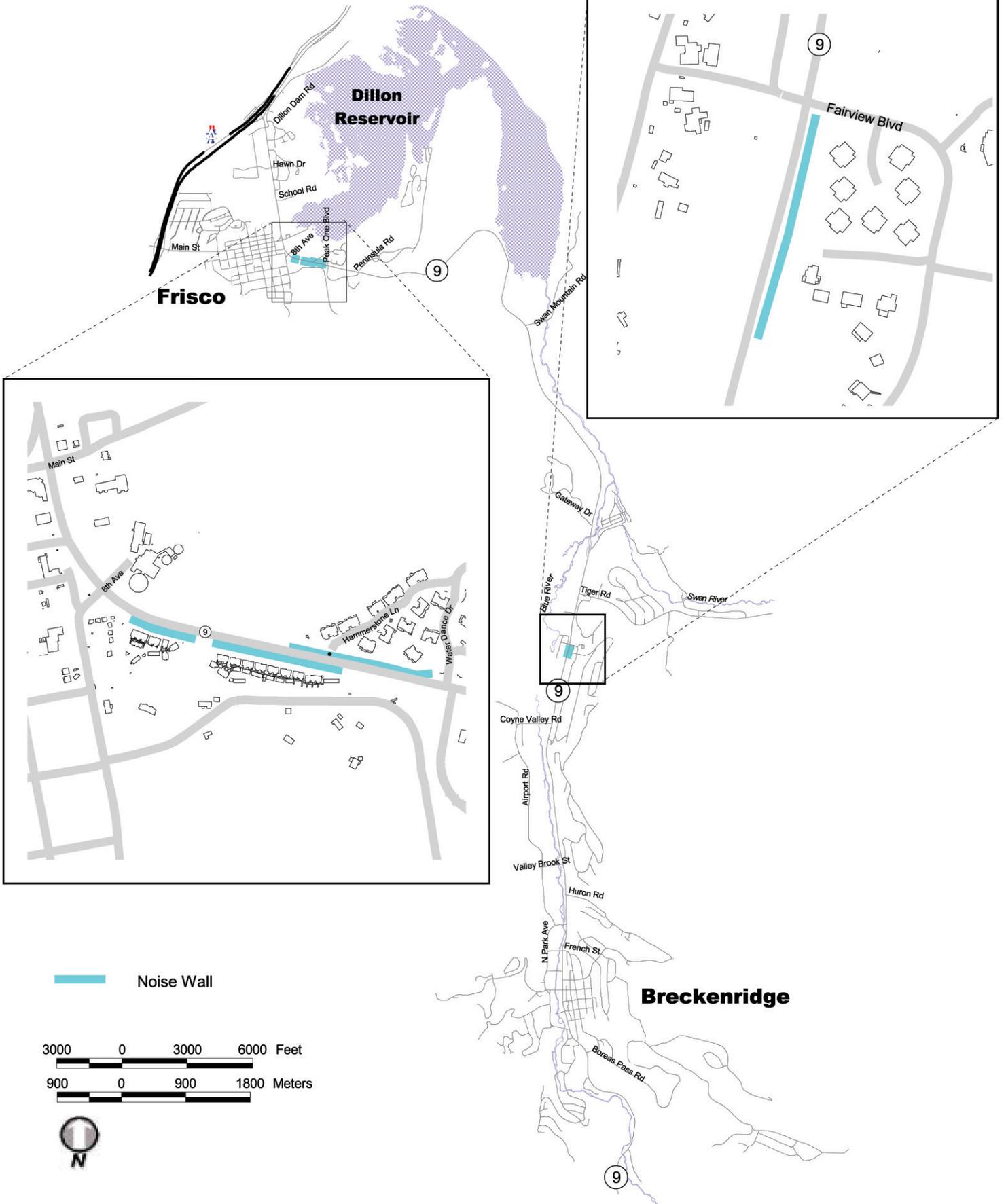


Legend:
A - No Action, Alternatives 1, 2, 3 & 4
B - Alternatives 1, 2, 3 & 4
C - No Action, Alternatives 1, 2 & 3
D - No Action
E - Alternatives 1, 2 & 3

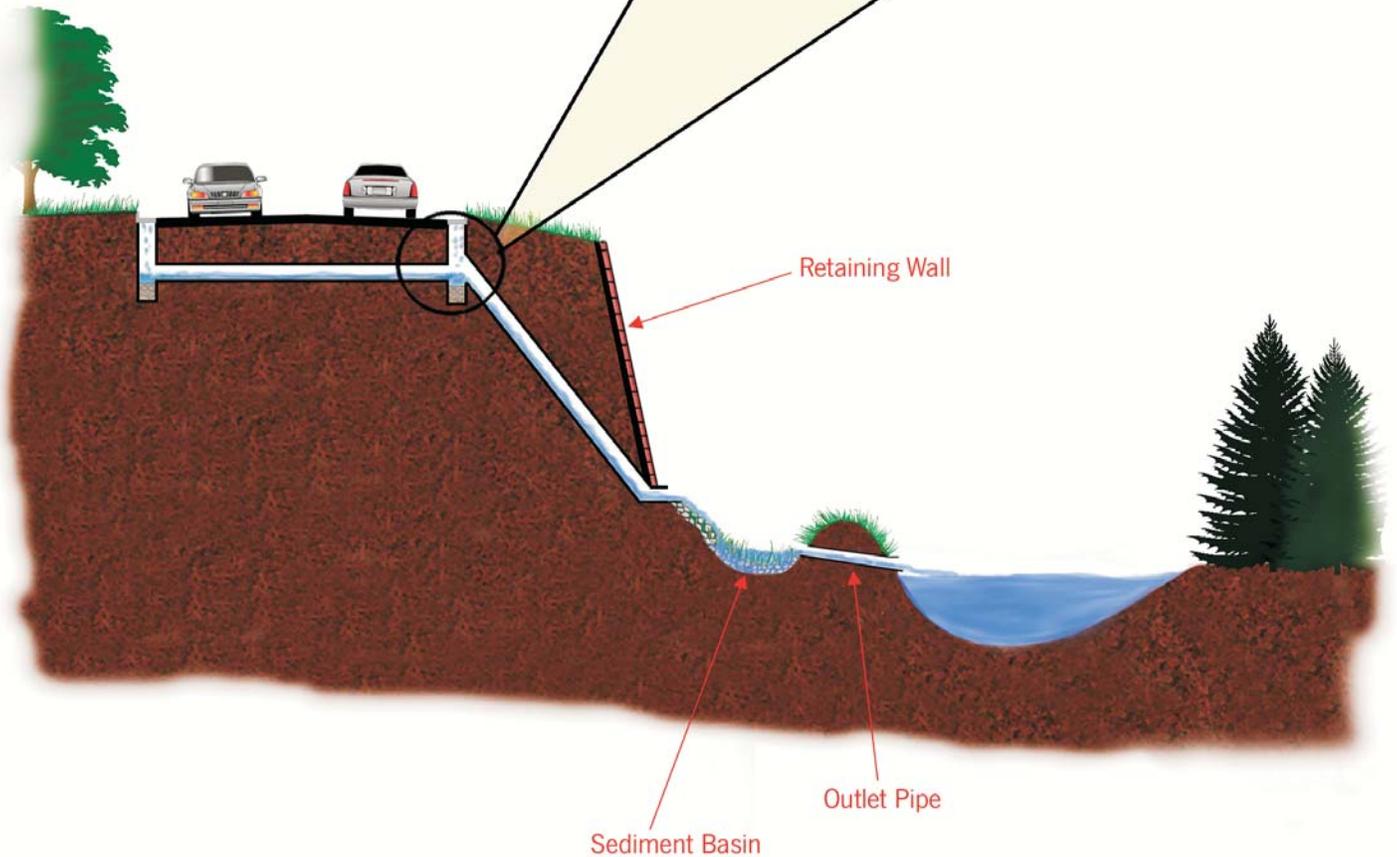
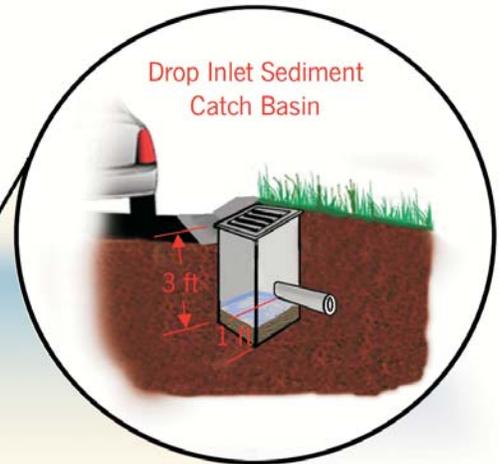
4000 0 4000 8000 Feet

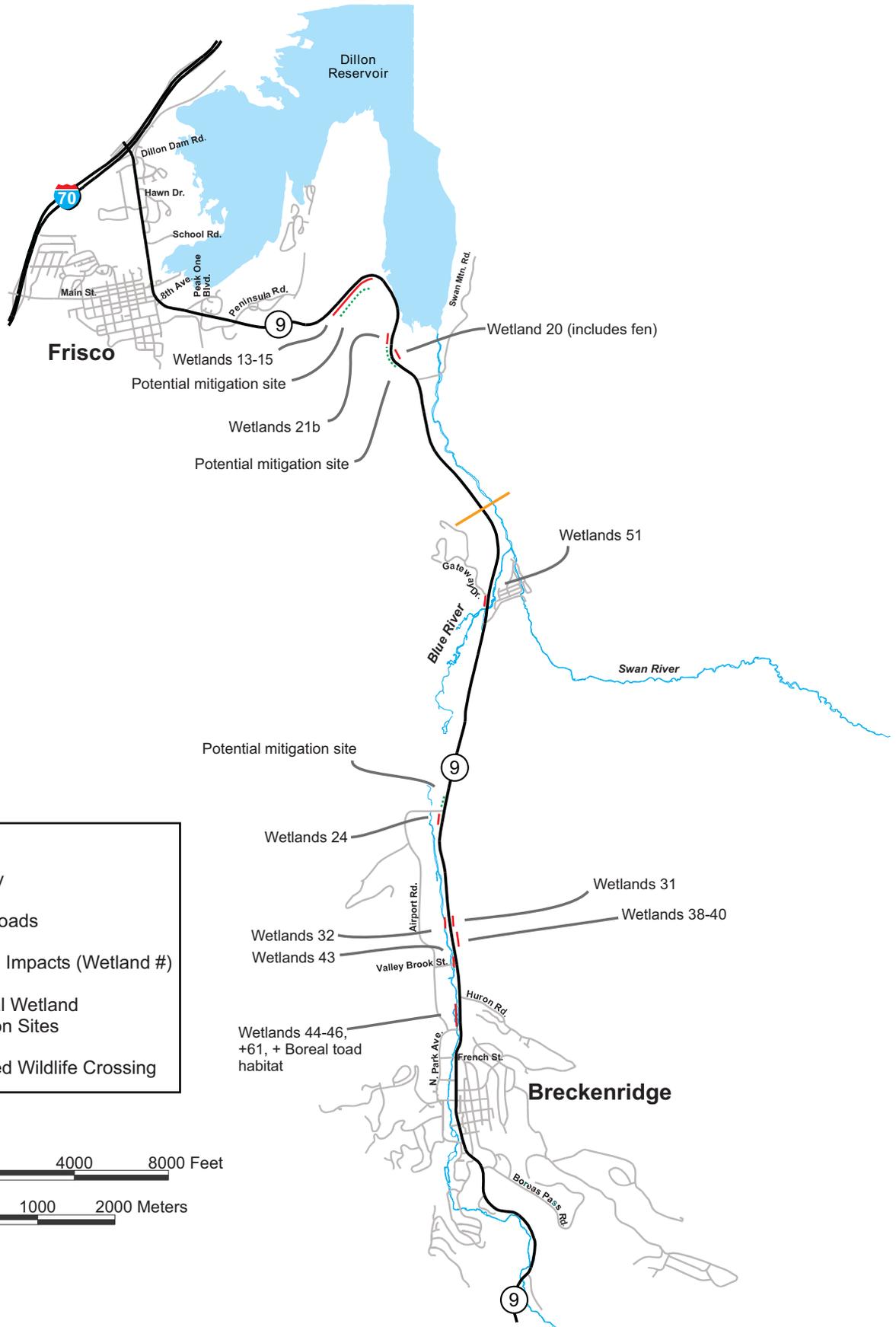
1000 0 1000 2000 Meters





Potential Sediment Control Design

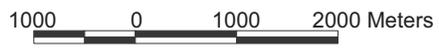




LEGEND

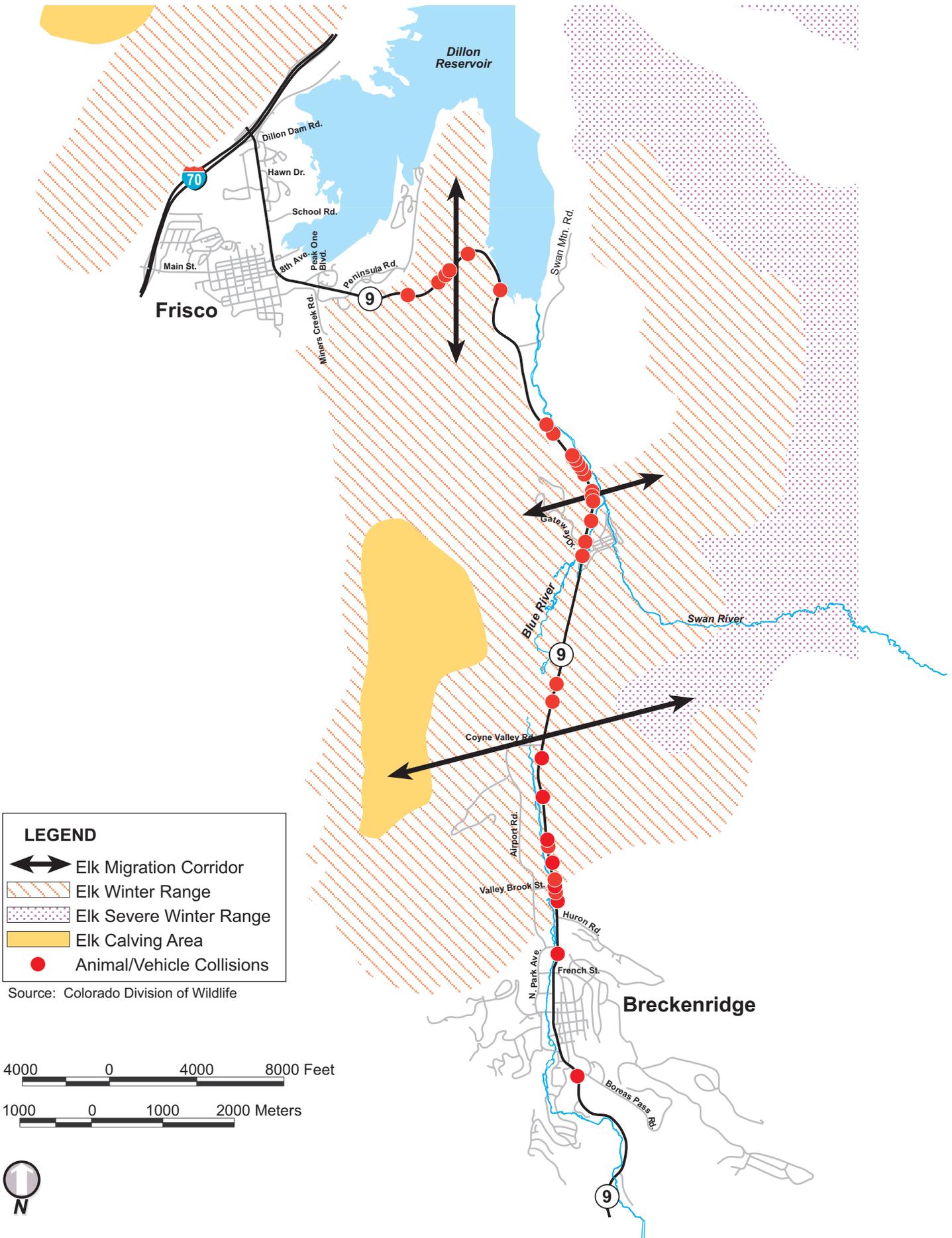
- Highway
- Other Roads
- Wetland Impacts (Wetland #)
- Potential Wetland Mitigation Sites
- Proposed Wildlife Crossing

Mapping by ERO



Jurisdictional Wetland Impacts for Each Alternative (Impacts from roadslope fill measured from proposed toe of slope)

Wetland		Impacts in hectares (acres)	
Number	Type	Alternatives 1, 2, and 3	Alternative 4
13	Palustrine Emergent	0.115 (0.285)	0.107 (0.265)
14	Palustrine Emergent	0.152 (0.375)	0.144 (0.358)
15	Palustrine Emergent	0.036 (0.090)	0.034 (0.086)
20	Palustrine Emergent	0.090 (0.223)	0.082 (0.202)
20	Fen	0.013 (0.033)	0.011 (0.026)
21b	Palustrine Emergent	0.005 (0.012)	0.004 (0.010)
24	Scrub-Shrub	0.012 (0.030)	0
31	Forested	>0.001(>0.001)	>0.001(>0.001)
32	Scrub-Shrub	>0.001 (0.002)	0.002 (0.005)
38	Forested	>0.001 (0.001)	>0.001 (0.001)
39	Forested	0.002 (0.005)	0.002 (0.005)
40	Forested	0.006 (0.014)	0.006 (0.014)
43	Scrub-Shrub	>0.001 (0.002)	0
44	Scrub-Shrub	0.044 (0.108)	0.034 (0.084)
45	Scrub-Shrub	0.009 (0.023)	0.005 (0.013)
46	Scrub-Shrub	0.104 (0.26)	0.079 (0.195)
51	Scrub-Shrub	>0.001 (0.002)	>0.001 (0.003)
61	Scrub-Shrub	>0.001 (0.001)	>0.001 (0.001)
	Total	0.588 (1.456)	0.522 (1.290)

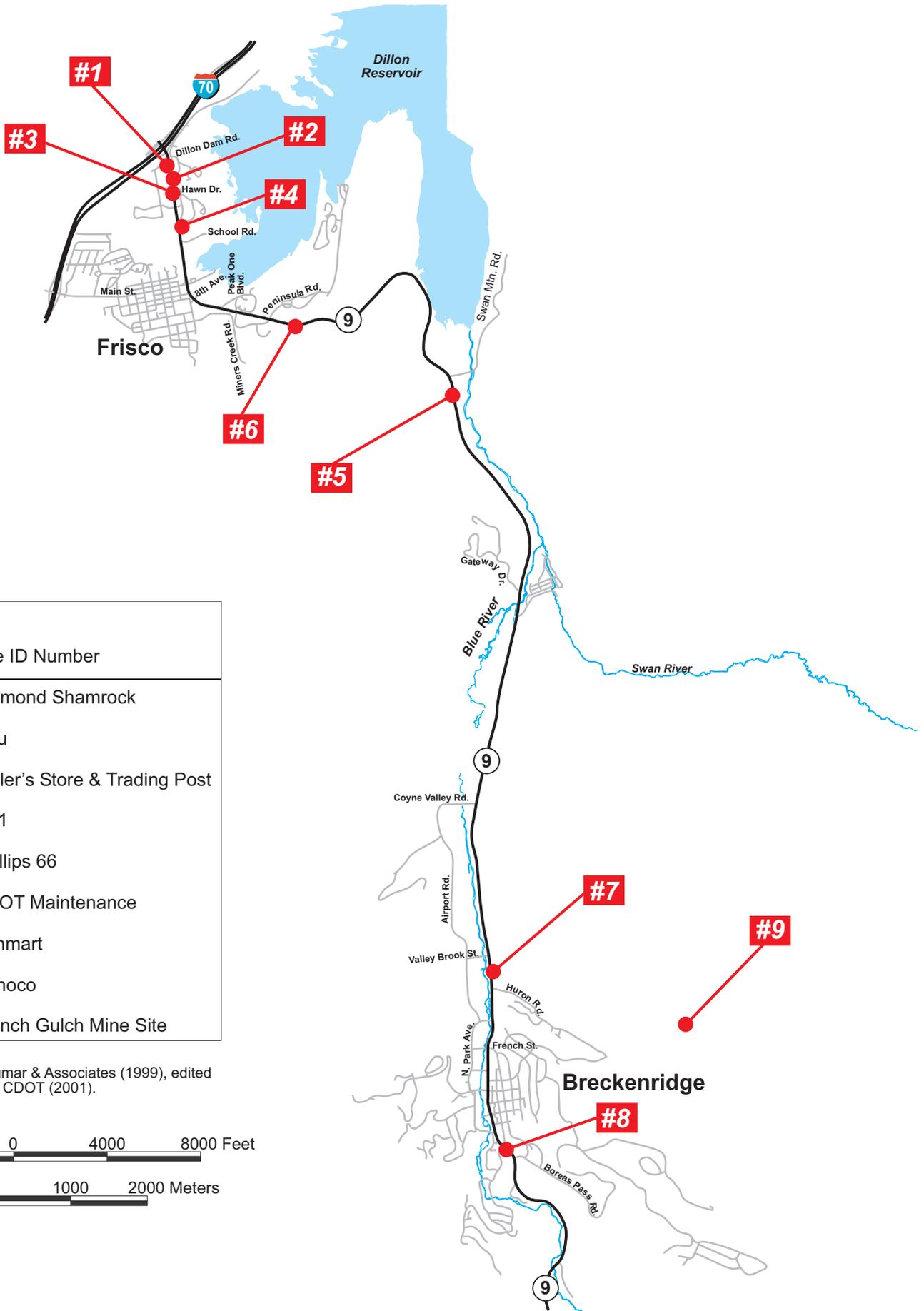


LEGEND

- Elk Migration Corridor
- Elk Winter Range
- Elk Severe Winter Range
- Elk Calving Area
- Animal/Vehicle Collisions

Source: Colorado Division of Wildlife

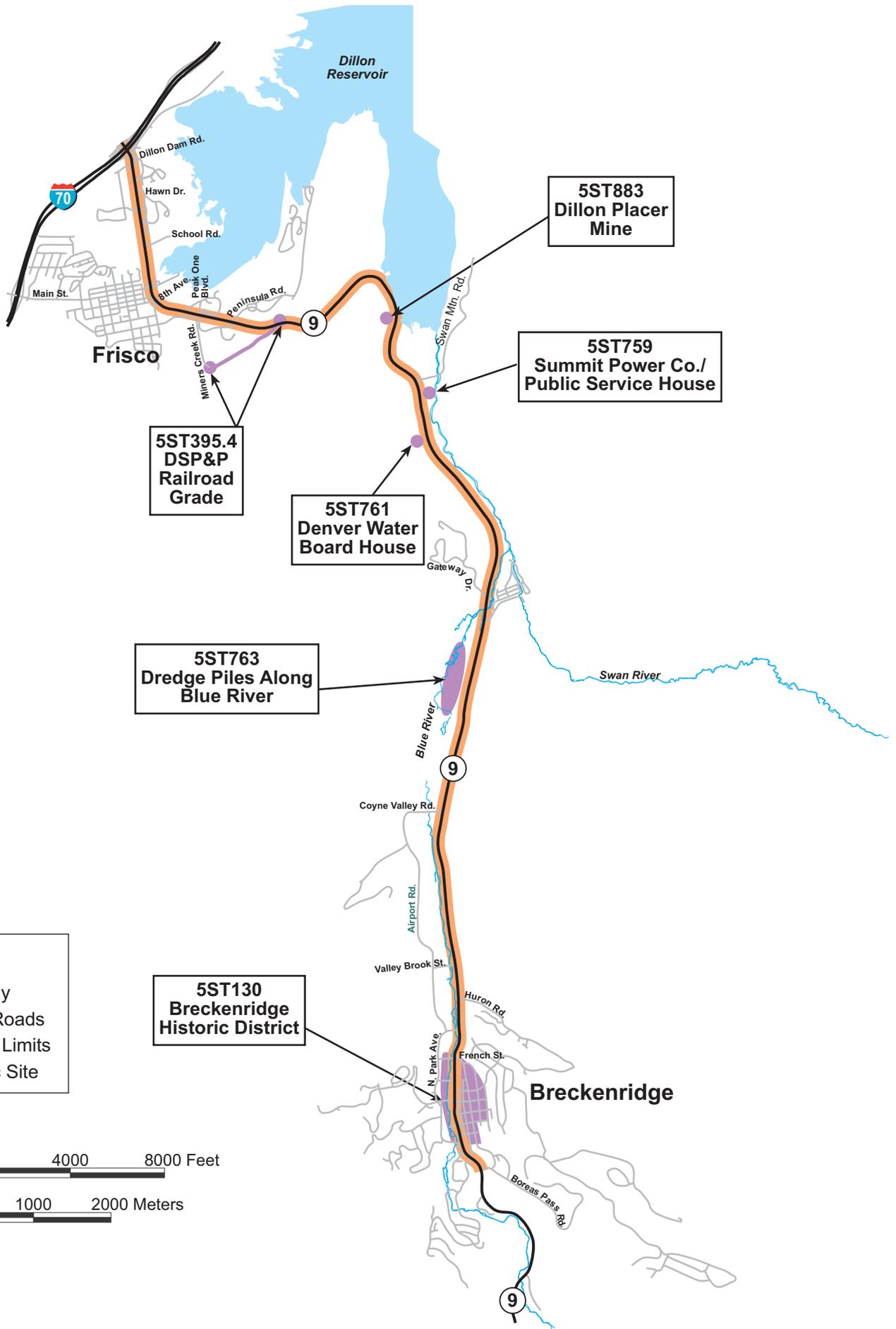




LEGEND	
#	Site ID Number
#1	Diamond Shamrock
#2	Q4u
#3	Antler's Store & Trading Post
#4	7-11
#5	Phillips 66
#6	CDOT Maintenance
#7	Sunmart
#8	Conoco
#9	French Gulch Mine Site

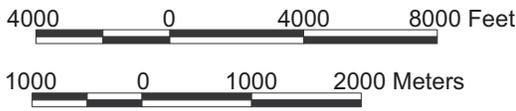
Source: Kumar & Associates (1999), edited by CDOT (2001).



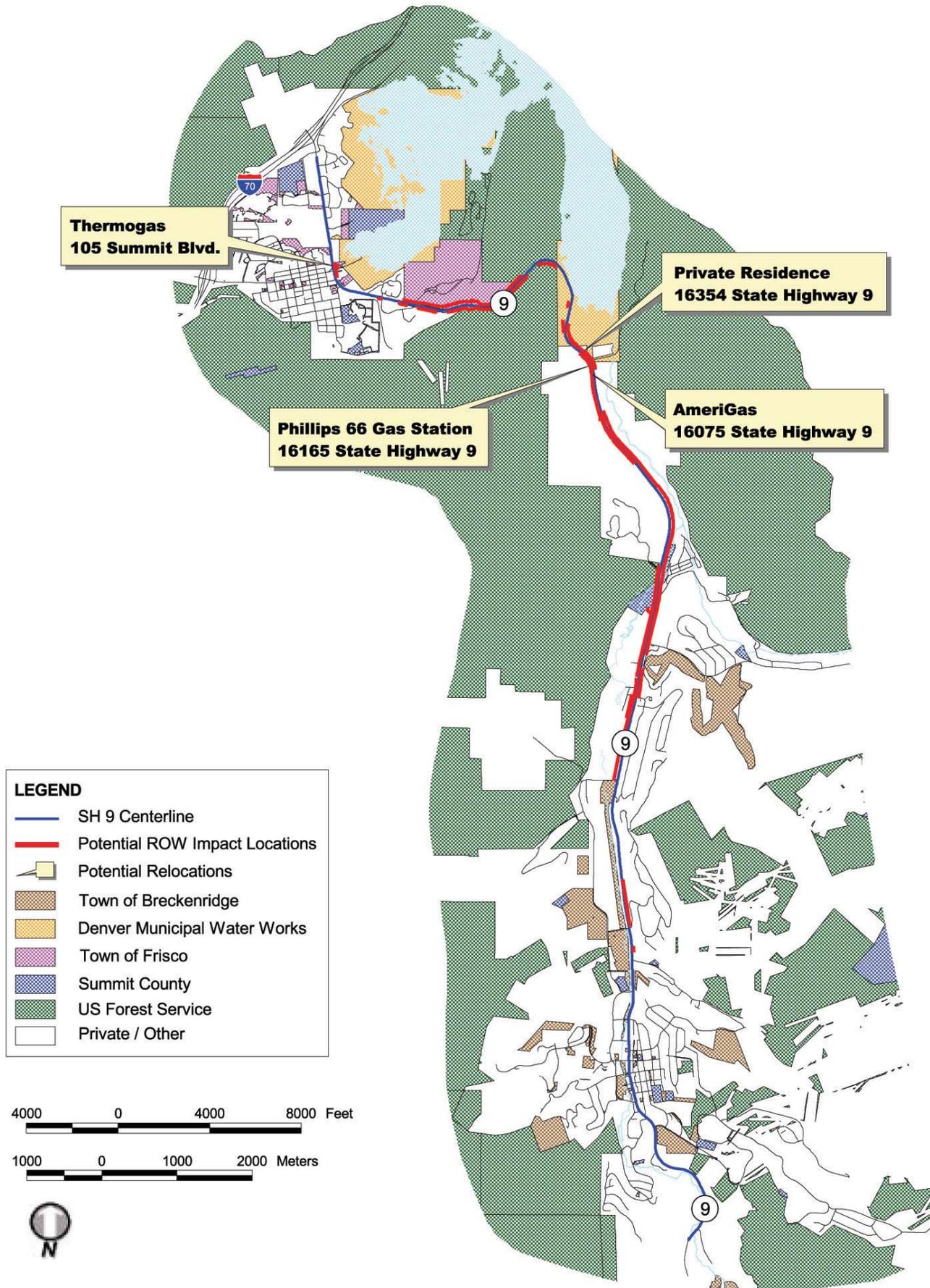


LEGEND

- Highway
- Other Roads
- Project Limits
- Historic Site



Potential ROW Impacts and Relocations for Alternatives 1-4



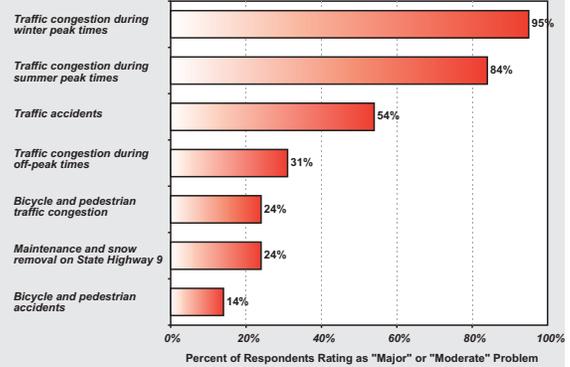
Right-Of-Way Impacts

Property Ownership	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Town of Breckenridge	0.1 hectare (0.1 acre)	0.1 hectare (0.1 acre)	0.1 hectare (0.1 acre)	0 hectares (0 acres)
Town of Frisco	3.8 hectares (9.3 acres)	3.8 hectares (9.3 acres)	3.0 hectares (7.5 acres)	2.3 hectares (5.6 acres)
Summit County	2.1 hectares (5.2 acres)	2.1 hectares (5.2 acres)	1.4 hectares (3.5 acres)	1.1 hectares (2.7 acres)
NFS	3.1 hectares (7.6 acres)	3.1 hectares (7.6 acres)	2.6 hectares (6.3 acres)	2.1 hectares (5.1 acres)
Denver Municipal Water Board	1.2 hectares (3.0 acres)	1.2 hectares (3.0 acres)	1.2 hectares (3.0 acres)	1.0 hectares (2.4 acres)
Private* <i>Thermogas, 105 Summit Blvd Private Residence, 16345 SH 9 Phillips 66 Gas Station, 16165 SH 9 AmeriGas, 16075 SH 9</i>	8.5 hectares (21.0 acres)	9.1 hectares (22.6 acres)	6.3 hectares (15.6 acres)	3.9 hectares (9.6 acres)
Total	18.8 hectares (46.2 acres)	19.4 hectares (47.8 acres)	14.6 hectares (36 acres)	10.4 hectares (25.4 acres)

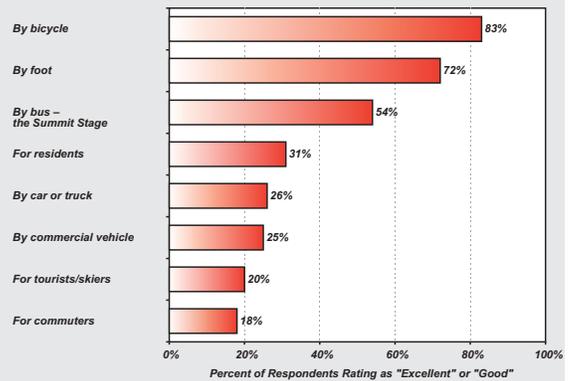
* Impacts to these properties are the same for each build alternative.

- 95% of respondents felt that traffic congestion during winter peak times was a “moderate” or “major problem.”
- 84% thought traffic congestion was a problem during summer peak times.
- 54% of respondents considered traffic accidents on SH 9 to be a “moderate” or “major problem.”
- 83% rated travel by bike as “good” or “excellent.”
- 31% or less felt that travel by car, truck or commercial vehicle as “excellent” or “good.”
- If there was express bus service between Frisco and Breckenridge approximately two-thirds of respondents felt they would be “somewhat” or “very likely” to switch from driving alone to using the bus for trips along SH 9.
- 88% felt that the possibility for future transportation options should be included in improvements made now.
- A greater percentage (58%) of respondents favored preserving space for future transportation options versus those respondents (42%) who preferred to keep the corridor as narrow as possible.
- Over two-thirds supported widening SH 9 to four lanes.
- Only one in five survey participants thought that no improvements should be made to SH 9.
- The five factors rated as “essential” or “very important” by over three-quarters of survey participants were:
 - ◆ Ensuring a minimal impact on water quality (85%)
 - ◆ Improving safety (84%)
 - ◆ Maintaining or improving air quality (79%)
 - ◆ Ensuring a minimal impact on wildlife (77%)
 - ◆ Decreasing congestion (76%)
- 94% rated high quality construction work as “essential” or “very important.”

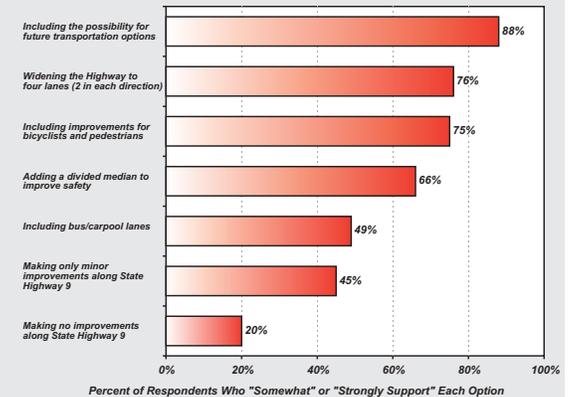
Ratings of Various Potential Problems on State Highway 9



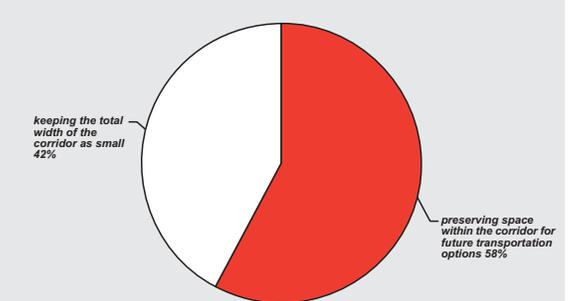
Ratings of Ease of Travel on State Highway 9



Ratings Options for State Highway 9



Ratings Options for State Highway 9



Winter 2002

Select Preferred Alternative and Publish Final EIS including comments received on the Draft EIS

Winter/Spring 2003

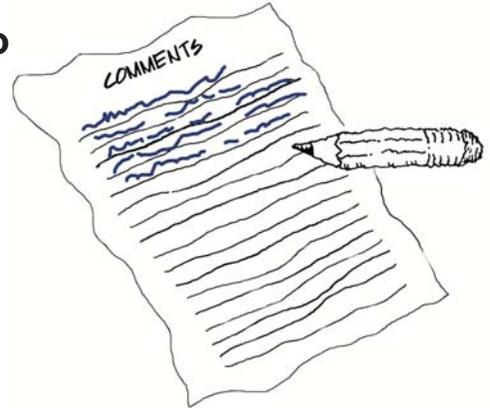
Public Hearing on Final EIS

Spring 2003

Publish Record of Decision

A transcriber is present to record all comments for the transcript on this hearing. You may provide comments in the following ways:

- **Speak directly to the transcriber who will record your comments**
- **Fill out a comment sheet and place it into the comment box**
- **Fill out a comment sheet and mail to the address on the back of the comment sheet**
- **Talk to a Project Team Member who will record your comment**
- **Fill out a comment card and post it in the comments area**
- **Email your comments to lisa.kassels@dot.state.co.us**
- **Provide your comment via our website: www.hw9friscotobreck.com**



COMMENTS WILL BE ADDRESSED IN THE FINAL EIS.

Note: All comments must be postmarked by July 15, 2002 (end of 45-day public comment period).

