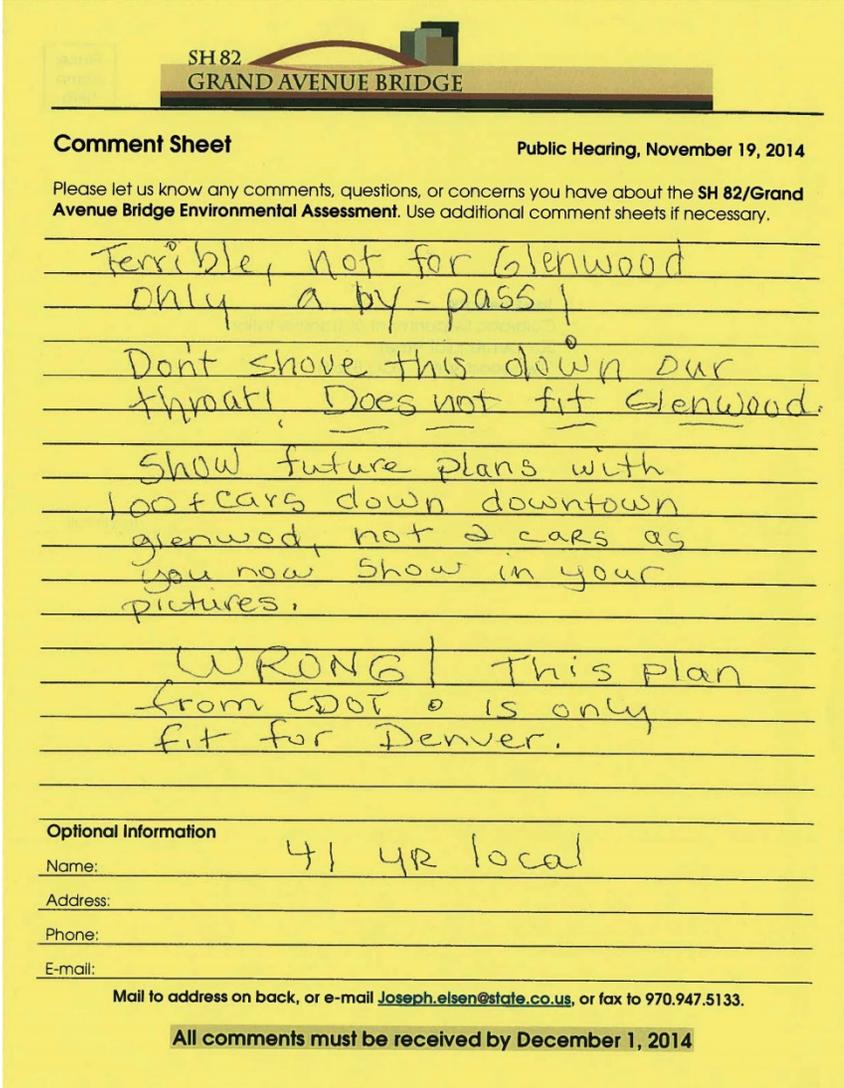


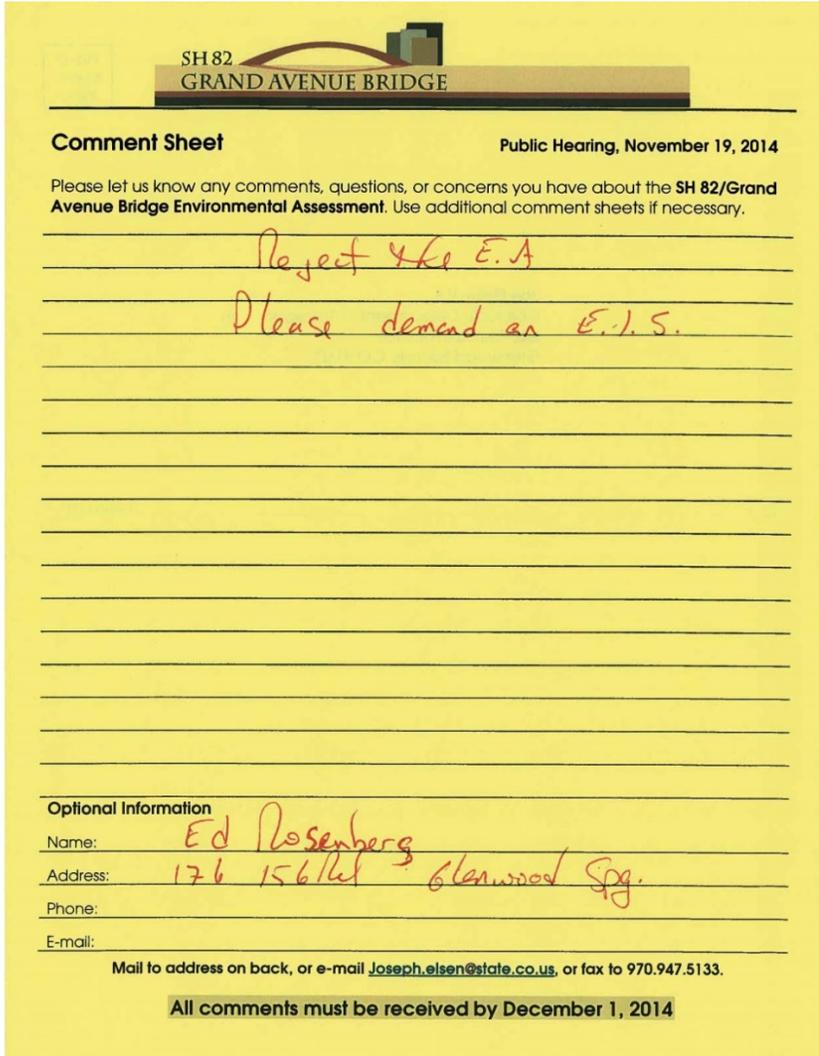
Comment No.	Comment	Response
46	<p>Comment # 46: Margie Crow</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>Any day - look at the traffic -</p> <p>This bridge will NOT help. It is great for CDOT - it will move traffic faster through Glenwood. But are we NOT worthy of being the "destination" - NOT just a way to get to Aspen.</p> <p>Side note - I got rear ended yesterday on S. Glen - stop and go traffic - a kid, not totally paying attention.</p> <p>Optional Information Name: Margie Crow Address: Downtown Drug - 825 Grand Ave GWS Phone: 970 945 0276 E-mail: margie@downtowndrug.com</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #46a Response: Addressing traffic issues in Glenwood Springs is not the purpose of this project. As described in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The SH 82/Grand Avenue Bridge project is about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.</p> <p>Comment #46b Response: Please refer to Comment #5dn Response regarding traffic speeds under the Build Alternative.</p>
46a		
46b		

Comment No.	Comment	Response
<p>47</p> <p>47a</p> <p>47b</p> <p>47c</p>	<p>Comment # 47: C. Jacobson</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>The new BIG bridge is going to create increase the traffic volume, loud noise, more air pollution to downtown Glenwood Springs. It is ^{an} environmental disaster. I own business right by the bridge and it is bad enough now for the noise, dust, pollution and I can not imagine what this gigantic bridge does to downtown. We do NOT want ^{current} this bridge and I want to see this ^{new} bridge for local traffic only and make downtown more pedestrian friendly and not a super highway for CDOT to move people for the need of Aspen, snowmass. We do not want to be the "sacrificial lamb lamb" for the upper valley. Let's do things right and build the by pass once for all to solve the problem. Save this 110 million dollars for building the by-pass. PLEASE!!</p> <p>Optional Information Name: C. Jacobson Address: Downtown GWS. Phone: 970-274-8709 E-mail: Knutsande@aol.com</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #47a Response: Please refer to Comment #13b and #21c regarding traffic under the Build Alternative and Comment #15a Response regarding air quality and noise under the Build Alternative. As described in Chapter 8.0 of the FONSI, FHWA has determined the Build Alternative will not result in significant environmental impacts. CDOT will undertake mitigation measures that will minimize the minor to moderate environmental impacts that will result from the Build Alternative, as detailed in Table 3-2 of the FONSI.</p> <p>Comment #47b Response: As stated in the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. The proposed project will not result in construction of a super highway through Glenwood Springs. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards.</p> <p>Comment #47c Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

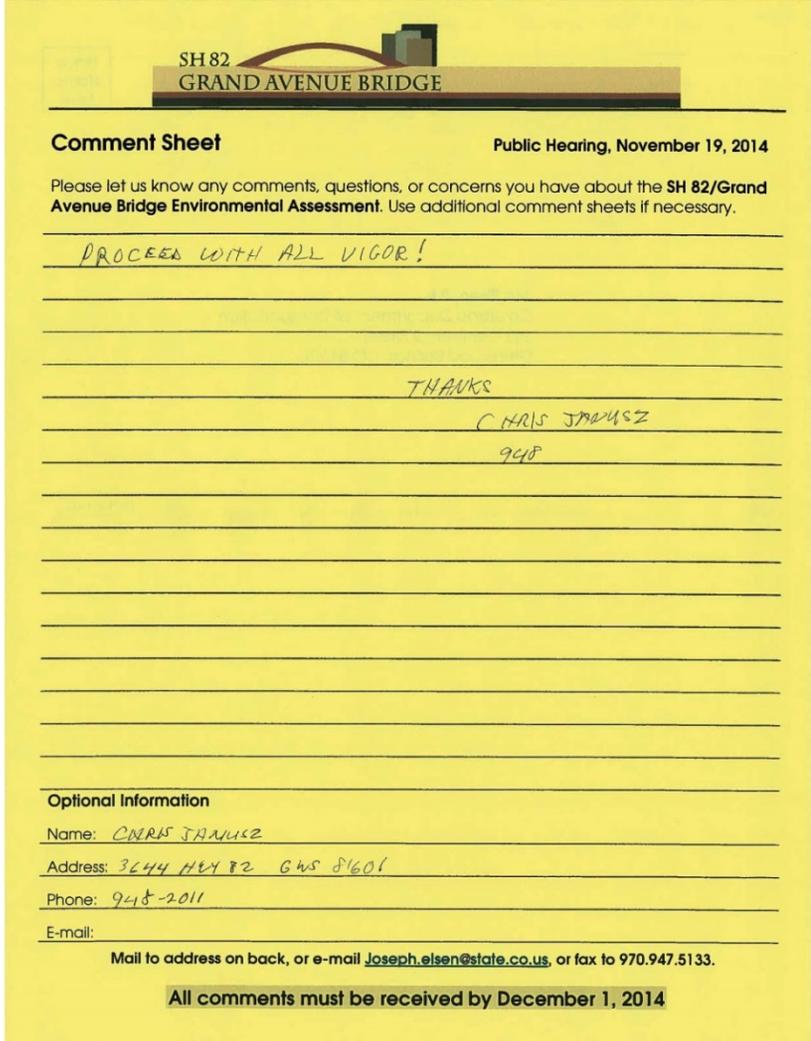
Comment No.	Comment	Response
<p>48</p> <p>48a</p> <p>48b</p> <p>48c</p> <p>48d</p>	<p>Comment # 48: Anonymous</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>48a Terrible, not for Glenwood only a by-pass!</p> <p>48b Don't shove this down our throat! <u>Does not fit Glenwood.</u></p> <p>48c Show future plans with 100 cars down downtown Glenwood, not 2 cars as you now show in your pictures.</p> <p>48d <u>WRONG!</u> This plan from CDOT is only fit for Denver.</p> <p>Optional Information</p> <p>Name: 41 yr local</p> <p>Address:</p> <p>Phone:</p> <p>E-mail:</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #48a Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p> <p>Comment #48b Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards, and improve the north and south bridge connections. In order for the project to fit in with the historic mountain town setting of Glenwood Springs, aesthetic treatments have been developed for project elements, such as bridge side barriers, walls, pedestrian underpass, elevator, and stairs that reflect input from the public and local agencies, including the City of Glenwood Springs Historic Preservation Commission.</p> <p>Comment #48c Response: Comment refers to graphics and roundabout simulation displayed at the November 19, 2014 public hearing. The purpose of the graphics and simulation was to illustrate traffic movements, not to represent traffic volumes.</p> <p>Comment #48c Response: Please refer to Comment #48a Response.</p>

Comment No.	Comment	Response
49	<p>Comment # 49: Andrew McGregor</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>49a Please extend the comment period for the EA. The 30 day timeline is simply insufficient for the community to absorb and respond to the impacts of the project.</p> <p>49b Very concerned about the impacts on residents and businesses when traffic is rerouted onto 6th Street. Not sure this has been adequately vetted in EA.</p> <p>49c The project will have a significant impact on the urban forest particularly north of the river. Tree loss will occur along the river (construction access), along rights of way 6th, 11th River and the pool parking lot. This impact has not been quantified and replacement of this loss has not been addressed in EA.</p> <p>Optional Information Name: Andrew McGregor Address: 48 Wildwood Lane, GWS CO 81601 Phone: 945-7325 E-mail:</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #49a Response: The 30-day comment period (October 31, 2014 to December 1, 2014) for the EA was extended 30 days, to conclude on December 31, 2014. The comment period extension was announced in several ways, including news advertisements, a press release, email blast, and the project website. Refer to Section 5.1 of the FONSI for more details.</p> <p>Comment #49b Response: As described in Section 2.4.2 of the EA, the 6th Street detour will only be used up to 10 times during the entire construction period. The detour will be planned to occur between the hours of 8:30 p.m. and 5:30 a.m., when current traffic volumes are generally between 50 and 150 vehicles per hour per direction on I-70, according to CDOT data. CDOT will undertake mitigation measures listed in Table 3-2 of the FONSI to minimize temporary impacts from detour operations.</p> <p>Comment #49c Response: Vegetation impacts, including trees, are evaluated in Section 3.12 of the EA. The Build Alternative will temporarily impact approximately 1.8 acres of riparian vegetation, primarily because of the construction of the temporary causeways on both banks of the Colorado River. Landscaped areas along local streets and parking lots will be impacted by construction, requiring removal of some plants and trees. CDOT will mitigate this impact as described in Table 3-28 of the EA and Table 3-2 of the FONSI. Mitigation measures in these tables include preserving existing trees to the extent practicable, and replacing riparian trees along riverbanks that are removed during construction per CDOT's Guidelines for Senate Bill 40 Wildlife Certification. Also refer to Comment #5e Response.</p>

Comment No.	Comment	Response
50	<p>Comment # 50: Terri Partch</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>My greatest concern with the project is the impact that will occur with the Midland Avenue detour. I believe that the residents from 8th to 27th will have real difficulty getting into their driveways and neighborhoods. Overall, however, I think that the project will be a benefit to Glenwood Springs. I think that the safety of the 6th and Laurel intersection will be improved, additional pedestrian connectors will be made and economic opportunities on 6th street will be created.</p> <p>Optional Information Name: Terri Partch Address: 38 Beaver Court, Glenwood Springs CO 81601 Phone: 230-9569 E-mail: partchfamily@comcast.net</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #50 Response: As described in Section 3.2.3 of the EA, in residential areas along Midland Avenue, particularly the denser residential areas between 8th and 27th Streets, CDOT will monitor traffic during the full bridge closure and respond with appropriate measures to mitigate traffic impacts. These measures could include temporarily reducing the number of accesses onto Midland Avenue from neighborhoods with more than one access, and/or using flaggers or intersection controls during peak travel periods.</p>

Comment No.	Comment	Response
51	<p>Comment # 51: Ed Rosenberg</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p style="text-align: center; color: red;">Project & the E.A. Please demand an E.I.S.</p> <p>Optional Information</p> <p>Name: <u>Ed Rosenberg</u></p> <p>Address: <u>176 156th Glenwood Spg.</u></p> <p>Phone: _____</p> <p>E-mail: _____</p> <p>Mail to address on back, or e-mail Joseph.eisen@state.co.us, or fax to 970.947.5133.</p> <p style="text-align: center;">All comments must be received by December 1, 2014</p>	<p>Comment #51 Response: Please refer to Comment #9f Response.</p>

Comment No.	Comment	Response
52	<p>Comment # 52: Brad Janssen</p>	
	 <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p><i>Joe</i> I've lived here for 26 yrs and love our town:</p>	<p>Comment #52a Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards, and improve the north and south bridge connections. In order for the project to fit in with the historic mountain town setting of Glenwood Springs, aesthetic treatments have been developed for project elements, such as bridge side barriers, walls, pedestrian underpass, elevator, and stairs that reflect input from the public and local agencies, including the City of Glenwood Springs Historic Preservation Commission.</p>
52a	<p>1) Bridge Design Doesn't fit our town</p>	<p>Comment #52b Response: Colorado Bridge Enterprise (CBE) funds are covering the majority of the construction cost of the project. Additional budget information is included in Comment #5n Response and Section 2.3 of the FONSI.</p>
52b	<p>2) the 559 million CDOT is "giving" us is going to be just a small part of the cost</p>	<p>Comment #52c Response: Please refer to Comment #10a Response regarding issues with the bridge.</p>
52c	<p>3) If our old bridge was in imminent danger of falling it would be down to our lane or closed down.</p>	<p>Comment #52d Response: Please refer to Comment #9b Response regarding a bypass, and how regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>
52d	<p>4) Give us your support for a bypass that will truly provide a solution to our traffic issues.</p>	<p>Comment #52e Response: Budget information is included in Comment #5n Response and Section 2.3 of the FONSI. Please refer to Comment #9b Response regarding a bypass.</p>
52e	<p>5) If CDOT can afford to build new interchanges for Engle and Parachute they can help build our bypass.</p>	
	<p>Optional Information</p> <p>Name: <u>BRAD JANSSEN</u></p> <p>Address: <u>514 N. TRAVELER GWS, CO</u></p> <p>Phone: <u>970-945-1261</u></p> <p>E-mail: <u>b_janssen@comcast.net</u></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	

Comment No.	Comment	Response
53	<p>Comment # 53: Chris Janusz</p> 	<p>Comment #53 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
54	<p>Comment # 54: Anonymous</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>54a <i>Please do a Valley wide EIS statement before deciding to go ahead any further. The present EA must be rejected!</i></p> <p>54b <i>I live, work & walk downtown. This is my neighborhood - I am not an automobile. I am not being considered. The residents of downtown are being ignored.</i></p> <p><i>Don't ever stop you & regroup!</i></p> <p>Optional Information Name: _____ Address: _____ Phone: _____ E-mail: _____</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #54a Response: Please refer to Comment #9f and #13b Responses.</p> <p>Comment #54b Response: Please refer to Comment #9k Response regarding public involvement process for this project. The Build Alternative includes general improvements to pedestrian and bicycle facilities, access, and movement from the new pedestrian bridge, improved bridge connections, the new pedestrian/bicycle path, and underpass connecting the Two Rivers Park Trail and 6th Street.</p>

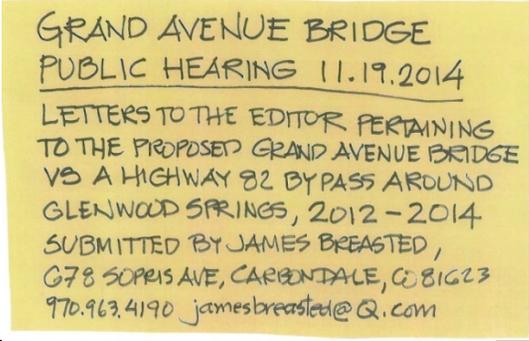
Comment No.	Comment	Response
55	<p>Comment # 55: Linda Hayes</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p><i>We need a bypass in case we have an emergency + need to evacuate the Roaring Fork Valley</i></p> <p>Optional Information Name: <i>Linda Hayes</i> Address: _____ Phone: _____ E-mail: <i>lindahayes@skybeam.com</i></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #55 Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

Comment No.	Comment	Response
56	<p>Comment # 56: Myles Rovig</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p><i>DURING OUR LAST WILD FIRE THERE WAS A HUGE BOTTLENECK AT THE STOPLIGHT ON 6TH & LAUREL. THE CAUSES WERE MANY BUT ESSENTIALLY THERE WAS NO TRAFFIC CONTROL FOR AN EMERGENCY. THIS WAS AGGRAVATED BY HUNDREDS OF CARS/PEOPLE FLEEING THE FIRE. THE TRAFFIC WAS BACKED ALL THE WAY TO SOCCER FIELD RD. IT WAS AMAZINGLY FORTUNATE THAT THE FIRE DID NOT CATCH US BY RUSHING PAST STORM KING ROAD. I'VE NOT READ NOR HEARD OF PLANNING FOR ANOTHER SUCH DISASTER.</i></p> <p><i>56a</i> <i>QUEST. 1) WAS THE DESIGN PREPARED CONSIDERING CLOSURE OF THE INTER-STATE IN BOTH DIRECTIONS?</i></p> <p><i>56b</i> <i>2) WAS THE DESIGN PREPARED WITH A FIRE DISASTER CONSIDERED?</i></p> <p><i>56c</i> <i>3) HAVE THE GWS POLICE, SHERIFF, STATE PATROL, AND FIRE DEPARTMENT GIVEN INPUT? SCHOOL DIST.</i></p> <p><i>56d</i> <i>4) IS THERE A DISASTER TRAFFIC PLAN?</i></p> <p>Optional Information Name: <i>Myles Rovig</i> Address: <i>750 GREENWAY GWS 81601</i> Phone: <i>970-309-1707</i> E-mail: <i>micky@rof.net</i></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #56a Response: The Build Alternative design did not specifically consider full closure of I-70 due to fire.</p> <p>Comment #56b Response: Please refer to Comment #56a Response.</p> <p>Comment #56c Response: The study team has consulted the area's emergency service providers and the school district during the course of the study. This coordination will continue through construction.</p> <p>Comment #56d Response: CDOT will coordinate with emergency service providers, law enforcement, City of Glenwood Springs, and other agencies and provide input in development of their Incident Management Plan (IMP) in conjunction with other agencies. There is a permanent IMP in place for the entire I-70 mountain section (Utah to Morrison). There is nothing specifically about the design concept of the Grand Avenue Bridge that will impede traffic flow in case of an emergency, although the design is more conducive to feeding traffic onto I-70 from SH 82, or accepting traffic from I-70 onto SH 82 in case of emergency.</p>

Comment No.	Comment	Response
57	<p>Comment # 57: Robert F. Gish</p>	
	 <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <ul style="list-style-type: none"> • TALKED TO DAVID WITH TSH IN DETAIL, • BRIDGE SEEMS LIKE A GO, SHORT TERM SOLUTION, ^{NEED} BYPASS • COMMENTS WITH THE TEMPORARY 8th DETOUR <ul style="list-style-type: none"> 1) SEEMS LIKE A WASTE OF RESOURCES TO PUT IN A TEMPORARY ROUTING THEN REMOVE IT. COORDINATE A PERMANENT 8th STREET WITH CITY, ^{HOW MUCH OF} \$5.5 MILLION? 2) ENHANCED PEDESTRIAN CROSSING AT 8th PITKIN 3) EMERGENCY POLICE/SHERIFF EGRESS/ACCESS ^{SO} 8th SCHOOL 4) PHYSICAL BARRIER AT SCHOOL 8th NO SHORT CUTS 5) PHYSICAL BARRIER AT PITKIN 8th NO SHORT CUTS 6) USPS TRUCKS OFF OF RESIDENTIAL AREAS ^{COLORADO PITKIN} 7) TRAFFIC CONGESTION AT 9th /COLORADO AT THE USPS. SPEND TIME ON THIS ITEM. 8) CONCERNED ABOUT SQUARE ABOUT Colo/Grand 8th/9th 9) DOWNTOWN GRAD NEEDS MORE DETAIL WORK - IMPACT TO MERCHANTS 10) UNATTENDED ^{BY PRODUCTS} GRADE SCHOOL CHILDREN WALKING <p>Optional Information</p> <p>Name: <u>ROBERT F. GISH</u></p> <p>Address: <u>817 PITKIN AVENUE GLENWOOD SPRINGS, CO 81601</u></p> <p>Phone: <u>970-230-9492</u></p> <p>E-mail: <u>rfgish@AOL.COM</u></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #57a Response: As described in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The project is also about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. Several alternatives were evaluated to meet the purpose and need, as detailed in Chapter 2 and Appendix A of the EA. The Build Alternative will provide a long-term solution to resolving the deficiencies of the existing bridge. Refer to Comment #13b Response regarding the planning horizon for the project. Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p> <p>Comment #57b Response: Please refer to Comment #24e Response.</p> <p>Comments #57c, #57d, #57e, #57f, and #57g Response: The details of pedestrian safety and traffic mitigation at the local intersections along 8th Street during the temporary 8th Street detour are currently being incorporated into the preliminary design plans based on public and City input for this area. It has been discussed that one of the existing six crosswalks at Pitkin, School, and the parking lot access should be enhanced with improved signing and to focus the pedestrians and any added enforcement at one location – probably School Street because it is located at the midpoint of the six crosswalks. The remaining ones will be temporarily closed with small barricades. The traffic mitigation will include temporary traffic barriers restricting potential short-cut turns onto Pitkin and School Streets. Northbound egress from those streets will still be allowed onto 8th Street. These temporary barriers are shown on Figure 2-4 (“SH 82 Detour Route, Downtown”) in the FONSI. The design will also accommodate police station access and postal trucks in this area.</p> <p>Comment #57h Response: Diagonal parking will be converted temporarily to parallel parking along Colorado Avenue during the construction detour, which should help with congestion. Also, a temporary barrier will be placed at the 9th Street/Colorado Avenue to divert “cut-through” traffic on Colorado Avenue. Also refer to Comments #57c through #57g Responses.</p>

Comment No.	Comment	Response
		<p>Comment #57i Response: Although specific concerns about the square about are not included in your comment, Section 2.4.2 of the EA describes mitigation measures that will be employed to handle the higher traffic volumes along the “square about” during operation of the 8th Street detour. Please also refer to Comments #57c through #57g Responses and #57h Response describing other measures that will be undertaken to guide traffic through the square about and to address pedestrian crossing issues during the temporary 8th Street detour. Also refer to Section 2.2.2 of the FONSI.</p> <p>Comment #57j Response: Section 3.6.3 of the EA described the temporary impacts anticipated to occur to businesses during the 90-day full bridge closure and the SH 82 Detour along 8th Street, including the temporary impacts to visibility of businesses in the 700 block of Grand Avenue. Section 3.6.4 of the EA, as well as Tables 3-2 and 4-1 of the FONSI, describe the measures that will be employed to minimize these impacts.</p> <p>Comment #57k Response: There is a designated Safe Route to School along 9th Street, but it is on the south side so it will be unaffected. Therefore, there are no changes and no additional traffic conflicts added as a result of the proposed detour.</p>

Comment No.	Comment	Response
58	<p>Comment # 58: Jan and John Haines</p> <p style="text-align: right;">Page 1 of 1</p> <p>Jan & John Haines</p> <hr/> <p>From: <Rbzonie@aol.com> Date: Wednesday, November 19, 2014 8:20 AM To: <haines@rof.net> Subject: Comments sent to CDOT</p> <p>The text of this EA, while interesting, comes to a conclusion not meeting the requirements of the National Policy Environmental Act (NEPA) since that act requires the examination of ALL alternatives to the proposed action. A stated goal (2.1.1) is "to improve connectivity between the south side of the Colorado River(down-town Glenwood Springs) and the north side of the river (historic Glenwood Hot Springs area and I-70). An excellent alternative happens to exist only a few hundred feet downstream that meets the above stated goal. Despite repeated requests for inclusion by individuals and interested groups, that part of a legal study was brushed aside. During 1979 the railroad corridor was an alternative included in a study of ways to reduce traffic on Grand Avenue, was endorsed by the city council, who made a written request that the Department of Highways budget money to begin construction. Since that time many additional studies have been made of alternatives, none acknowledged, or even mentioned in the EA.</p> <p>Another stated goal was "reduce and minimize construction impacts to businesses, transportation users, and visitors. No highway project, including the building of I-70 through Glenwood Canyon, will miss this goal as badly as the one described in the EA.</p> <p>Under Sec 2.4- Alternatives, a discussion "a SH82 bypass" was briefly mentioned. Actually the rail road corridor is not a "bypass", but is a relocation of SH82. It passes through the heart of the city. An EIS for this alternative has never been written, but deficiencies in the current bridge would have to be addressed in that document. Other statements in that section are invalid, especially the estimate that this relocation would cost five to ten times current available funding. That would be \$500 million to \$1 billion. A study of the alternative should provide a more realistic estimate. In consideration of the fact that no funds have been made available for relocation of SH82, this is a common approach to funding state highway projects. No construction funding was provided for I-70 through Glenwood Canyon or over Vail Pass, or SH82 from Carbondale to Aspen until a design had been approved.</p> <p>Construction phasing discusses building "causeways" alongside the new bridge to facilitate construction. Causeways would be built by dumping dirt and rocks into the river and leveling and compacting with appropriate equipment. The water would be muddied during this phase of the construction and later on when that material was removed. While the river here is not considered to be 'prime' fishing water, it is an excellent trout and whitefish fishery. No discussion of this impact can be found in the EA.</p> <p>Detours as described in the EA will cause much inconvenience and dissatisfaction, especially while 18-wheelers rolling are past the Colorado Hotel (Fig. 2-13). The EA should discuss the handling of peak period traffic backing out onto I-70.</p> <p>The most important aspect of the entire study is not addressed in the EA, that being the high traffic volumes locked onto Grand Avenue as a result of the proposed action. Air quality, congestion, trucks, many carrying hazardous loads are an impact on this beautiful mountain city. The answer from supporters of the EA say this action would not block future consideration of an alternate route. Really? After spending over \$100 million on this project, will CDOT ever consider funding for a new route for SH82?</p> <p>Dick Prosenice, District Engineer, Colorado Department of Highways, 1969-1982 232 Water St Meeker, Co. 81641 970-678-4915</p> <p style="text-align: right;">11/19/2014</p>	<p>Comment #58 Response: This email from Dick Prosenice was submitted by John Haines at the public hearing as a written comment. This email is a duplicate of the email submitted by Dick Prosenice, which is included as Comment #127. Please refer to Comment #127 Response to this comment.</p>

Comment No.	Comment	Response
59	<p>Comment # 59: James Breasted</p> 	<p>Comment #59 Response: All the letters to the editor provided in your comment regard support of a bypass, propose bypass alternatives, and voice the desire to have a vote on the bypass issue.</p> <p>Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed. Citizens can petition the City Council for a vote regarding a bypass as they have done before, by meeting the City’s percentage requirement for population representation on the petition.</p>
	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: October 30, 2014 1:13:55 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>The other day I got a call from Keith Speranza asking to have his name added to the original letter calling for a vote of all the citizens on the proposed new Highway 82 bridge over the Colorado River and signed by twelve citizens. He suggested that I issue another call for signatures. And in addition to Keith Speranza here are the names of people so far who have called me or emailed me to be included, as follows: Arlene Stabenow, Phil Gallagher, Steve Campbell, Sherry Reed, Patrick Hunter, and June and Pat Copenhaver.</p> <p>You may write, email or call me, as follows: Jim Breasted, 678 Sopris Ave., Carbondale, CO 81623, 970-963-4190, <jamesbreasted@Q.com> .</p> <p>My next action will be to forward the letter with all signatures to the Boards of County Commissioners of Eagle, Pitkin and Garfield Counties asking that the three counties cooperate by scheduling a tri-county vote on the question of a Glenwood Springs Highway 82 bypass. I will also suggest that the three counties consider forming a Regional Transportation</p> <p>Authority (similar to RFTA) to help CDOT plan, design and fund the bypass.</p> <p>We are all in this together.</p> <p>Jim Breasted</p>	

Comment No.	Comment	Response
59 (continued)	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: October 7, 2014 4:05:34 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>In the Tuesday, October 7, 2014 issue of the Glenwood Post you printed a letter to the editor from Dale Reed saying that he, "among many others," would like to have signed the letter on the Highway 82-Glenwood Springs bypass signed by 12 people. If, indeed, there are many others who would like to have signed that letter, please let us know who you are and how we may contact you. You may write, email or call me, as follows: Jim Breasted, 678 Sopris Avenue, Carbondale, CO 81623, 970-963-4190, jamesbreasted@Q.com.</p> <p>Jim Breasted Carbondale 970-963-4190</p> <p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: September 22, 2014 3:34:32 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>In the Monday, September 22, 2014 edition of your newspaper you published a short letter from Ernie and Carol Gianinetti and from Dean Moffat and from "nine others" calling for a regional vote on a Highway 82 bypass. The names of all of the other signers of this letter were published in the Aspen Times on Friday, September 19, 2014 and are as follows: Gregory Durrett, Melanie Cardiff, Jerry and Judy Gerbaz, Skip Bell, John Foulkrod, Bradford and Patsy Nicholson and Mark Chain. Quite a cross section of the community. Just thought everybody should know.</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Highway 82 bypass Date: September 15, 2014 10:47:42 PM MDT To: moffatt@rof.net</p> <hr/> <p>Here are several of my letters regarding a Highway 82 bypass around Glenwood Springs which I thought might interest you. I have sent them to Mick Ireland because his column today in the Aspen Daily News addresses the question of the financing of the bridge. Finally, the need for more money has forced CDOT to reach out to Pitkin County and to Aspen. I am hoping that this will force a wider discussion of the issue. I believe that if CDOT had, from the beginning, included all of the communities effected by the routing of Highway 82 through downtown Glenwood Springs, then we would be at a different place in our conversation about "just" a new bridge.</p> <p>Begin forwarded message:</p> <hr/> <p>From: James Breasted <jamesbreasted@q.com> Date: September 15, 2014 10:28:52 PM MDT To: mick@sopris.net Subject: Fwd: Letter to the Editor</p> <hr/> <p>Begin forwarded message:</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Date: August 13, 2014 1:41:33 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p> <p>Dear Editor:</p> <p>Thank you for publishing the letter from Nick Aceto on Wednesday, August 13, decrying the proposed Grand Avenue bridge. I continue to oppose the construction of this bridge and agree with Mr. Aceto that, if it is indeed built, it will be the death of downtown Glenwood Springs.</p> <p>The other day I took my first ride up the Glenwood Caverns gondola just to look at the view of the city. Clearly there should be a bypass for Highway 82 around, over or under the original townsite by an elevated highway along the slopes of Lookout Mountain or through a tunnel.</p> <p>On Monday, August 11, your paper opined that we should all just get behind the proposed new bridge construction and stop our bitching. You should be ashamed of your sheer boosterism. The bridge as designed to carry Highway 82 traffic long into the future should not be built. The Aspen area will continue to attract people from all over the world and Grand Avenue should never be used to carry all the ensuing traffic for years to come.</p> <p>Instead of cheerleading the Glenwood Post should be calling for a rethinking of transportation planning for the entire area at the confluence of the Roaring Fork and Colorado Rivers.</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: September 15, 2014 10:28:24 PM MDT To: mick@sopris.net Subject: Fwd: Letter to the Editor</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: August 22, 2014 2:26:04 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p> <p>Dear Editor:</p>	<p>Regarding your comment that the project will mean the death of downtown Glenwood Springs: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards. To minimize impacts to the downtown area, the lanes will be narrowed as they approach 8th Street. Further, aesthetic treatments that have been developed for project elements reflect input and requests from local agencies and the public that the project be consistent with the historic mountain town character of Glenwood Springs.</p>

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>Further to the question of the proposed new Highway 82 bridge over the Colorado River, I submit that funneling all the valley's traffic through downtown Glenwood Springs would be like running I-70 down Colfax Avenue in Denver. Sheer madness. Don't do it.</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: September 15, 2014 10:27:25 PM MDT To: mick@sopris.net Subject: Fwd: Letter to the Editor</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: July 6, 2013 9:51:33 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>Dear Editor:</p> <p>The citizens of Glenwood Springs, if they want a Highway 82 bypass, need to get off the couch, circulate a petition to vote on the issue and then stir up the voters to get out and vote. Please take the issue out of the hands of the city council.</p> <p>A few days ago I measured the length of Highway 82 through Snowmass Canyon. This portion of the highway is fully divided and partially elevated between the Roaring Fork River and the hillside on the west. It is about five miles in length. If the Colorado Department of Transportation has been able to afford this sort of solution in a relatively uninhabited portion of Pitkin County, then surely it can afford the same sort of solution to bypass the City of Glenwood Springs. An elevated highway along the lower slopes of Lookout Mountain from Buffalo Valley to I-70, or a tunnel from just south of Walmart to I-70, are both entirely feasible.</p> <p>It is time to call a halt to all planning for the building of an unnecessary new Highway 82 bridge over the Colorado River as proposed by the Colorado Department of Transportation. The money may have been allocated and authorized, but that does not mean that it should be spent on</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>this foolhardy scheme. There is an old Turkish proverb which states, "No matter how far you have gone down a wrong road, turn back."</p> <p>Sincerely,</p> <p>James Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: September 15, 2014 10:26:41 PM MDT To: mick@sopris.net Subject: Fwd: Letter to the Editor</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: March 19, 2013 10:34:23 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p>	

Comment No.	Comment	Response
59 (continued)	<p>Dear Editor:</p> <p>It pains me to have to disagree strongly with Steve Smith as to the advisability and feasibility of a Highway 82 by-pass around Glenwood Springs (see Steve's letter on page A9, Glenwood Post of 3/19/2013). I envision four possible alignments along, under or around the city, namely: 1) an elevated roadway along the lower slopes of Lookout Mountain, 2) an elevated roadway along the lower slopes of Red Mountain, 3) a tunnel through Lookout Mountain to No Name, and 4) a tunnel under Blake Avenue from the beginning of Glen Avenue to Seventh Street with a new bridge over the Colorado River. There may even be other feasible alignments, but these are the ones which I have imagined as feasible. To ignore any of them is myopic.</p> <p>I believe I have the advantage of having traveled in Switzerland twice during the last four years. There I observed several major highways built around, over or under mountain towns and cities very similar to Glenwood Springs. The solutions are, no doubt, very expensive but they are genuine solutions just as the design of I-70 is a genuine solution. Funding must be sought both from the state and from the federal government. And instead of resisting input from from</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>communities in both the Roaring Fork and Colorado River valleys, the Glenwood Springs City Council should solicit the advice of its neighbors. We are all in this together.</p> <p>Sincerely,</p> <p>James Breasted</p> <p>678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: September 15, 2014 10:25:43 PM MDT To: mick@sopris.net Subject: Fwd: Letter to the Editor</p> <p>Because your most recent column addresses the question of the new Grand Avenue Bridge, I am taking the liberty of forwarding several of my letters addressing the bridge question. Soon a letter to the editors of the Glenwood Post, the Rifle Telegram, the Grand Junction Sentinel, the Sopris Sun, the Aspen Daily News, the Aspen Times and</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>the Vail Daily will appear calling for a regional vote on the question of a bypass around Glenwood Springs. The letter will come a variety of citizens.</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: June 27, 2012 12:23:30 AM MDT To: James Breasted <jamesbreasted@q.com> Subject: Fwd: Letter to the Editor</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: June 25, 2012 5:37:26 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p> <p>Dear Editor:</p> <p>On Sunday you printed a letter from Brad Janssen calling for rethinking the whole question of the replacement of the Grand Avenue Bridge versus the building of a Highway 82 bypass. I agree. It is time to call a halt to further work on the spaghetti of Colorado River crossings.</p> <p>I know several of the engineers who have been given the job of trying to come up with an optimal</p>	

Comment No.	Comment	Response
59 (continued)	<p>solution to this transportation problem. They are all good and competent engineers, but I pity them because they have been given a task with too narrow a scope. It is time to look at a really big picture.</p> <p>Let's begin by agreeing on the few things we can agree on. First of all I think we can all agree that the original Glenwood Springs townsite is a real gem of nineteenth century town planning. Two recent community planning decisions have demonstrated strong awareness of that fact, namely, the decision to keep the high school in town and the decision to combine CMC, the library and parking all downtown. "Old town" Glenwood Springs is really just a big village. (As a Glenwood native expressed to me the other day, "It still might remain a village if it didn't have to accommodate all the things that Aspen doesn't want!") It seems that most of us love downtown Glenwood just as it was laid out and developed a hundred years ago.</p> <p>The next thing I think we can all agree on is the fact that the automobile didn't come along until about twenty years after Glenwood was laid out and subdivided into lots and blocks. The railroads were already there and so development tended to avoid them, but when the broad streets began to fill up with cars rather than horses, there was nowhere to turn to avoid the congestion. So, we need to look to the original</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>example of the railroads as the answer to the problem of congestion. In essence, the railroads were the bypass of the early days.</p> <p>I would argue since the railroads had nothing to do with the neighborhoods through which they passed, that they were essentially in right-of-way tunnels with no stops except at the railroad terminals themselves, that therefore the railroads are exactly the analogy we should use today in seeking a Highway 82 bypass solution. It is not much of a leap in imagination to go from the notion of right-of-way tunnels to the idea of an actual tunnel.</p> <p>Which brings me to the end of my letter. The time has come to speak again of building a tunnel under Lookout Mountain approximately from the Buffalo Valley turn off to I-70 in No Name. Keep the old Grand Avenue Bridge just for local traffic. Let the original old downtown of Glenwood Springs return to being the village it once was. Let's put an end to the spaghetti of Colorado River crossings - unless, of course, we want them just to link downtown with the other side of the river, but never as an accommodation of Highway 82!</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 <jamesbreasted@q.com></p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: July 25, 2013 5:46:49 PM MDT To: letters@citizentelegram.com, letters@soprissun.com, mail@aspentimes.com, letters@aspdailynews.com</p> <hr/> <p>Dear Editor:</p> <p>A week ago the Post Independent published my letter to the editor urging the citizens of Glenwood Springs , if they want a Highway 82 bypass, to get up off the couch, circulate a petition to schedule a vote on the issue, and then stir up the voters to get out and vote.</p> <p>Similarly, in this letter I am addressing the citizens of all the communities surrounding Glenwood Springs to get engaged with the question of whether or not to build a Highway 82 bypass around Glenwood Springs.</p> <p>Not long ago I measured the length of Highway 82 through Snowmass Canyon. This portion of the highway is fully divided and partially elevated between the Roaring Fork River and the hillside on the west. It is about five miles in length. If the Colorado Department of Transportation has been able to afford this sort of solution in a relatively uninhabited portion of Pitkin County, then surely it can afford the same sort of solution to bypass the city of Glenwood Springs. An elevated highway along the lower slopes of Lookout Mountain from Buffalo Valley to I-70, or a tunnel from just south of Walmart to I-70, are both entirely feasible.</p> <p>It is time to call a halt to all planning for the building of an unnecessary new Highway 82 bridge over the Colorado River as has been proposed by the Colorado Department of Transportation. The money may have been allocated and authorized, but that does not mean that it should be spent on this foolhardy scheme. Citizens trying to get home to Rifle and Gypsum or home to Carbondale, Basalt and Aspen should not have to drive through the heart of downtown Glenwood Springs.</p> <p>Sincerely,</p> <p>James Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: July 6, 2013 9:51:33 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>The citizens of Glenwood Springs, if they want a Highway 82 bypass, need to get off the couch, circulate a petition to vote on the issue and then stir up the voters to get out and vote. Please take the issue out of the hands of the city council.</p> <p>A few days ago I measured the length of Highway 82 through Snowmass Canyon. This portion of the highway is fully divided and partially elevated between the Roaring Fork River and the hillside on the west. It is about five miles in length. If the Colorado Department of Transportation has been able to afford this sort of solution in a relatively uninhabited portion of Pitkin County, then surely it can afford the same sort of solution to bypass the City of Glenwood Springs. An elevated highway along the lower slopes of Lookout Mountain from Buffalo Valley to I-70, or a tunnel from just south of Walmart to I-70, are both entirely feasible.</p> <p>It is time to call a halt to all planning for the building of an unnecessary new Highway 82 bridge over the Colorado River as proposed by the Colorado Department of Transportation. The money may have been allocated and authorized, but that does not mean that it should be spent on this foolhardy scheme. There is an old Turkish proverb which states, "No matter how far you have gone down a wrong road, turn back."</p> <p>Sincerely,</p> <p>James Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@Q.com</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Fwd: Letter to the Editor (second part) Date: March 30, 2013 2:55:47 PM MDT To: aconrardy@msn.com</p> <hr/> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: June 27, 2012 3:20:01 PM MDT To: letters@postindependent.com Subject: Letter to the Editor (second part)</p> <p>Dear Editor:</p> <p>It seems most of us love downtown Glenwood just as it was laid out and developed a hundred plus years ago.</p> <p>The next thing I think we can all agree on is the fact that the automobile didn't come along until about twenty years after Glenwood was laid out and subdivided into lots and blocks. The railroads were already there and so development tended to avoid them, but when the broad streets began to fill up with cars rather than horses, there was nowhere to turn to avoid the congestion. So, we need to look to the original example of the railroads as the answer to the problem of congestion. In essence, the railroads were the bypass of the early days.</p>	

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<p>59 (continued)</p>	<p>I would argue since the railroads had nothing to do with the neighborhoods through which they passed, that they were essentially in right-of-way tunnels with no stops except at the railroad terminals themselves, that therefore the railroads are exactly the analogy we should use today in seeking a Highway 82 bypass solution. It is not much of a leap in imagination to go from the notion of right-of-way tunnels to the idea of an actual tunnel.</p> <p>Which brings me to the end of this letter. The time has come to speak again of building a tunnel under Lookout Mountain approximately from the Buffalo Valley turn off to I-70 in No Name. Keep the old Grand Avenue Bridge just for local traffic. Let the original old downtown of Glenwood Springs return to being the village it once was. Let's put an end to the spaghetti of Colorado River crossings - unless, of course, we want them just to link downtown with the other side of the river, but never as an accommodation of Highway 82!</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 <jamesbreasted@q.com></p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: March 22, 2013 5:50:19 PM MDT To: mail@citizentelegram.com, mail@aspentimes.com, letters@aspdailynews.com, letters@soprissun.com</p> <hr/> <p>Dear Editor:</p> <p>I am addressing this letter to the newspapers in Rifle, Carbondale and Aspen because I think it is time to call upon all of the governments up and down the Roaring Fork and Colorado River valleys to weigh in on the question of a Highway 82 by-pass around Glenwood Springs. No doubt the Glenwood Springs City Council would rather that the settling of this question should remain uniquely up to the citizens of Glenwood and her elected representatives. I disagree. Valley-wide transportation routes should be discussed and decided upon by a regional consensus. The routing of a state highway through or around any municipality should never be determined solely by the municipality, to wit my recent letter to the Post Independent, as follows:</p> <p>It pains me to have to disagree strongly with Steve Smith as to the advisability and feasibility of a Highway 82 by-pass around Glenwood Springs (see Steve's letter on page A9, Glenwood Post of 3/19/2013). I envision four possible alignments along, under or around the city, namely: 1) an elevated roadway along the lower slopes of Lookout Mountain, 2) an elevated roadway along the lower slopes of Red Mountain, 3) a tunnel through Lookout Mountain to No Name, and 4) a tunnel under Blake Avenue from the beginning of Glen Avenue to Seventh Street with a new bridge over the Colorado River. There may even be other feasible alignments, but these are the ones which I have imagined as feasible. To ignore any of them is myopic.</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>I believe I have the advantage of having traveled in Switzerland twice during the last four years. There I observed several major highways built around, over or under mountain towns and cities very similar to Glenwood Springs. The solutions are, no doubt, very expensive but they are genuine solutions just as the design of I-70 is a genuine solution. Funding must be sought both from the state and from the federal government. And instead of resisting input from from communities in both the Roaring Fork and Colorado River valleys, the Glenwood Springs City Council should solicit the advice of its neighbors. We are all in this together.</p> <p>Sincerely,</p> <p>James Breasted</p> <p>678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: March 19, 2013 10:34:23 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>It pains me to have to disagree strongly with Steve Smith as to the advisability and feasibility of a Highway 82 by-pass around Glenwood Springs (see Steve's letter on page A9, Glenwood Post of 3/19/2013). I envision four possible alignments along, under or around the city, namely: 1) an elevated roadway along the lower slopes of Lookout Mountain, 2) an elevated roadway along the lower slopes of Red Mountain, 3) a tunnel through Lookout Mountain to No Name, and 4) a tunnel under Blake Avenue from the beginning of Glen Avenue to Seventh Street with a new bridge over the Colorado River. There may even be other feasible alignments, but these are the ones which I have imagined as feasible. To ignore any of them is myopic.</p> <p>I believe I have the advantage of having traveled in Switzerland twice during the last four years. There I observed several major highways built around, over or under mountain towns and cities very similar to Glenwood Springs. The solutions are, no doubt, very expensive but they are genuine solutions just as the</p>	

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<p>59 (continued)</p>	<p>design of I-70 is a genuine solution. Funding must be sought both from the state and from the federal government. And instead of resisting input from from communities in both the Roaring Fork and Colorado River valleys, the Glenwood Springs City Council should solicit the advice of its neighbors. We are all in this together.</p> <p>Sincerely,</p> <p>James Breasted</p> <p>678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com</p> <hr/> <p>From: James Breasted <jamesbreasted@q.com> Subject: Hwy 82 bypass Date: October 18, 2012 2:46:10 PM MDT To: jgwisch@gmail.com</p> <hr/> <p>Jeff,</p> <p>Thanks for calling me this morning. I have just forwarded to you the three letters to the editor about a Highway 82 bypass around Glenwood Springs which were published earlier this year in the Glenwood Post. It is encouraging to learn that a group of Glenwood citizens is going to put heads together to explore this idea.</p> <p>In addition to being educated as an architect and having worked locally as a draftsman in a surveying business for many years, I have traveled some in Europe and observed how they plan and engineer their highways. In addition, I have a very active imagination and can envision many ways that a bypass can be accomplished. But I am not married to any one particular solution just so long as CDOT begins to focus on a bypass, whatever shape it takes in terms of engineering design. If Glenwood can do this, it will be one heck of a place to live for a long time to come.</p> <p>Jim Breasted 678 Sopris Avenue</p> <p>Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com</p>	

Comment No.	Comment	Response
59 (continued)	<p>From: James Breasted <jamesbreasted@q.com> Subject: The real letter No. 3 !! Date: October 18, 2012 8:41:55 PM MDT To: jgwisch@gmail.com</p> <hr/> <p>This morning I sent you letter No. 2 twice. Here is the real letter No. 3:</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: October 11, 2012 11:57:08 PM MDT To: evets.child@juno.com Subject: Fwd: Letter to the Editor</p> <p>More FYI.</p> <p>Begin forwarded message:</p> <p>From: James Breasted <jamesbreasted@q.com> Date: August 1, 2012 5:46:29 PM MDT To: letters@postindependent.com Subject: Letter to the Editor</p> <p>Dear Editor:</p> <p>Further to my call in a previous letter to the editor for a Highway 82 by-pass around Glenwood Springs, let me say that although I think a tunnel would be feasible, it probably would be too</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>expensive. However, there exists in Switzerland an example of a four-lane by-pass which I believe could be a solution for Glenwood, namely the viaduct of Chillon between Montreux and Villeneuve at the eastern end of Lake Geneva. You can see for yourself just by googling "Viaduct de Chillon" and reading the Wikipedia entry and looking at the photos. A main east-west Swiss four-lane highway was built in the 1960s along the mountainside above the famous Château de Chillon using the same pre-stressed and post-tensioned concrete construction techniques as were used for I-70 in Glenwood Canyon. The point is, simply, that an elevated highway can be built around Glenwood on the lower slopes of either Lookout Mountain or Red Mountain.</p> <p>It is time to call upon the citizens of Glenwood Springs to rise up in opposition to the current downtown bridge planning fiasco and demand that instead all planning efforts be devoted to rerouting Highway 82 around rather than through the downtown of Glenwood Springs. Do this and you will forever put Glenwood on the map as being the Colorado mountain town that most cares about itself as a place to live and work. After all, Manitou Springs did it successfully years ago. So, stir your stumps, Glenwood, and show us your stuff! The Project Leadership Team has never addressed the by-pass versus bridge</p> <p>question and it won't do so unless Glenwood citizens demand it. They have put the cart before the horse.</p> <p>There is an old Turkish proverb which says, "No matter how far you have gone down a wrong road, turn back!"</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Bypass letter No. 2 Date: October 18, 2012 2:30:01 PM MDT To: jgwisch@gmail.com</p> <hr/> <p>From: James Breasted <jamesbreasted@q.com> Date: June 27, 2012 3:20:01 PM MDT To: letters@postindependent.com Subject: Letter to the Editor (second part)</p> <p>Dear Editor:</p> <p>It seems most of us love downtown Glenwood just as it was laid out and developed a hundred plus years ago.</p> <p>The next thing I think we can all agree on is the fact that the automobile didn't come along until about twenty years after Glenwood was laid out and subdivided into lots and blocks. The railroads were already there and so development tended to avoid them, but when the broad streets began to fill up with cars rather than horses, there was nowhere to turn to avoid the congestion. So, we need to look to the original example of the railroads as the answer to the problem of congestion. In essence, the railroads were the bypass of the early days.</p> <p>I would argue since the railroads had nothing to do with the neighborhoods through which they passed, that they were essentially in right-of-way tunnels with no stops except at the railroad terminals themselves, that therefore the railroads are exactly the analogy we should use today in seeking a Highway 82 bypass solution. It is not much of a leap in imagination to go from the notion of right-of-way tunnels to the idea of an actual tunnel.</p> <p>Which brings me to the end of this letter. The time has come to speak again of building a tunnel under Lookout Mountain approximately from the Buffalo Valley turn off to I-70 in No Name. Keep the old Grand Avenue Bridge just for local traffic. Let the original old downtown of Glenwood Springs return to being the village it once was. Let's put an end to the spaghetti of Colorado River crossings - unless, of course, we want them just to link downtown with the other side of the river, but never as an accommodation of Highway 82!</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 <jamesbreasted@q.com></p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: August 1, 2012 5:46:29 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>Further to my call in a previous letter to the editor for a Highway 82 by-pass around Glenwood Springs, let me say that although I think a tunnel would be feasible, it probably would be too expensive. However, there exists in Switzerland an example of a four-lane by-pass which I believe could be a solution for Glenwood, namely the viaduct of Chillon between Montreux and Villeneuve at the eastern end of Lake Geneva. You can see for yourself just by googling "Viaduct de Chillon" and reading the Wikipedia entry and looking at the photos. A main east-west Swiss four-lane highway was built in the 1960s along the mountainside above the famous Château de Chillon using the same pre-stressed and post-tensioned concrete construction techniques as were used for I-70 in Glenwood Canyon. The point is, simply, that an elevated highway can be built around Glenwood on the lower slopes of either Lookout Mountain or Red Mountain.</p> <p>It is time to call upon the citizens of Glenwood Springs to rise up in opposition to the current downtown bridge planning fiasco and demand that instead all planning efforts be devoted to rerouting Highway 82 around rather than through the downtown of Glenwood Springs. Do this and you will forever put Glenwood on the map as being the Colorado mountain town that most cares about itself as a place to live and work. After all, Manitou Springs did it successfully years ago. So, stir your stumps, Glenwood, and show us your stuff! The Project Leadership Team has never addressed the by-pass versus bridge question and it won't do so unless Glenwood citizens demand it. They have put the cart before the horse.</p> <p>There is an old Turkish proverb which says, "No matter how far you have gone down a wrong road, turn back!"</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 jamesbreasted@q.com</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>From: James Breasted <jamesbreasted@q.com> Subject: Letter to the Editor Date: June 25, 2012 5:37:26 PM MDT To: letters@postindependent.com</p> <hr/> <p>Dear Editor:</p> <p>On Sunday you printed a letter from Brad Janssen calling for rethinking the whole question of the replacement of the Grand Avenue Bridge versus the building of a Highway 82 bypass. I agree. It is time to call a halt to further work on the spaghetti of Colorado River crossings.</p> <p>I know several of the engineers who have been given the job of trying to come up with an optimal solution to this transportation problem. They are all good and competent engineers, but I pity them because they have been given a task with too narrow a scope. It is time to look at a really big picture.</p> <p>Let's begin by agreeing on the few things we can agree on. First of all I think we can all agree that the original Glenwood Springs townsite is a real gem of nineteenth century town planning. Two recent community planning decisions have demonstrated strong awareness of that fact, namely, the decision to keep the high school in town and the decision to combine CMC, the library and parking all downtown. "Old town" Glenwood Springs is really just a big village. (As a Glenwood native expressed to me the other day, "It still might remain a village if it didn't have to accommodate all the things that Aspen doesn't want!") It seems that most of us love downtown Glenwood just as it was laid out and developed a hundred years ago.</p> <p>The next thing I think we can all agree on is the fact that the automobile didn't come along until about twenty years after Glenwood was laid out and subdivided into lots and blocks. The railroads were already there and so development tended to avoid them, but when the broad streets began to fill up with cars rather than horses, there was nowhere to turn to avoid the congestion. So, we need to look to the original example of the railroads as the answer to the problem of congestion. In essence, the railroads were the bypass of the early days.</p> <p>I would argue since the railroads had nothing to do with the neighborhoods through which they passed, that they were essentially in right-of-way tunnels with no stops except at the railroad terminals themselves, that therefore the railroads are exactly the analogy we should use today in seeking a Highway 82 bypass solution. It is not much of a leap in imagination to go from the notion of right-of-way tunnels to the idea of an actual tunnel.</p> <p>Which brings me to the end of my letter. The time has come to speak again of building a tunnel under Lookout Mountain approximately from the Buffalo Valley turn off to I-70 in No Name. Keep the old Grand Avenue Bridge just for local traffic. Let the original old downtown of Glenwood Springs return to</p>	

Comment No.	Comment	Response
<p>59 (continued)</p>	<p>being the village it once was. Let's put an end to the spaghetti of Colorado River crossings - unless, of course, we want them just to link downtown with the other side of the river, but never as an accommodation of Highway 82!</p> <p>Sincerely,</p> <p>Jim Breasted 678 Sopris Avenue Carbondale, CO 81623 970-963-4190 <jamesbreasted@q.com></p>	
<p>60</p>	<p>Comment # 60: Carl Ciani</p> <p>From: Carl Ciani <carl.ciani.g0la@statefarm.com> Date: Tue, Nov 25, 2014 at 3:47 PM Subject: To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Joe, I am writing to express to you my support for the bridge project. I am a member of the silent majority that is speaking out to you. Carl Ciani, CLU State Farm Insurance 2402 grand avenue Glenwood springs, CO. 81601</p>	<p>Comment #60 Response: Comment noted.</p>
<p>61</p>	<p>Comment # 61: Carol Turtle</p> <p>From: Carol Turtle <c-turtle@q.com> Date: Thu, Nov 20, 2014 at 6:02 AM Subject: 30 day extension SH82/bridge To: joseph.elsen@state.co.us</p> <p>Dear Mr. Elsen,</p> <p>PUBLIC COMMENT TO SH82/BRIDGE EA</p> <p>Please grant a minimum 30 day extension for public response to the EA for the following reasons.</p> <ol style="list-style-type: none"> 1. It is a huge amount of information - a complicated and deeply technical report that even professionals need more time to read, consider and respond to, let alone any laypersons interested. 2. The report is not widely available for people to access and read. To date, one 	<p>Comment #61 Response: The 30-day comment period (October 31, 2014 to December 1, 2014) for the EA was extended 30 days, to conclude on December 31, 2014. The comment period extension was announced in several ways, including news advertisements, a press release, an email blast, and the project website. Also, additional copies of the EA and technical reports were provided at the library to be available for check-out. Refer to Section 5.1 of the FONSI for more details.</p>

Comment No.	Comment	Response
	<p>copy at the library? There should be stacks available to be checked out for perusal. It's very difficult to read and decipher on-line.</p> <p>What's the rush, unless there is a preset and unalterable time table already in place? Hope not, don't really believe so. Please take the time to get this right and grant another 30 days or more for public input. The bridge won't fall down.</p> <p>Carol Turtle c-turtle@q.com 840 County Road 137 Glenwood Springs, CO 81601 (970)945-7008</p>	
<p>62</p>	<p>Comment # 62: Carol Turtle</p> <p>From: Carol Turtle <c-turtle@q.com> Date: Thu, Nov 20, 2014 at 5:04 AM Subject: Bike/Pedestrian friendly, bridge on SH82 To: Joseph.elsen@state.co.us</p> <p>Dear Mr. Elsen,</p> <p>PUBLIC COMMENT FOR THE OFFICIAL RECORD:</p> <p>Whatever happens, cudos for a lot of hard work and honest effort on this project.</p> <p>My comment has to do with the ease of the pedestrian in getting around. I haven't studied it a lot, but what jumped out to me is that the pedestrian and bike traffic will have a hard time getting around on the Laurel round-about. TONS of tourists walk that route, not to mention locals. Specifically, someone walking or riding on the bike path along the river from the west from Two Rivers Park ... let's say they want to go to the Village Inn. They have to go under the "underpass" and around the whole Laurel round-about and cross US6 to get to the Village Inn. Is there a way to get them "across the street" to the Village Inn and Tequilas, etc, from that point? There should be. And ... just getting around in general doesn't look too pedestrian/bike friendly and isn't that where we want to go culturally - to less cars and more bikes and walking? This plan seems to favor vehicles.</p> <p>More to come on separate issues ...</p> <p>Carol Turtle</p>	<p>Comment #62 Response: The pedestrian route around the roundabout and alternatives for pedestrians were considered extensively through the design process and in close coordination with the River Commission. The resulting design is intended to minimize the conflicts of pedestrians with vehicles in the project area. The decision to add a pedestrian underpass below SH 82 provides substantial advantages for pedestrians, but it does lengthen the pedestrian path for users to/from the Village Inn as noted. The remainder of the pedestrian system includes wider sidewalks, and short crossings of low-speed and lower volume legs of the roundabout. This approach is considered safer than the longer crossings of higher speed traffic found at most signalized intersections.</p>

Comment No.	Comment	Response
	<p>c-turtle@q.com 840 County Road 137 Glenwood Springs, CO 81601 (970)945-7008</p>	
63	<p>Comment # 63: Arlin and Cindy Washburn</p> <p>From: "Arlin D. Washburn" <arlinwashburn@gmail.com> Date: November 23, 2014 at 7:20:38 PM MST To: <joseph.elsen@state.co.us> Subject: Bridge</p> <p>Joe, I just want to let you know that myself and my wife support the grand avenue bridge project. Please don't let the protestors and opposers sway the decision to go ahead with the project. I believe that they are in the minority and hopefully this E-Mail will be of some help.</p> <p>Thank You,</p> <p>Arlin and Cindy Washburn 839 Stoneridge Court, Glenwood Springs, CO, 81601</p>	<p>Comment #63 Response: Comment noted.</p>
64	<p>Comment # 64: Anthony Hershey</p> <p>From: Anthony Hershey <afhershey@hotmail.com> Date: Sun, Nov 30, 2014 at 7:40 AM Subject: bridge (build it) To: "Joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Mr. Elsen:</p> <p>As a Glenwood Springs resident I wish to comment on the Environmental Assessment for the new Grand Avenue Bridge: BUILD IT. It has to be built. The old bridge, as you know, is a both structurally and functionally outdated and must be replaced. I live a block from Grand Avenue and see the issues every evening. It must be fixed.</p> <p>To those who oppose this new bridge and wish to connect it to some "pie in the sky" bypass (where? under Grand, next to the Roaring Fork River? East of Palmer above the town?) I say fine, if that happens do it. But as a long time former resident of Aspen I am well aware of how multiple choices (there for an entrance) lead to nothing happening and the problem not going away. Please</p>	<p>Comment #64 Response: Comment noted. Construction is anticipated to being between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
	<p>lets not tie an imaginary speculative bypass to a bridge that has to be replaced before it literally falls in the river.</p> <p>Again, BUILT IT. Thanks for you time sir.</p> <p>Anthony Hershey, 1110 Cooper Avenue, Glenwood Springs, CO 81601, 970-948-4981</p>	
65	<p>Comment # 65: Buz Fairbanks</p> <p>From: "Buz Fairbanks" <fairbanks@sopris.net> Date: November 24, 2014 at 8:07:04 AM MST To: <joseph.elsen@state.co.us> Subject: Bridge</p> <p>Joe, I am a registered member of the silent majority. We have to have that bridge, and I am going to suck it up through construction. Almost all of my neighbors feel the same way, but we would rather be backed over with a truck than go to one of those meetings. Glenwood Springs has got to have this project, and I like the proposed alignment. It is favorable to future tourism growth. Buz Fairbanks</p>	<p>Comment #65 Response: Comment noted.</p>
66	<p>Comment # 66: Chip Bishop</p> <p>From: Chip Bishop <cbishop@ebbcpa.com> Date: Sun, Nov 23, 2014 at 8:56 AM Subject: Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Hi Joe, Please add my name to those supporting the bridge. It needs to be replaced and this is the time to do it. I agree it is a separate issue than the bypass and more studies will just add to the cost. Chip Bishop</p>	<p>Comment #66 Response: Comment noted.</p>

Comment No.	Comment	Response
67	<p>Comment # 67: Diane Delaney</p> <p>From: Diane Delaney <ddelaney7@me.com> Date: December 1, 2014 at 2:36:17 PM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Bridge</p> <p>Joe I think the new bridge is necessary and will benefit the community, whereas the various alternatives proposed seem impractical or wholly unaffordable.</p> <p>Diane Delaney, Glenwood Springs</p>	<p>Comment #67 Response: Comment noted.</p>
68	<p>Comment # 68: Lance Picore</p> <p>From: Lance Picore <lancep@rtconnect.net> Date: Sat, Nov 22, 2014 at 6:55 PM Subject: BRIDGE To: joseph.elsen@state.co.us</p> <p>I SUPPORT THE BRIDGE PROJECT.</p>	<p>Comment #68 Response: Comment noted.</p>
69	<p>Comment # 69: Mogli Cooper</p> <p>From: Mogli Cooper <mogli@planbreaestate.com> Date: Mon, Nov 24, 2014 at 8:33 AM Subject: Grand Avenue Bridge Project To: Joe Elsen <joseph.elsen@state.co.us></p> <p>Hello Mr. Elsen,</p> <p>I implore CDOT to go ahead with the current plan to replace the bridge across the Colorado River in Glenwood Springs and move along this tedious process as every delay only increases the chances for cost overruns and adds to the bureaucratic quagmire we are already experiencing.</p> <p>Let the naysayers go home and work on the By-pass for the next 50 years, as that is how long we have been discussing this in Glenwood Springs, and I have lived here for 40 of them and am tired of all these "false starts".</p> <p>Mogli Cooper</p>	<p>Comment #69 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
70	<p>Comment # 70: Pam Ruzicka</p> <p>From: "Pam Ruzicka" <pam@insurance4uco.com> Date: November 24, 2014 at 10:48:23 AM MST To: <joseph.elsen@state.co.us> Subject: Bridge</p> <p>Hi Joe, I would like to let you know that I support the need for updating the structure of the bridge which is the heart of our little town. I realize that it will be painful but worth it in the long run. Thanks, Pam</p> <p>Pam Ruzicka 970.379.9705 NEW – VISION PLAN FOR INDIVIDUALS THROUGH VSP!!! Click here for details and to get coverage: https://www.IndividualBrokerVision.com/Enroll/MbrEnroll.aspx?AgCode=VSP11685 325 Vista Drive, Glenwood Springs, CO 81601, 888-972-3798 fax www.insurance4uco.com “Like” us on Facebook at www.facebook.com/insurance4uco.com</p>	<p>Comment #70 Response: Comment noted.</p>
71	<p>Comment # 71: Ron Acee</p> <p>From: "Ron Acee" <ron.acee63@gmail.com> Date: November 24, 2014 at 9:31:35 AM MST To: <joseph.elsen@state.co.us> Subject: Bridge</p> <p>I strongly support the new bridge project that has had controversy for years, let's get it done before a semi falls into the Colorado River.</p> <p>Best Regards, Ron Acee</p> <p>Building Superintendent Habitat for Humanity Roaring Fork Valley Cell - 970-456-5575 e-mail - ron.acee63@gmail.com</p>	<p>Comment #71 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
72	<p>Comment # 72: Wendy Harrison</p> <p>From: Wendy Harrison <wendy@propertyshopinc.com> Date: December 1, 2014 at 1:22:19 PM MST To: joseph.elsen@state.co.us Subject: bridge</p> <p>Dear Joseph,</p> <p>I just want to give you my support for going a head with the new bridge and hwy 82 remodel.</p> <p>I have lived in the area since 1974. This project has wasted more money on the endless studies over the years it could have been paid off by now...</p> <p>I am a realtor in town...yes, it will be a bit of an inconvenience for some, for a while. But, it will serve our town for the long hall and THAT is what we should be looking at.</p> <p>Sincerely</p> <p>Wendy Harrison The Property Shop</p>	<p>Comment #72 Response: Comment noted.</p>
73	<p>Comment # 73: Susie and Mark Straus</p> <p>From: susiestraus@comcast.net Sent: Monday, November 24, 2014 8:34 AM To: joseph.elson@state.co.us Subject: Bridge in Glenwood Springs</p> <p>Dear Joe;</p> <p>I am writing you in support of all the efforts that CDOT has made to make the bridge improvement happen and be beneficial for Glenwood Springs. My father actually worked 40 years ago with Dick Proscense trying to get a bypass going and we know where that has gotten us....it still needs to be done but meanwhile we need a new bridge and soon. Thank you for your tireless efforts.</p> <p>We are in support of the bridge.</p> <p>Sincerely, Susie and Mark Straus Glenwood Springs</p>	<p>Comment #73 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
75c	<p>This constitutes the total consideration given to a 60 degree increase in headlight glare that will impact twice the amount of people that the study includes in the northern "landscape unit" and higher residences in eastern Glenwood Springs.</p> <p>This "glaring" omission in the EA results in absolutely no consideration of appropriate mitigating measures, such as higher walls, a median headlight barrier, etc., particularly at the apex of the bridge. The EA is significantly deeply flawed in this regard.</p> <p>Greg Boecker</p>	<p>Comment #75c Response: Viewers located at greater distances will experience indirect visual impacts in the form of views of traffic headlights moving on the new bridge as it curves to the west, as topography, existing structures, and area trees allow. The indirect visual impact of headlight glare lessens as viewers are located farther and farther away from moving traffic.</p> <p>Viewers located north/northwest and southeast of the new bridge could experience indirect visual impacts in the form of views of vehicle headlights moving along the new bridge as it curves to the west. This indirect visual impact was noted in the EA and <i>Visual Impact Assessment Technical Report</i>. Topography, existing structures, and mature vegetation will somewhat block or dissipate headlight glare. Earlier in the EA process, the new highway bridge design included an open railing. However, the new bridge now includes a 32-inch solid barrier with an approximately 7-foot 10-inch tall wire mesh fence on top of the barrier on both sides of the bridge where it crosses over the railroad. This barrier and fence will help to block or minimize headlight glare (headlights vary in height between 24 and 54 inches from the ground depending on the vehicle type). Also, as the bridge crosses the Colorado River, there is a downhill grade on the north side for northbound traffic. This downgrade will focus headlights down rather than towards residences in north Glenwood. It is important to note that illumination decreases rapidly with increasing distance—if the distance is increased by 50%, the intensity must more than double to obtain the same level of illumination (Mace D., Garvey, P. et al. 2001. <i>Countermeasures for Reducing the Effects of Headlight Glare</i>. https://www.aaafoundation.org/sites/default/files/HeadlightGlare.pdf). A median barrier, as suggested in your comment, will not block headlight glare to the north because it will be located on the inside of the curve, and not the outside of the bridge.</p>
76	<p>Comment # 76: Ed Rosenberg</p> <p>From: Ed Rosenberg <ed_Bighorn_Toyota@webcrmmail.adpcrm.net> Date: Tue, Dec 2, 2014 at 1:27 PM Subject: E.A. feedback To: joseph.elsen@state.co.us</p> <p>Joe,</p> <p>Your email address came up when I went to submit feedback to CDOT, on the E.A. This is part of a recent letter to the editor I sent to the Post Ind. Please submit this or if I am supposed to email it elsewhere please let me know where to send it. I know you are doing your job and believe in this project. I just disagree.</p>	<p>Comment #76 Response: Please refer to Comment #9f Response. The project will not reroute I-70 traffic onto SH 82. I-70 traffic will be temporarily rerouted onto 6th Street during nighttime hours approximately 10 times during critical overhead bridge work. Please refer to Section 2.4.2 of the EA and Section 2.2.2 of the FONSI for more information. Regarding rerouting, the new SH 82/Grand Avenue Bridge would touch down north of the river at a location west of the existing bridge touchdown point. Considering SH 82 is approximately 85.3 miles in length, placing SH 82 on this new location for less than ¼ of a mile does not constitute a major reroute. Also refer to Comment #21c regarding traffic flow.</p>

Comment No.	Comment	Response
	<p>Thank you,</p> <p>Ed Rosenberg 176 156 Rd, Glenwood Springs, Co 970-618-6784 Jericho1@q.com</p> <p>Response to the E.A. for the Grand Ave. Bridge, in Glenwood Springs. An EA as described in <u>Section 1508.9 of CEQ's NEPA Regulations</u> is a concise public document which has three defined functions:</p> <ol style="list-style-type: none"> 1. it briefly provides sufficient evidence and analysis for determining whether to prepare an EIS; 2. it aids an agency's compliance with NEPA when no EIS is necessary, i.e., it helps to identify better alternatives and mitigation measures; and 3. it facilitates preparation of an EIS when one is necessary - Section 1508.9(a). <p>Please look again at items # 2 & 3. If this project was simply replacing the existing Grand Ave Bridge, then an EA would be sufficient. The problem is that this project has morphed from a bridge replacement to a major regional rerouting of traffic off of I-70 onto Hwy. 82. It reroutes local, state and interstate traffic, condemns private businesses and property and adds to the hardship, of an ever increasing traffic flow, in our town. Simply put, for a project of this scale, an EA is deficient and an Environmental Impact statement (EIS) is required.</p> <p>State funds have been approved for improving the Grand Ave. Bridge. We keep hearing that if we don't spend the allocated funds we will lose them. Agreed! Let's spend this money, on the existing Grand Ave. Bridge, and make it work or demand the EIS.</p> <p>Bighorn Toyota 130 Center Dr, Glenwood Springs, CO 81601 (970) 945-6544 www.bighorntoyota.com</p>	

Comment No.	Comment	Response
<p>77</p> <p>77a</p> <p>77b</p> <p>77c</p> <p>77d</p>	<p>Comment # 77: Stephen Damm</p> <p>From: stevedamm@comcast.net Date: November 17, 2014 at 12:52:20 PM MST To: joseph.elsen@state.co.us Subject: comment on Grand Avenue Bridge</p> <p>All efforts should be made to construct a permanent 8th St travel route to be used by the detouring traffic. This eighth st. connection should be designed and built to be a permanent route.</p> <p>It is especially important that it be permanent because the South landing point of the new bridge will increase the demand for 8th St. This will be a result of closing the Grand Ave. east wing street and the increased difficulty of traversing a busier and slower 7th St.</p> <p>A wider view of travel management for Glenwood Spring should also include a South Bridge connection. This Glenwood Springs project is in need of financial assistance. I believe it should be included in this conversation because of the anticipated impact of traffic on Midland Avenue.</p> <p>A final solution to Hwy 82 traffic will need to address a Bypass of Grand Avenue. I believe CDOT has the obligation to begin to gather a consensus on this project.</p> <p>Stephen Damm, stevedamm@comcast.net, 970-618-6479</p>	<p>Comment #77a Response: Please refer to Comment #24e Response.</p> <p>Comment #77b Response The wing street connection of Grand Avenue to 7th Street serves a small number of vehicles today, counted at about 60 vehicles per hour during one PM peak period, which equates to an estimated 600 vehicles per day. Without the wing street connection, these vehicles will likely disperse evenly (about 300 vehicles apiece) between east or west 8th Street and then Colorado Avenue or Cooper Avenue. A low traffic volume such as this will have negligible traffic impacts to either street. The largest concern with the closure of wing street is the rerouting of the RFTA buses, which are anticipated to be rerouted via 8th and Cooper Avenue or 9th and Cooper Avenue, or to 8th Street west if the connection is retained or ultimately constructed.</p> <p>Comment #77c Response: The South Bridge project is a separate project with a different purpose and need than the SH 82/Grand Avenue Bridge project. The NEPA process for the South Bridge project is currently underway. Please refer to the following website link for more information about the South Bridge project: https://www.codot.gov/library/studies/city-of-glenwood-springs-south-bridge-ea.</p> <p>Comment #77d Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed. The goal of the public involvement component of this project was about obtaining and considering all public input received throughout the EA process, not consensus building. This input helped make a decision in the best overall public interest, while meeting the purpose and need of the project and minimizing environmental impacts. It should be noted that many design elements of the project reflect public and stakeholder input.</p>
<p>78</p>	<p>Comment # 78: Stephen Damm</p> <p>From: <stevedamm@comcast.net> Date: Thu, Nov 20, 2014 at 8:13 AM Subject: EA comments To: joseph.elsen@state.co.us</p>	

Comment No.	Comment	Response																														
<p>78d</p> <p>78e</p>	<div style="border: 1px solid black; padding: 5px; width: fit-content; margin-left: auto; margin-right: auto;">Place stamp here</div> <p style="text-align: center;">Joe Elsen, P.E. Colorado Department of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p><i>Will the south end of the bridge landing create a winter safety problem with vehicles sliding through the 8th St. connection,</i></p> <p><i>Will you construct a pedestrian underpass for crossing Hwy 82?</i></p>	<p>Comment #78d Response: The bridge will be designed to current urban standards and consistent and posted 25 mph. As motorists travel south across the bridge, lane widths will taper from 12 to 11 feet at bridge touchdown points to tie into the existing roadway width to minimize impacts. This tapering, along with the stoplight at 8th Street and curvature of bridge, will work to slow vehicles entering the downtown area, which reduces the potential for icy conditions to impact traffic at 8th Street. In addition, average grades have been reduced from what currently exists on the bridge, further reducing the likelihood of vehicles sliding through the intersections.</p> <p>Comment #78e Response: The project includes a pedestrian underpass under the new SH 82/Grand Avenue Bridge on the north side of the river. It will start at the existing Two Rivers Park Trail just north of the I-70 underpass at Exit 116, cross the improved westbound I-70 off ramp, and continue north using an underpass/tunnel of the new alignment just west of the new bridge.</p>																														
<p>79</p>	<p>Comment # 79: Mark C. Gould</p> <p>From: Mark Gould <Mark@gouldconstruction.com> Date: Wed, Nov 26, 2014 at 4:35 PM Subject: Environmental Assessment for Grand Avenue Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Joe</p> <p>The purpose of this letter is to express Gould Construction's and It's 76 employees support for the Grand Avenue bridge replacement as proposed by CDOT. 71 of our employees travel across the bridge five days a week to get to work. Our dump truck and end dump truck fleet of 20 make at least 100 trips across the bridge each month. Please construct the new bridge as soon as practically possible.</p> <table border="1" data-bbox="243 1344 1073 1505"> <tr><td>Adam</td><td>P</td><td>Connor</td><td>624 Sunking Dr.</td><td>Glenwood</td></tr> <tr><td>Donald</td><td>J</td><td>Davis</td><td>2001 Acacia Ave.</td><td>Rifle</td></tr> <tr><td>James</td><td>W</td><td>Dyer</td><td>122 Pear Court</td><td>New</td></tr> <tr><td>Evan</td><td></td><td>Gould</td><td>1116 Westlook</td><td>Glenwood</td></tr> <tr><td>Mark</td><td>C</td><td>Gould</td><td>47 Westbank Road</td><td>Glenwood</td></tr> <tr><td>Eric</td><td>C</td><td>Hodera</td><td>P.O. Box 1982</td><td>Carbondal</td></tr> </table>	Adam	P	Connor	624 Sunking Dr.	Glenwood	Donald	J	Davis	2001 Acacia Ave.	Rifle	James	W	Dyer	122 Pear Court	New	Evan		Gould	1116 Westlook	Glenwood	Mark	C	Gould	47 Westbank Road	Glenwood	Eric	C	Hodera	P.O. Box 1982	Carbondal	<p>Comment #79 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
Adam	P	Connor	624 Sunking Dr.	Glenwood																												
Donald	J	Davis	2001 Acacia Ave.	Rifle																												
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Mark	C	Gould	47 Westbank Road	Glenwood																												
Eric	C	Hodera	P.O. Box 1982	Carbondal																												

Comment No.	Comment				Response
	Matthew		Jaeger	P.O. Box 1717	Glenwood
	Edward		Bertrand	431 Spring Apt B	Glenwood
	Rigoberto		Medina	759 Colorado Ave	Carbondal
	David	S	Metrovich	1873 Morning Star	Silt
	Alan	M	Noland	5033 CR 335, Lot	New
	Danny	E	North	654 County Court	Grand
	Raul	V	Ostorga	1818 Fawn Court	Silt
	Jesus		Quezada	1411 Arabian Ave	Rifle
	Ignacio		Ramirez-	2745 Acacia Ave.	Rifle
	Robert	G	Rust	17696 Highway 82	Carbondal
	Delbert	C	Sumpter	221 S. E Avenue	New
	Martin		Sustaita	2480 Access Road	Rifle
	Richard	A	Weinheimer	PO Box 647	Rifle
	Justin		Willman	96 Navajo Rd.	New
	Joseph	P	Zemlock	1008 West 5th	Rifle
	Charles	S	Antonelli	10894 CR 320	Rifle
	Justin	P	Blanke	1502 Greystone	Carbondal
	Mark	C	Gould	0200 Oak Lane	Glenwood
	Brett	N	Gould	242 Mallow Ct.	New
	Paul	W	Jacobson	P.O. Box 5933	Snowmass
	Kimberly	D	Ochko	4362 County Road	Carbondal
	Peter	J	Ware	0248 Handy Dr.	Carbondal
	Nathan	J	Havens	2014 23rd St West	Williston
	Harold	L	Cox	182 Glen Eagle Cir.	New
	David	B.	Bowman	2917 Sopris Avenue	Glenwood
	Lindsay		Gould	47 Westbank Road	Glenwood
	Jose	V	Avila	712 West 24TH	Rifle
	Javier	A	Hernandez-	781 County Road	Rifle
	Fernando	Valenci	Angeles	1119 Riverview	Glenwood
	Alfie	C	Sims	547 Shank Ct.	Grand
	Mary	A	Gould	0200 Oak Lane	Glenwood
	Blaine	Lewis	Carey	3255 Cardenas	Clifton
	Daniel	H	Metrovich	105 1/2 Home Ave	Silt
	Gregory	M	Longaire	PO Box 514	New
	Jose	A	Venzor Villela	703 Canyon Creek	Glenwood
	Leslie	M	Riggs Cook	03248 Coryell Ridge	Glenwood
	Eugene	L	Krizmanich	1877 CR137	Glenwood
	Steve	D	Livingston	503 Spring Street	Glenwood
	Todd		Manzanares	12 Marble Ct.	Carbondal
	Hernan		Diaz Coria	P.O. Box 1555	Rifle
	Rodger	S	Best	PO Box 1804	Glenwood
	Jesus	A	Gonzalez	5033 County Rd.	New
	Dale	A	Merrill	603 Highlands Dr.	Glenwood
	Jeffrey	P	Sherwin	703 Stage Court	Aspen
	Richard	G	Sorensen	38 Elk Run Rd.	New
	Cody	J	Hegland	0091 Meadowood	Glenwood
	Charles	L	Frost	323 Birch Ct.	Silt

Comment No.	Comment					Response
	Francisco	J	Contreras	27653 HWY 6 #803	Rifle	
	Carlos		Lujan	77 Queen City Cir	Battlement	
	Armando	E	Tena	93 Meadowood Dr.	Carbondal	
	Rolando		Jimenez	PO Box 1034	Glenwood	
	Jeff	M	Harris	14913 Hwy 82, Unit	Carbondal	
	Jacob	T	Antonelli	518 East 12th	Rifle	
	Lori	Nikki	Brown	3214 S. Grand Ave	Glenwood	
	Nathaneal	L	Richardson	231 Frauert Ave.	Rifle	
	John	C	Duven	55 Sage Meadow	Glenwood	
	Adrian		Ponce	416 W. 26 St.	Rifle	
	Eric	L	Wesseling	5033 CR 335 #137	New	
	Santiago		Contreras	27653 Hwy 6&24	Rifle	
	Eddy		Apodaca	1721 E. Birch st.	Deming	
	Sara	J	Botkin	993 Cottonwood	Glenwood	
	Daniel	D	Ponce	416 W 26th	Rifle	
	Alejandro	Munoz	Arreola	144 Mel Ray Road	Glenwood	
	Troy	E	Bettinson	129 Soccer Field	Glenwood	
	Jose	A	Gonzalez	5033 CR 335 # 243	New	
	Shane	A	Holmberg	103 Riverbend Way	Glenwood	
	Clayton	R	Sullivan	PO Box 1304	Glenwood	
	Fabian	R	Salazar	P.O. Box 914	New	
	Richard	L	Lujan	771 Torroes	Center	
	Jason	T	Bogard	2804 West Avenue	Rifle	
	Jerrod	W	Glanzer	1326 Dogwood	Rifle	
	Carlos	A	Yanez	27653 Highway 6	Rifle	
	Josh	J	Wolfe	0324 Coryell Ridge	Glenwood	
	Fernando	M	Costa	488 Riverview Drive	New	
	Arnold		Lujan	P.O. Box 461	Center	
	Travis	L	Wallen	1240 West 2nd	Rifle	
	Arther	R	Kroschel	216 E Tamarack	Parachute	
	Hector		Camacho	2027 N 53rd	Phoenix	
	Vicente		Gutierrez-	712 W 24th Street	Rifle	
	Kevin	J	Arendsdorf	1136 County Road	Glenwood	
	Russell	W	Carnahan	219 B Grand	Silt	
	Pedro		Anaya	25 County Road	Glenwood	
	James	A	Seitz	1725 Howard	Rifle	
	Nau	A	Gutierrez	1220 Spruce Wood	Glenwood	
	LeeMarcus	O	Jones	168 W 26th Street	Rifle	
	Abraham	M	Sabartinelli	3025 Coal Mine	Rifle	
	Ryan	D	Yellow Horse	P.O. Box 100	Hotevilla	
	Karl	W	Karn	3210 CR114 Apt 66	Glenwood	
	Robert	A	Sutherland	614 Bobcat Lane	Redstone	
	Lisandro	A	Godoy	255 Vista Drive	Glenwood	
	Clair	Y	Helmberger	0614 Bobcat Lane	Redstone	
	Valentin	M	Gonzalez	5033 CR 335 #261	New	
	Justino	I	Sanchez	PO Box 3578	Glenwood	
	Wilford	A	Freeman	2421 Rail Avenue	Rifle	

Comment No.	Comment					Response
	Ned	A	Carter	P.O. Box 4035	Basalt	
	Jorge	H	Rosas	9279 County Road	Silt	
	Chad	K	Raw	481 Village Drive	Rifle	
80	<p>Mark C. Gould, President, CEO, CFO, P.O. Box 130 Glenwood Springs, CO 81602, 970-945-7291 Phone 970-945-8371 Fax</p> <p>Comment # 80: Sumner Schachter</p> <p>From: Sumner Schachter <sumnerschachter@gmail.com> Date: Sat, Nov 22, 2014 at 2:35 PM Subject: FW: GRAND AVENUE BRIDGE ENVIRONMENTAL ASSESSMENT CITIZEN'S COMMENTS To: "Elsen - CDOT, Joseph" <joseph.elsen@state.co.us></p> <p>Here are some comments/observations regarding the Hwy82/Grand Avenue Bridge. Thanks for all your work on behalf of the city and CDOT.</p> <p>80a 1. Why does the EA state that the purpose of the project is to improve connection between downtown Glenwood and the historical Glenwood Hot Springs? This seems to minimize the scope and purpose of the project which seems to be much broader like improving the access and egress to I70, upgrading the bridge functionality for traffic moving up and down valley and connecting better to the region. These are addressed later in the EA, but the purpose statement seems very limited and misleading.</p> <p>80b 2. Is there supporting detail and additional corroboration regarding the increased revenue to local restaurants of almost 1mm\$? It seems like details are needed especially since the EA suggests that Glenwood’s 7th street will be closed for at least 90 days? What is the expected loss of revenue to the heart of Glenwood’s restaurants (and hotel) there?</p>					<p>Comment #80a Response: Per FHWA/Federal Transit Administration (FTA) joint guidance, purpose and need statements should be concise and focus on the primary transportation challenges to be addressed (Environmental Review Toolkit, Memorandum, Guidance on “Purpose and Need”, Federal Highway Administration, July 23, 2003) (FHWA 2003). The purpose of the project is as stated in the EA, which is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The purpose and need also recognizes the vital link the existing bridge plays in connecting to the Roaring Fork Valley. Therefore, it captures the items mentioned in the comment, including upgrading the bridge functionality to better connect to I-70 and the region. However, the primary transportation challenge is providing this downtown connection and addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA. This project is not intended to address larger regional traffic or transportation issues.</p> <p>Comment #80b Response The <i>Economic Conditions Technical Report</i> has details on revenue projections, impacts, as well as the assumptions and methods used to develop these projections. Please note that estimating economic impacts from these types of projects is challenging and inherently speculative.</p>

Comment No.	Comment	Response
80c	3. How can CDOT target and guarantee closure during the ‘shoulder’ seasons of Glenwood tourism? (March April May and/or Sept. Oct Nov) even though some of those months are busy? Can CDOT/contractor actually bond to insure that construction/closure does not take place from Memorial Day through Labor Day to help guarantee access and to help businesses survive?	Comment #80c Response: CDOT intends to schedule the bridge closure during the spring or fall, as discussed in the EA. Because construction scheduling has an element of uncertainty, we cannot make a guarantee in this regard.
80d	4. How can 400-500 daily vehicle trips be eliminated during the significant and dramatic delay periods during construction and closures? Will this occur only be discouraging visitors to Glenwood? How will RFTA be impacted and delayed and how will up valley employers and workers be affected?	Comment #80d Response: The reduction of trips during the bridge closure will be accomplished through TDM techniques, including publicity about the overall closure, suggestions for alternate travel times, and mostly by supporting alternate travel modes during peak periods. RFTA plays a substantial role in this effort, and initial coordination with RFTA has helped determine strategies that are currently being evaluated. The RFTA strategies may include fare reductions or even free rides north of downtown Glenwood, and strategies for travel time savings for buses including a temporary bus lane on Grand Avenue and Wulfsohn Road. The goal behind scheduling this work for a shoulder (spring/fall) period is to take advantage of a time of year when tourist visits to Glenwood are already lower, so that impacts during the higher demand visit times are diminished.
80e	5. In the MESA report is it is mentioned that soil samples for hazardous materials have not been tested? Can the EA be considered complete and the project safe to proceed without these samples?	Comment #80e Response: The purpose of the Modified Environmental Site Assessment (MESA) is to screen the area for hazardous materials that could pose a risk to the project. Phase II studies (involving sampling and characterization) are conducted after the MESA has identified potential hazardous material concerns. For this project, the MESA identified hazardous material concerns at service stations, maintenance facilities, etc. that CDOT will further evaluate prior to construction activities. Sampling and characterization will be conducted to determine the extent of contamination, if any, and whether remediation is necessary. This level of analysis is standard for determining environmental effects in the NEPA process.
80f	6. Possible loss of 50% of business revenue during closure and construction periods sounds devastating? Are there ways to prevent and compensate to reduce this? How is this potential cost factored into the projected job and economic gains in the EA? These gains seem inflated and not substantiated and site specific. Can you/the EA provide more info and support? It should.	Comment #80f Response: We assume the reference to loss of 50 percent of business revenue pertains to the discussion from pages 35 and 36 of the <i>Economic Conditions Technical Report</i> . If so, this discussion relates to revenue losses during the full bridge closure. Businesses were interviewed about impacts during the resurfacing project that closed the pedestrian bridge. Impacts varied from 10 percent to 50 percent. The 50 percent figure does not mean that all businesses will undergo the same impact. Because of the potential loss of pedestrian access from points north of the river (e.g., the Hot Springs Lodge), business owners stressed the importance of maintaining a pedestrian connection throughout construction, which the project will do. The <i>Economic Conditions Technical Report</i> has details on revenue projections, impacts, and the assumptions and methods used to develop these projections.

Comment No.	Comment	Response
80g	7. Timing and sense of urgency? It seems that the EA repeatedly notes 2030 and 2035 as a critical period of traffic crises in the ‘no build’ option and Glenwood and Highway 82 traffic. There seems time to expand the scope of this study to a broader study area, regional impacts and other alternatives for highway 82 connections by new studies or revisiting prior corridor studies.	<p>Business owners who believe they are due compensation from project impacts can file a claim with CDOT. Section 3.6.3 and Table 3-28 of the EA list measures CDOT will employ to minimize and mitigation impacts. Also refer to Table 3-2 of the FONSI for list of mitigation measures.</p> <p>Comment #80g Response: See Comment #13b Response regarding the 2035 planning horizon and its consistency with state and federal transportation planning guidance. As discussed in Section 3.2.2 of the EA, the year 2035 is the planning horizon for the EA, not a time of traffic crisis. That planning horizon means that the Build Alternative has been designed to accommodate travel demand expected in year 2035. Again, the purpose of this project is not to address regional transportation/traffic issues (see Comment #80a Response).</p>
80h	8. There seem to be many possible benefits to Glenwood as well as many considerations in the ‘Build Alternative’ (2) section. It seems that major and minor elements such as shielding, and ramp features and bike connectivity are very important but not actually part of the bridge replacement. It is key that these and design elements be included and completed concurrently with the bridge replacement. If not, then it would seem that the process should begin from the start and there would be a need to reexamine the build alternatives as well as a no build alternative.	<p>Comment #80h Response: Aesthetic design elements and bicycle/pedestrian connectivity are indeed important parts of the Build Alternative and will be constructed as part of the project. Please note that the shielding proposed to be included along the highway bridge, as described in the EA, was eliminated for a few reasons, including the Glenwood Springs Historic Commission did not feel that it was consistent with the historic setting of the downtown area, and it would be difficult for the City to maintain and keep clean, especially during the winter months.</p>
80i	9. The EA is difficult to access and review because all the sections are separate pdf’s and must be viewed and opened separately. It does not seem user and public ‘friendly’.	<p>Comment #80i Response: Hard copies of the EA were provided at several viewing locations listed in the EA. The EA was and is also available electronically on the project website. It was broken into pieces to speed download times, which may be important for users with slow internet connections. In response to comments regarding availability of the EA, additional copies of the EA, appendices, and technical reports were made available at the library to check out for review during the extended comment period.</p>
80j	10. If one of the reasons for a new bridge is to meet UPPR vertical clearance standards, why is not UPPR a financial partner and contributor to this project?	<p>Comment #80j Response: It is the responsibility of the implementing agency, in this case CDOT, to fund improvements to meet design standards.</p>
80k	<p>11. This project is very important and impactful to Glenwood. I would like to request that CDOT extend the response period because there is so much information in the EA and so many impacts to consider. Please extend the response period until January 31, 2015 or some reasonable amount of time.</p> <p>Thank you. Sumner Schachter, 1204 Blake Avenue (P.O. Box 61), Glenwood Springs, CO 81601, 970-379-2002</p>	<p>Comment #80k Response: The 30-day comment period (October 31, 2014 to December 1, 2014) for the EA was extended 30 days, to conclude on December 31, 2014. The comment period extension was announced in several ways, including news advertisements, a press release, an email blast, and project website. Refer to Section 5.1 of the FONSI for more details.</p>

Comment No.	Comment	Response
81	<p>Comment # 81: Barbara Coddington</p> <p>From: Barbara Coddington <bcoddington111@gmail.com> Date: Fri, Nov 21, 2014 at 9:48 AM Subject: Glenwood bridge To: Joseph Elsen - CDOT <joseph.elsen@state.co.us></p> <p>Sorry not to attend Glenwood meeting to voice my support for the new bridge in Glenwood. Have faith that there are supporters such as my self who have not been as vocal as the bypass crew. The issue of a bypass is a can (of worms) that has been kicked down the road by some of the very interests now complaining about a bypass connection, for many years. People willing to sacrifice precious riverside for a bypass are not thinking of what they are doing to the irreplaceable river corridor, and Midland has been taken off the table by some of the very complainers.</p> <p>In any case, I believe you should continue with your plan which is a wonderful thing for the Hot Springs Pool and the Hotel Colorado which are the "geese that laid the golden egg" for Glenwood. And the dedicated money may not be available in the future.</p> <p>I have also written a letter to the PI saying as much.</p> <p>Thank you, Barb Coddington</p>	<p>Comment #81 Response: Comment noted.</p>
82	<p>Comment # 82: Lisa Sobke</p> <p>From: Lisa Sobke <lsobke@msn.com> Date: December 1, 2014 at 6:30:59 PM MST To: joseph.elsen@state.co.us Subject: Glenwood Bridge</p> <p>I would like to add my name to the list of supporters of the new Glenwood Springs bridge. Lisa Sobke</p>	<p>Comment #82 Response: Comment noted.</p>

Comment No.	Comment	Response
83	<p>Comment # 83: Patricia Helling</p> <p>From: <floydsofmayberry@yahoo.com> Date: Sat, Nov 22, 2014 at 10:20 PM Subject: Glenwood bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>I am in favour of building the bridge as designed. I am a resident of Glenwood Springs, Co.</p> <p>Patricia Helling 2522 Woodberry Dr Glenwood Springs Co</p>	<p>Comment #83 Response: Comment noted.</p>
84	<p>Comment # 84: Roger Shugart</p> <p>From: Roger <Roger@aspeninsulation.com> Date: November 24, 2014 at 8:09:15 AM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Glenwood Bridge</p> <p>Joe, I wanted to voice my support for the bridge project as I know too many people often hear only the negative voices. Please know that there are numerous business such as mine who depend on workers traveling across the bridge every morning and evening, as well as during the day to work in other valleys. A smooth, safe flow of traffic is vital to our efficiency and we appreciate the CDOT design to make this happen.</p> <p>Regards, Roger Shugart</p> <p>Aspen Insulation ColWest Roofing and Waterproofing</p>	<p>Comment #84 Response: Comment noted.</p>

Comment No.	Comment	Response
85	<p>Comment # 85: Jeff Peterson</p> <p>From: Jeff Peterson <Jeff@tramway.net> Date: Sat, Nov 22, 2014 at 12:28 PM Subject: Glenwood Bridge Project To: "Joe Elsen (joseph.elsen@dot.state.co.us)" <joseph.elsen@dot.state.co.us></p> <p>Joe,</p> <p>I want to thank you for your efforts to make the bridge project happen! The process has included the citizens of Glenwood and many of their ideas have been incorporated into the design. I know that no project of this magnitude is easy, but the negative publicity being generated by the vocal minority is ridiculous. The tactics of wider EA studies, lawsuits and absurd claims may grab headlines, but are nothing but an attempt to slow or stop a project by a desperate minority who doesn't understand reality or want change.</p> <p>Keep your head up! CDOT has done a great job communicating and moving this difficult project forward. Thank you for all of your efforts. Once completed the bridge and the project will improve the community we all love and support. Let me know if there's anything that I can do to help!</p> <p>Regards, Jeff Peterson, P.E.</p>	<p>Comment #85 Response: Comment noted.</p>
86	<p>Comment # 86: Charlene Revoir</p> <p>From: <Charlene.D.Revoir@wellsfargo.com> Date: Tue, Nov 25, 2014 at 1:42 PM Subject: Glenwood Grand Avenue Bridge Project To: joseph.elsen@state.co.us</p> <p>Dear Mr. Elsen:</p> <p>As a resident of Garfield County, and someone that works with all the businesses in our community, I fully support the Grand Avenue Bridge project. I understand the concerns of voices against this project, but feel that a new bridge is the best option at this point in time. I sincerely hope that the project moves forward soon.</p> <p>Sincerely, Charlene Revoir, Charlene D. Revoir , VP & Sr. Relationship Manager , Wells Fargo Business Banking, Roaring Fork Valley, MAC C7451-011, 205 E Meadows Drive, Glenwood Springs, CO 81601, (970) 384-4481, (970) 319-5763 CELL, (970) 384-4497 FAX</p>	<p>Comment #86 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
87	<p>Comment # 87: Ginger Franke</p> <p>From: Ginger Franke <gfranke@holycross.com> Date: November 24, 2014 at 6:41:20 AM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Glenwood Springs Bridge replacement</p> <p>Please add my name to the list of those who WANT to see the bridge replaced.</p> <p>Ginger Franke, Purchasing Agent, Holy Cross Energy, 3799 HWY 82, Glenwood Springs, CO, 81601, + Email: gfranke@holycross.com, (Phone: 970-947-5407 “Holy Cross Energy is committed to providing its members with the best possible services at a reasonable and competitive cost consistent with sound business and environmental practices”</p>	<p>Comment #87 Response: Comment noted.</p>
88	<p>Comment # 88: Nancy Heard</p> <p>From: Nancy Heard <nheard@glenwoodcaverns.com> Date: November 23, 2014 at 10:41:25 PM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Glenwood Springs bridge</p> <p>Hello Mr. Elsen</p> <p>I wanted to express my support of the current bridge design for Glenwood Springs.</p> <p>I would like for this project to proceed swiftly without delay!</p> <p>Sent from my iPhone</p> <p>Nancy Heard, General Manager, Glenwood Caverns Adventure Park Cell (970) 379-9704</p>	<p>Comment #88 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
89 89a	<p>Comment # 89: Joan Troth</p> <p>From: Joan Troth <jktroth@rof.net> Date: Thu, Nov 20, 2014 at 2:47 PM Subject: Glenwood Springs bridge plans To: joseph.elsen@state.co.us Hello Mr. Elsen, I wish to beg CDOT to shrink the proposed bridge plan to save money and cancel the request for funds from other communities. The project should be under budget to start because of unanticipated costs in the construction years.</p>	<p>Comment #89a Response: The Build Alternative was identified as the Proposed Action because, of all the alternatives evaluated, it was determined to best meet the purpose and need of the project and project goals, while minimizing environmental impacts. A new pedestrian bridge was included for reasons discussed in Comment #89c and #125c Responses. Please refer to Comment #28a Response regarding benefits of using CM/GC to estimate costs and identify risks and contingencies to put in place to address them.</p>

Comment No.	Comment	Response
89b	<p>I believe the existing bridge should be repaired and widened so that downtown Glenwood and 6th St. businesses will suffer much less impacts and so that I-70 traffic will not have to be detoured.</p>	<p>Comment #89b Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated that would fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response. CDOT will work to minimize impacts from the detour.</p>
89c	<p>I do not understand why the existing pedestrian bridge is replaced as part of the plan.</p> <p>Sincerely, Joan Troth, 3202 Cooper Ct., Glenwood Springs</p>	<p>Comment #89c Response: A new pedestrian bridge will accommodate relocating utilities (which are currently located on the existing highway bridge), while improving connections, I-70 clearances, grades, and aesthetics. A new pedestrian bridge was also deemed favorable because it will allow improvements to merging distance onto I-70 eastbound to meet design standards.</p>
90	<p>Comment # 90: Adolfo Gorra</p> <p>From: "Glenwood Structural and Civil, Inc." <gsc@sopris.net> Date: November 24, 2014 at 1:10:51 PM MST To: <joseph.elsen@state.co.us> Subject: Glenwood Springs Grand Avenue Bridge Project</p> <p>Hello Mr. Elsen,</p> <p>A quick e-mail to let you know that as a resident of Glenwood Springs and local structural engineer, I fully support the project. In my opinion, the bridge is necessary and the new alignment is a very beneficial component. Your efforts toward realization of the project are greatly appreciated.</p> <p>Thank You,</p> <p>Adolfo Gorra, MS, PE GLENWOOD STRUCTURAL AND CIVIL, INC. 812 Pitkin Avenue, Glenwood Springs, CO 81601, Phone 970-928-0135, Fax 970-928-9804, www.glenwoodstructural.org</p>	<p>Comment #90 Response: Comment noted.</p>

Comment No.	Comment	Response
91	<p>Comment # 91: Adam Lowell</p> <p>From: Adam Lowell <aglowell@gmail.com> Date: November 23, 2014 at 8:16:48 PM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Glenwood Springs Grand Avenue Bridge Project</p> <p>Hi,</p> <p>I have grown up in Glenwood Springs and I fully support the Grand Avenue Bridge Project.</p> <p>Cheers, Adam Lowell</p>	<p>Comment #91 Response: Comment noted.</p>
92	<p>Comment # 92: Debonney Fox</p> <p>From: debonney@dfoxpc.com <debonney@dfoxpc.com> Date: Tue, Dec 2, 2014 at 4:03 PM Subject: Glenwood Springs resident- IN FAVOR OF THE GRAND AVENUE BRIDGE! To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>I believe in the proposed Grand Avenue bridge project!</p>	<p>Comment #92 Response: Comment noted.</p>
93	<p>Comment # 93: Kelly Protz</p> <p>From: "Kelly R. Protz" <Protz_Kelly@wagnerequipment.com> Date: November 24, 2014 at 10:42:09 AM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Grand Ave. Bridge /Glenwood Springs</p> <p>Joe,</p> <p>I am sending you my comments in regards to the dire need of the replacement of the Grand Ave. Bridge in Glenwood Springs. From the last picture rendition of the proposed bridge design in the Post Independent , I was pleasantly satisfied with the overall concept . It has been unbelievable the amount of roadblocks put up over the YEARS to stop the project . Let's stop the madness before there's a catastrophic failure ! IN FAVOR OF NEW BRIDGE , Kelly Protz Thanks</p> <p>Kelly Protz Equipment Demonstrator Wagner Equipment Co. 303-324-2244</p>	<p>Comment #93 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
94	<p>Comment # 94: Bobby Holmes</p> <p>From: BOBBY HOLMES <bholmes@wildblue.net> Date: Sun, Nov 23, 2014 at 8:05 AM Subject: Grand Ave Bridge To: joseph.elsen@state.co.us</p> <p>Mr. Elsen:</p> <p>I am in favor of a new bridge for Grand Ave. If you drive a horse trailer, RV, or move any type of equipment on a trailer, it is very scary because of how narrow it is. In most cases you need to take up both lanes. Not to mention if you are coming into Glenwood, that last little "dog leg" at the end of the bridge in the slow lane.</p> <p>I am all in favor of a new bridge.</p> <p>Bobby Holmes 947-1063</p>	<p>Comment #94 Response: Comment noted.</p>
95	<p>Comment # 95: Tim Thulson</p> <p>From: Tim Thulson <Tim@balcombgreen.com> Date: Sun, Nov 23, 2014 at 8:13 AM Subject: Grand ave bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Joe, I fully support CDOT's plan for the new bridge.</p>	<p>Comment #95 Response: Comment noted.</p>
96	<p>Comment # 96: Eric Strautman</p> <p>From: Eric Strautman <estrautman@hotmail.com> Date: Sat, Nov 22, 2014 at 1:18 PM Subject: Grand Ave Bridge project To: joseph.elsen@state.co.us</p> <p>Hello:</p> <p>I want to say that i'm in favor of the new Bridge project. It is impossible to make everyone happy and some will always benefit and perhaps, some will be negatively affected but that is always the case on a large project such as this. I know there have been numerous reviews and improvements and I feel the current plan is the best balance and should proceed.</p>	<p>Comment #96 Response: Comment noted.</p>

Comment No.	Comment	Response
	<p>I appreciate your efforts in this regard.</p> <p>Sincerely, Eric A. Strautman, O.D., 20/20 EyeCare, P.C.</p>	
97	<p>Comment # 97: John Ackerman</p> <p>From: John Ackerman <ackerman1911@gmail.com> Date: December 1, 2014 at 10:21:39 PM MST To: joseph.elsen@state.co.us Subject: Grand Ave Bridge support</p> <p>I wholeheartedly agree with the Post Independent article supporting the bridge - all of the points covered are exactly my thoughts as a highway engineer and 45 year resident. If the stop grand ave people have their way they will ruin this town not save it. Don't let a vocal minority dominate the dialogue.</p> <p>John Ackerman</p>	Comment #97 Response: Comment noted.
98	<p>Comment # 98: Jon Hegland</p> <p>From: Jon Hegland <jhegland@aspeneearthmoving.com> Date: November 24, 2014 at 9:29:38 AM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Grand Avenue Bridge Project</p> <p>I support the current Grand Avenue Bridge Project. Thank You, Jon Hegland</p>	Comment #98 Response: Comment noted.
99	<p>Comment # 99: Dan Cokley</p> <p>From: Dan Cokley <DanC@sgm-inc.com> Date: Tue, Nov 25, 2014 at 5:21 PM Subject: Grand Avenue Bridge EA comments To: "Joseph.elsen@state.co.us" <Joseph.elsen@state.co.us></p> <p>Joe I am writing to let you know that I have reviewed the EA documents for the proposed Grand Avenue Bridge project. I have been a resident of the valley for nearly 25 years and have worked at the Springs Center building at 118 W 6th St for over 20 years. Our business access will undoubtedly be impacted during construction.</p>	Comment #99 Response: Please refer to Comment #5n Response regarding local contributions to the project. Construction is anticipated to begin between late 2015 and mid-2016.

Comment No.	Comment	Response
	<p>I look forward to a safer crossing of the Colorado River to access Grand Avenue. I believe the proposed solution will serve that purpose, while improving traffic flow, addressing pedestrian safety and freeing up valuable community space near the intersection of 6th and Laurel. I have no concerns with impacts associated with the construction of the project and only hope that it will occur as scheduled. The community needs this project completed!</p> <p>My sole concern is with the project funding, given this is the lifeline to the upper valley, I think that Pitkin County and the City of Aspen should be equal partners to Glenwood Springs and Garfield County.</p> <p>Thank you, Dan Cokley, PE</p>	
100	<p>Comment # 100: Dave Moore</p> <p>From: David Moore <dmoore6300@gmail.com> Date: Sun, Nov 23, 2014 at 6:46 AM Subject: Grand avenue bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Joseph,</p> <p>I support the Grand Ave Bridge project for Glenwood Springs and reside in town. Dave Moore, dmoore6300@gmail.com</p>	<p>Comment #100 Response: Comment noted.</p>
101	<p>Comment # 101: Hunt Walker</p> <p>From: "R. Hunt Walker" <rhuntwalker957@msn.com> Date: November 24, 2014 at 3:03:01 PM MST To: joseph.elsen@state.co.us Subject: Grand Avenue Bridge</p> <p>Joe, As a Carbondale and Roaring Fork Valley resident I support the current bridge project for several reasons. First, the travel lanes are too narrow and the bridge needs to be replaced. Second, although the traffic volumes will be the same, the increased width of the bridge and the roundabout will process traffic quicker. Third, it will also create a great pedestrian and shopping experience on 6th street. I never stop their now because of the traffic.</p> <p>Also it doesn't preclude a bypass in the future. Thank you, Hunt Walker</p>	<p>Comment #101 Response: Comment noted.</p>

Comment No.	Comment	Response
102	<p>Comment # 102: Jennifer Lowell</p> <p>From: "Jennifer Lowell" <jlowell@sopris.net> Date: November 24, 2014 at 11:38:40 AM MST To: <joseph.elsen@state.co.us> Subject: Grand Avenue Bridge</p> <p>Dear Joseph,</p> <p>I am a supporter of the Grand Avenue bridge. I want you to know there are a lot of people in this town that appreciate all the work you and the State have put into this project. A new bridge is very import to this town and I hope you can keep proceeding with the current plan.</p> <p>Sincerely, Jennifer Lowell, jlowell@sopris.net</p>	<p>Comment #102 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
103	<p>Comment # 103: Michael Picore</p> <p>From: Michael Picore <michael.picore@wjbradley.com> Date: Sat, Nov 22, 2014 at 4:21 PM Subject: Grand Avenue Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Joe,</p> <p>We support the bridge and as a citizen and business owner that is the majority in the community....even though you may hear the contrary</p> <p>MICHAEL PICORE, BRANCH MANAGER, W.J. Bradley Mortgage, NMLS# 339742, OFFICE: 970.456.4821 CELL: 970.309.2911, FAX: 877.226.8531 1319 Grand Avenue-Main Floor Glenwood Springs, CO 81601 michael.picore@wjbradley.com mywjb.com/michael-picore</p>	<p>Comment #103 Response: Comment noted.</p>

Comment No.	Comment	Response
104	<p>Comment # 104: Nancy Peterson</p> <p>From: Nancy Peterson <NancyP@tramway.net> Date: Sat, Nov 22, 2014 at 1:00 PM Subject: Grand Avenue Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Please go forward with the Grand Avenue Bridge Project. While it doesn't not solve all of Glenwood's transportation problems, we need a new bridge. Thank you for all of your effort.</p> <p>Nancy Peterson, 607 Harvard Dr., Glenwood Springs, CO 81601</p>	<p>Comment #104 Response: Comment noted.</p>
104	<p>Comment # 105: Ross Peterson</p> <p>From: <rosspeterson114@comcast.net> Date: Sat, Nov 8, 2014 at 3:08 PM Subject: Grand avenue bridge To: joseph elsen <joseph.elsen@state.co.us></p> <p>Mr. Elsen, I just wanted to send you a quick note to express my support for the Grand Avenue bridge replacement plan that has been created. I know that there have been some outspoken opponents of the plan in favor of a bypass. However, I believe the first priority must be to replace the existing Grand Avenue bridge.</p> <p>Ross Peterson 114 Virginia Road Glenwood Springs, CO 81601</p>	<p>Comment #105 Response: Comment noted.</p>
106	<p>Comment # 106: Scott Sobke</p> <p>From: "Scott Sobke" <ssobke@pinestoneco.com> Date: November 24, 2014 at 6:42:43 AM MST To: <joseph.elsen@state.co.us> Subject: Grand Avenue Bridge</p> <p>Good morning Joe,</p> <p>I just want to make sure you are aware that the group opposing the new design of the Grand Avenue Bridge is extremely small and does not represent the majority of City residents who wholeheartedly support the new bridge design</p>	<p>Comment #106 Response: Comment noted.</p>

Comment No.	Comment	Response
	<p>and construction. I have been a resident of GWS for 20 years and own property on both sides of the bridge. I have discussed this project with at least 100 people and know only a handful who are not in favor of moving forward with this well engineered and thoughtful design. Please build the bridge and know that you have the support of this community.</p> <p>Best Regards, Scott Sobke 970 945 2940 970 618 8991</p>	
107	<p>Comment # 107: Emily Lowell</p> <p>From: Emily Lowell <emily.r.lowell@gmail.com> Date: Sat, Nov 22, 2014 at 10:07 PM Subject: Grand avenue bridge project To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>I support the current Grand Avenue Bridge Project</p>	Comment #107 Response: Comment noted.
108	<p>Comment # 108: James F. Fosnaught</p> <p>From: "James F. Fosnaught" <jff@mountainlawfirm.com> Date: December 1, 2014 at 1:54:00 PM MST To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us> Subject: Highway 82 bridge over the Colorado River in Glenwood Springs Mr. Elsen:</p> <p>I writing to provide CDOT my support for the planned Highway 82 bridge over the Colorado River in Glenwood Springs. As difficult as the construction may be, I recognize there are some real long term benefit, including:</p> <ol style="list-style-type: none"> 1.) The connectivity between North Glenwood Springs and downtown will be improved; 2.) The new alignment will give 6th Street an opportunity for redevelopment and a great connection to the popular 7th Street area. This new 6th Street segment will have almost no traffic on it and will tie together nicely with lodging and the hot springs. It has the potential to be the new core of Glenwood where people want to go, stay, eat and hang out shopping (along with the 7th St area). 3.) We'll get rid of the functionally and structurally obsolete bridge. The bridge is dangerous in its existing configuration. 4.) Aesthetics and functionality of the entrance to Glenwood Springs will be improved. Ingress and egress to the interstate will be improved. 	Comment #108 Response: Comment noted.

Comment No.	Comment	Response
	<p>5.) The backup that Glenwood Spring's experiences in the morning and evenings along Grand Avenue is mainly due to the choke point caused by the current bridge and I-70 intersection. This project will ease some of the problems.</p> <p>6.) The area under the bridge will be dramatically opened up and be much less dingy. The alley on the east side of the bridge will be improved to look like the alley between Smoke and the Italian Underground.</p> <p>7.) The new pedestrian bridge will be a functional improvement and be an architectural statement as you come down I-70.</p> <p>A bypass is not going to happen and I would oppose that as an alternative. I live and work in Glenwood Springs and look forward to the completion of this project.</p> <p>Thanks, James</p> <p>James F. Fosnaught, Esq., 201 14th Street, Suite 200, Mail to: P.O. Drawer 2030, Glenwood Springs, CO 81602, Tel: 970.945.2261 (ext. 119) Direct Dial: 970.928.2120, Fax: 970.945.7336, www.mountainlawfirm.com</p>	
109	<p>Comment # 109: Bess Wynn</p> <p>From: Bess Wynn <besswynn@besswynn.com> Date: Thu, Nov 27, 2014 at 8:36 AM Subject: Love the Glenwood Bridge Plan To: "Joseph.elsen@state.co.us" <Joseph.elsen@state.co.us></p> <p>Hello Joe,</p> <p>The Glenwood Bridge plan appears to be well thought out -- good traffic patterns, attractive and safe. As a Glenwood Springs resident, the project has my full support.</p> <p>Bess Wynn 102 Creekside Ct Glenwood Springs, CO 81601 970-309-4283</p>	<p>Comment #109 Response: Comment noted.</p>

Comment No.	Comment	Response
<p>110</p>	<p>Comment # 110: Carol Turtle</p> <p>From: Carol Turtle <c-turtle@q.com> Date: Mon, Dec 1, 2014 at 8:45 AM Subject: Public comment FOR the bridge To: joseph elsen <joseph.elsen@state.co.us></p> <p>I have submitted two comments that I want to rescind and revise my public comment. The comments to rescind are dated Thursday, Nov. 20, 2014 at 7:14 A.m. titled "Bridge Doesn't solve enough problems". The other comment to rescind is dated Thursday, Nov. 20, 2014 at 7:29 A.m. titled "SH82/bridge - Construction phase issues - can Glenwood even survive it?"</p> <p>This is my revised comment:</p> <p>After much digging and educating myself on a deeper level, I have come to believe that the bridge should be built. I am FOR the bridge being built. Thank you for all the hard work on the bridge and the plan. It will be beautiful, functional, and serve Glenwood Springs and the surrounding communities it connects well.</p> <p>Carol Turtle Glenwood Springs, CO 81601</p>	<p>Comment #110 Response: Comment noted.</p>
<p>111</p>	<p>Comment # 111: Dan Richardson</p> <p>From: Dan Richardson <DanR@sgm-inc.com> Date: Tue, Dec 2, 2014 at 8:18 AM Subject: SH 82/Grand Ave Bridge EA comment To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us></p> <p>Joe and the CDOT team, Thank you for your efforts in not only designing a very complicated project, but for going the extra mile to listen to and incorporate community feedback. I think the effort, let alone the design is a shining success to date. My comments are as follows and are founded in my experience of walking from 9th & Grand to the SGM building at 6th & Laurel at least twice a day for the last 8 years:</p> <ul style="list-style-type: none"> · I appreciate CDOT prioritizing this project (again) as I agree that the bridge's useful life has expired. · The current bridge not only lacks structural integrity, but it compromises safety on many fronts, and doesn't compliment Glenwood's unique character. <p>This is based on multiple encounters with unsafe drivers/conditions and</p>	<p>Comment #111 Response: Comment noted.</p>

Comment No.	Comment	Response
112b	<p>into December. I am sure you know with your long experience in construction that a project of this size and complexity has a strong chance of taking longer than expected. Any bridge closure past the middle of November would be a disaster! December is the busiest month of the year for any retail business. For our business, it roughly equals 2 good months. A bridge closure in December would potentially put even some of the strong businesses out of business. If the closure is to be longer, the closure should happen in the spring starting around February 15th.</p> <p>2.) I don't remember any discussion of the "square-about" traffic pattern downtown. I am sure CDOT has some traffic engineering reason for this, but to a citizen it doesn't make any sense. Why would people coming from the West on 8th Street have to take a right on Colorado, a left on 9th and then another right on Grand? The traffic will be backed up enough already and this will just make it worse. This also routes the traffic through a very busy pedestrian around the Post Office. Why wouldn't traffic just take a right on Grand from 8th Street? I understand the benefit of not allowing people to go straight on 8th, but the square-about makes no sense to me.</p>	<p>Comment #112b Response: Section 2.4.2 of the EA described a “square about” that will be implemented during the full bridge closure to address higher traffic volumes resulting from the SH 82 Detour. The existing intersection of 8th and Grand Avenue is too small to allow two-way trucks to turn past each other. The system of one-way roads with the temporary square-about allows more flexibility for turning larger vehicles. One-way roads also improve the overall traffic flow capacity compared to two-way roads. The square about will consist of a temporary one-way loop on 8th Street, Colorado Avenue, 9th Street, and Grand Avenue (as shown in Figure 2-15 of the EA). As part of the square about, the following measures will be put into place:</p> <ul style="list-style-type: none"> • A temporary signal will be installed at the intersection of 8th Street and Colorado Avenue to facilitate pedestrian crossings and higher traffic volumes. • A temporary physical barrier will be placed at the intersection of 9th Street and Colorado Avenue to force detour traffic to turn east toward Grand Avenue and keep detour traffic from continuing south on Colorado Avenue. Temporary barriers will be placed at Pitkin Street and School Street to prevent right turns from 8th Street; an outlet will be left for northbound local traffic from those streets to turn onto 8th Street.
112c	<p>3.) The EA does mention that the construction will take up some parking at the Hot Springs, but it does not say how long and how much parking. I have heard from Hot Springs officials that CDOT wants to use the entire Hot Springs parking lot as a staging area for the entire period of construction. Even with a workaround for Hot Springs visitors, this will be sure to reduce Hot Springs visitation. The Hot Springs is a major drive of tourism for the whole town. This will have a cascading effect on almost every business in town, not just the downtown. I don't see any mention of this in the economic impact section. I know the Hot Springs has purchased the old Bighorn Toyota property and plans to use this for parking during construction. Why not use this property as the staging area? I know this will increase construction costs due to the need to cross the 6th Street intersection, but this will reduce the impact on the economy.</p>	<p>Comment #112c Response: CDOT is evaluating options for off- and on-site construction staging and parking options, which involves negotiations with property owners. CDOT is coordinating with the Hot Springs Lodge and Pool regarding impacts to their parking, as CDOT understands the importance of the Hot Springs Pool to the local economy and the need to provide temporary Hot Springs Pool parking during construction.</p>

Comment No.	Comment	Response
112d	<p>4.) The Economic Impact section is inadequate. It speculates about what effect the closure will have on local business, but also assumes that there will a benefit from the construction. What it does not say is that the impacts will be entirely disproportional. By and large, the business that are negatively affected by the closure will not receive any benefit from the construction spending. This section also some of the weaker businesses in the downtown may go out of business due to the construction. This is simply not an acceptable outcome.</p>	<p>Comment #112d Response: Please note that during full bridge closure, business access will be hindered – it will not be prohibited. Also, pedestrian access will be maintained throughout construction. In regards to the EA not indicating that business impacts will be disproportionate, Section 3.6. 2 of the EA includes these statements:</p> <ul style="list-style-type: none"> • “During the approximately 90-day bridge closure for the SH 82 Detour, business visibility would decrease for certain businesses in the study area. • Businesses that primarily rely on drive-by traffic would be impacted more than businesses that are specific destinations.” • ”...the temporary detour route would result in changes in traffic patterns between the north and south sides of downtown Glenwood Springs. Businesses along Grand Avenue between 7th and 8th Streets, on 7th Street, along 6th Street, and on W. 6th Street adjacent to and west of the 6th and Laurel intersection would be less visible to drive by-traffic. Also, trips to these businesses by car might require out-of-direction travel along Midland Avenue, which could reduce sales.”
112e	<p>CDOT should set up a compensation fund to help offset the impacts of the closure on the local businesses.</p> <p>Thanks, Carl Carl Moak carl@summitcanyon.com Summit Canyon Mountaineering 307 8th St., Glenwood Springs, CO 81601 Phone: 970-945-6994; Fax: 970-945-7586</p>	<p>Comment #112e Response: Business owners who believe they are due compensation from project impacts can file a claim with CDOT. Note the measures to minimize impacts during construction in Section 3.6.3 of the EA, and noted in Table 3-2 of the FONSI.</p>
113	<p>Comment # 113: Janette Kaufman</p> <p>From: Janette kaufman <janettekaufman@hotmail.com> Date: Thu, Nov 27, 2014 at 8:18 AM Subject: SH 82 Grand Avenue Bridge To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us></p> <p>Dear Mr. Elsen, Having reviewed all of the information regarding the SH82 bridge project through Glenwood Springs, I must forward a few observations.</p>	
113a	<p>First, it has been acknowledged that the present bridge is problematic because of its width, not deterioration.</p>	<p>Comment #113a Response: Refer to Comment #10a Response regarding existing bridge deficiencies.</p>

Comment No.	Comment	Response
113b	Second, the present proposal will do nothing to alleviate the amount of through traffic that impacts the pedestrians and local traffic in our small town.	Comment #113b Response: You are correct that replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. This project addresses the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA.
113c	Third, this should be a regional plan incorporating the state and several counties to accommodate all of the entities. The present plan just further impairs Glenwood Springs. In 1940, Garfield County's land use plan called for a bypass around Glenwood. This has been accomplished in many tourist communities such as Durango and Breckenridge. I do not believe the cost is the issue and I think to proceed as planned will cost Glenwood Springs more in the long run. Thank you for listening, Jan Kaufman, 925 Bennett Avenue, Glenwood Springs, 970-945-7560	Comment #113c Response: Please refer to Comment #9b Response regarding a bypass. Regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed. Refer to Comment #22b Response regarding the regional transportation process.
114	Comment # 114: John Gacnik From: John < gacnik@rof.net > Date: Sun, Nov 2, 2014 at 11:09 AM Subject: SH 82 Grand Avenue Bridge To: Joseph.Elsen@state.co.us	Comment #114a Response: Comment noted.
114a	The time has come to replace the bridge that should have been done 20 years ago. Yes, it will be an inconvenience for a few months but then so is any project of this size. The Glenwood Canyon project was and the paving of Grand Ave was to name just a few but we survived those and we'll get through this as well. The traffic and pedestrian flow will be much better and the tourism industry upon which we depend will be greatly enhanced.	
114b	I do believe the 8th street connection is essential and should come first and be <u>permanent</u> as was the plan all along. John Gacnik	Comment #114b Response: Please refer to Comment #24e Response.

Comment No.	Comment	Response
115	<p>Comment # 115: Cassy Porter</p> <p>From: Cassy Porter <strblzrsfan-gcpldporter@yahoo.com> Date: Fri, Oct 31, 2014 at 6:31 PM Subject: Sh82 Grand Avenue Bridge project To: "Joseph.Elsen@state.co.us" <Joseph.Elsen@state.co.us></p> <p>Cassyaston Porter 412 8th st. Apt. #0 GWS</p> <p>To Whom it may concern,</p>	<p>Comment #115a Response: Comment noted. The project’s purpose is not to eliminate traffic on Grand Avenue, nor is it expected to have an impact on current or future traffic volumes. Please refer to Chapter 1 of the EA and FONSI for discussion of the purpose and need of the project.</p>
115a	<p>I live on 8th street in GWS and have been concerned, as many other GWS residents have been, about the bridge project looming over our heads. I first want to thank you for offering the project pages for everyone to view. My biggest concern, when my boss, who owns Book Grove on the corner of 8th & Blake sts here in GW, told me that she believed the new bridge would come right down Blake and turn all traffic onto our side of 8th street; I freaked. I live in an apartment complex right next to the fire station and I just couldn't imagine having millions of vehicles a day driving past what is right now a fairly peaceful street. So, I was very pleased to see one of the alternative images on the website (pic enclosed, and it is virus free) [Note: Commenter enclosed figure illustrating the Build Alternative.], which I feel would be a very feasible solution to this dilemma we all face regarding the traffic on Grand.</p> <p>Granted, this won't eliminate traffic on Grand Ave, but I think this solution could actually work. I am a visual learner, so it took me a while to understand the outline of the pictures, and I had to Google where Laurel st. is in relation to 6th street.</p> <p>I have enclosed a copy of the picture from the coloradodot website, and truly feel that this choice would work. I can even see myself driving across the new bridge to access 6th street. And it looks like there would be little impact to the environment and property, and 7th street, which I drive quite frequently, would still be useable.</p>	
115b	<p>Lastly, the only suggestions I have, is when the bridge project goes through, if traffic is detoured down 7th street, that the intersections (or corners) of Cooper & 7th, and Colorado & 7th, both be made into three-way stops. These are both very busy intersections and it is very difficult to turn off of the streets onto 7th.</p>	<p>Comment #115b Response: All of the streets/intersections requested to be made all-way stops are outside of the construction project area of the Grand Avenue Bridge, do not have traffic impacts with the final bridge implementation, and are also outside the jurisdiction of CDOT. This comment will be provided to the City</p>

Comment No.	Comment	Response
	<p>I also recommend making the intersection of 8th and Blake a four-way stop; removing the 4-way from 9th would work because the GWS Library is no longer there, but there is a lot of traffic, and have seen a couple off accidents, not to mention lots of close calls at this intersection of 8th & Blake. Plus, kids and others come zooming down the far side of 8th street hill and don't bother to yield at the stop sign (which sits on 8th street both ways), and I'm always afraid that someone on a skateboard or bike will get hit. Plus, pedestrians have a difficult time crossing because drivers refuse to stop for them.</p> <p>In closing, I thank you for reading my letter and noting my recommendation. I wish you every success on this project.</p> <p>Cassyashton Porter, Visit my website cassyashtonporter.webs.com at the Tiny link below http://tiny.cc/qe5do http://www.amazon.com/-/e/B00C8T72A2 http://www.lulu.com/spotlight/kaelin 51</p>	<p>of Glenwood Springs, and they can evaluate the traffic control for these intersections.</p>
<p>116</p>	<p>Comment # 116: Sandy Lowell</p> <p>From: Sandy Lowell <slowell3@gmail.com> Date: Sat, Nov 22, 2014 at 11:43 AM Subject: SH82/Grand Avenue Bridge To: Joseph Elsen - CDOT <joseph.elsen@state.co.us></p> <p>I support the GAB completely, appreciate all the public comment, we have a good design, It is time to build it. The large majority of our community wants it. The current design is good.</p> <p>James "Sandy" B. Lowell III 15 Ptarmigan Dr. Glenwood Springs, CO. 81601 P & C 970-945-1295 Fax 866-481-1630 Slowell3@gmail.com</p>	<p>Comment #116 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
<p>117</p>	<p>Comment # 117: Wes MacCachran</p> <p>From: Wes MacCachran <wmaccachran@holycross.com> Date: November 24, 2014 at 3:48:35 PM MST To: ""joseph.elsen@state.co.us"" <joseph.elsen@state.co.us> Subject: SH82 Grand Avenue Bridge open hearing comments Joe,</p> <p>I would like to submit two concerns of the Grand Avenue Bridge replacement project.</p>	

Comment No.	Comment	Response
117a	<p>1) Vehicle speed into downtown Glenwood. a. Since the replacement bridge will be a more direct path (arc vs. 90 degree turn – at the present 6th and SH82 intersection) how will traffic control work to maintain safety for the downtown section of the State Highway?</p>	<p>Comment #117a Response: Please refer to Comment #5dn Response regarding traffic speeds under the Build Alternative.</p>
117b	<p>2) Pedestrian Safety. a. Please be focused on safety for our citizens and visitors throughout the project and AFTER. I heard a recommendation of a pedestrian tunnel in Glenwood to maintain the accessibility for pedestrians trying to navigate East-West across SH82. Not a bad idea actually.</p>	<p>Comment #117b Response: CDOT will employ mitigation measures detailed in Table 3-2 of the FONSI to provide a safe environment for bicyclists and pedestrians during construction. By reconstructing existing facilities to new standards and providing new trail connections, the Build Alternative will improve pedestrian and bicycle facilities in the study area. The Build Alternative includes a pedestrian crossing underneath the new Grand Avenue Bridge on the north side of the river. The crossing design includes safety features such as lighting, good visibility provided at both entrances/exits, and sufficient width to accommodate emergency response vehicles. Please refer to Section 3.18 of the EA for more information.</p>
117c	<p>I am in favor of your current design. It may help to continue to the communications in helping to educate everyone that this replacement is independent of any bypass alternative(s) through Glenwood Springs.</p> <p>I appreciate the hard work and dedication your teams have made to get to this point.</p> <p>Thanks -Wes.</p> <p>Wes MacCachran, Business Systems Analyst, Holy Cross Energy, 3799 HWY 82, Glenwood Springs, CO, 81601, + Email: wmaccachran@holycross.com, (Phone: 888.347.4425 ext 5417, (Direct: 970.947-5417, (Fax: 970.947-5455 “Holy Cross Energy is committed to providing its members with the best possible services at a reasonable and competitive cost consistent with sound business and environmental practices.”</p>	<p>Comment #117c Response: CDOT continues to clarify for the public and stakeholders that the bridge replacement addresses the structural and functional deficiencies of the existing bridge. A possible future bypass or SH 82 relocation would address separate traffic/transportation issues, and regardless of whether a bypass or alternate route is constructed in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>

Comment No.	Comment	Response
118c	<p>Another stated goal was "reduce and minimize construction impacts to businesses, transportation users, and visitors. No highway project, including the building of I-70 through Glenwood Canyon, will miss this goal as badly as the one described in the EA.</p>	<p>Comment #118c Response: At each step of the alternatives development and screening process the minimization of impacts was considered in the evaluation. For example, when the proposed alignment was identified, the evaluation showed that it reduced historic property impacts over replacing the bridge in its existing location. The selection of the roundabout at 6th and Laurel was considered to minimize property impacts and improve safety over the signalized intersection option.</p>
118d	<p>Under Sec 2.4- Alternatives. a discussion "a SH82 bypass" was briefly mentioned. Actually the rail road corridor is not a "bypass", but is a relocation of SH82. It passes through the heart of the city. An EIS for this alternative has never been written, but deficiencies in the current bridge would have to be addressed in that document.</p>	<p>Comment #118d Response: We assume the commenter is referring to page 2-4, which discusses a SH 82 bypass, not Section 2-4. The EA’s use of the terms “SH 82 bypass” refers to a rerouting of SH 82 to bypass existing SH 82/Grand Avenue through downtown Glenwood Springs. In that sense, the EA uses the phrases “SH 82 bypass” and “relocation of SH 82” interchangeably. The EA for the SH 82/Grand Avenue Bridge project alludes to such SH 82 improvements in response to external comments and not to validate an SH 82 relocation as a likely outcome of a study to improve mobility on SH 82. Please refer to Comment #9f Response regarding a bypass.</p>
118e	<p>Other statements in that section are invalid, especially the estimate that this relocation would cost five to ten times current available funding. That would be \$500 million to \$1 billion. A study of the alternative should provide a more realistic estimate. In consideration of the fact that no funds have been made available for relocation of SH82, this is a common approach to funding state highway projects. No construction funding was provided for I-70 through Glenwood Canyon or over Vail Pass, or SH82 from Carbondale to Aspen until a design had been approved.</p>	<p>Comment #118e Response: The EA provides a broad range of potential costs for a SH 82 bypass. This range for bypass costs was derived from the SH 82 Corridor Optimization Study. That document includes a range of estimates for a SH 82 relocation along the east side of the Roaring Fork River and along the east side of town. Upon review of the relocation on the east side of the Roaring Fork river costs, the study team recognized that some large structures had been missed. Therefore, for this alignment, the study team started with the high range of the original estimate. This estimate of \$240 million did not include construction engineering, utilities, right-of-way, mobilization, NEPA, or cost escalation. Also, the corridor often cited as a viable location for a new SH 82 alignment is considered historic, and, therefore, is protected by federal laws. Further, the corridor is “rail-banked” and preserved for future rail use, per Surface Transportation Board policy. These issues would add to the cost of obtaining clearances, if even possible, to construct a bypass, and are estimated at approximately two times the original costs, resulting in a rough cost estimate of approximately \$500 million.</p> <p>For the alignment on the east side of town, the study team started with the mid-range of the original estimates, \$610 million. Adding construction engineering, utilities, right-of-way, mobilization, NEPA, and cost escalation adds approximately one and one-half to two times the original cost, or approximately \$1 billion in total costs. These costs equate to approximately five to ten times current available funding for the Grand Avenue Bridge project.</p>

Comment No.	Comment	Response
118f	<p>Construction phasing discusses building "causeways" alongside the new bridge to facilitate construction. Causeways would be built by dumping dirt and rocks into the river and leveling and compacting with appropriate equipment. The water would be muddied during this phase of the construction and later on when that material was removed. While the river here is not considered to be 'prime' fishing water, it is an excellent trout and whitefish fishery. No discussion of this impact can be found in the EA.</p>	<p>Since Glenwood Canyon was constructed, FHWA policy has changed regarding fiscal constraint for projects. Currently, identifying full project funding prior to completing NEPA is typical.</p> <p>Comment #118f Response: Impacts to recreational fishing from muddy/unclear water were addressed in Section 3.17.2 Parks and Recreation of the EA. CDOT will coordinate with the U.S. Forest Service and river outfitters to develop methods to minimize impacts and include appropriate measures in CDOT's Public Information Program for the project. This is clarified in Section 4.2 and Table 3-2 of the FONSI. Section 3.17.3 of the EA lists additional measures that will be employed to mitigate parks/recreation impacts. Also, Section 3.9.2 of the EA discusses water quality impacts during construction, while Section 3.9.3 of the EA lists measures to avoid, minimize and mitigate these impacts.</p>
118g	<p>Detours as described in the EA will cause much inconvenience and dissatisfaction, especially while 18-wheelers rolling are past the Colorado Hotel (Fig. 2-13). The EA should discuss the handling of peak period traffic backing out onto I-70.</p>	<p>Comment #118g Response: As discussed in Section 2.4.2 of the EA, nighttime closures of I-70 will occur approximately ten times for safety-critical overhead work, such as bridge demolition, construction of bridge components, and concrete installation. This detour will not occur during peak hours or daytime hours – it is planned to occur during nighttime hours between 8:30 p.m. and 5:30 a.m., when current traffic volumes are generally between 50 and 150 vehicles per hour per direction on I-70, according to CDOT data. Detouring I-70 traffic to local streets is proposed to maintain emergency access to and from Glenwood Canyon and because a detour route along state highways would be very long. Chapter 3 of the EA and Table 3-2 of the FONSI detail measures that will be undertaken by CDOT to minimize impacts such as noise during operation of the detour.</p>
118h	<p>The most important aspect of the entire study is not addressed in the EA, that being the high traffic volumes locked onto Grand Avenue as a result of the proposed action. Air quality, congestion, trucks, many carrying hazardous loads are an impact on this beautiful mountain city.</p>	<p>Comment #118h Response: Replacing the existing bridge does not solve larger traffic or regional transportation issues, because that is not the purpose of this project. As stated in Chapter 1 of the EA, the purpose of this project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. This project is about addressing the structural and functional issues with the aging bridge structure and the related connectivity deficiencies, which are detailed in Chapter 1 of the EA. Air quality is assessed in the EA and will slightly improve with the Build Alternative compared to the No Action Alternative because of the decrease in congestion under the Build Alternative.</p>

Comment No.	Comment	Response
118i	<p>The answer from supporters of the EA say this action would not block future consideration of an alternate route. Really? After spending over \$100 million on this project, will CDOT ever consider funding for a new route for SH82?</p> <p>Dick Prosenice, District Engineer, Colorado Department of Highways, 1969-1982</p> <p>232 Water St, Meeker, Co. 81641, 970-878-4915</p>	<p>Comment #118i Response: This project and a bypass/SH 82 project would address entirely different needs; the SH 82/Grand Avenue Bridge project focuses on managing current assets, whereas a bypass/SH 82 relocation project would presumably address capacity and mobility issues. Funding for the SH 82/Grand Avenue Bridge project comes from a different funding pool than a possible future SH 82 mobility project. Therefore, funding one of these projects would not preclude or deter the funding of the other.</p>
119	<p>Comment # 119: Joy White</p> <p>From: Joy White <jc-white@live.com> Date: Sun, Nov 23, 2014 at 3:10 PM Subject: Support For Glenwood Spring Bridge To: "joseph.elsen@state.co.us" <joseph.elsen@state.co.us></p> <p>Hello Mr. Elsen, I would like to briefly state that I support the Glenwood Spring bridge project and think it is vital to the success and future of our community. Please support this project and see that this bridge comes to fruition.</p> <p>Thank you!</p> <p>Kind Regards, Joy White</p>	<p>Comment #119 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>
120	<p>Comment # 120: Sten Helling</p> <p>From: Sten Helling <stenviking@comcast.net> Date: November 23, 2014 at 7:55:31 PM MST To: joseph.elsen@state.co.us Subject: the bridge</p> <p>I find it incomprehensible that the "fact finding process" is still going on i.e. the meeting on November 19. How many years has it been going on? Please, please make the decision now to go ahead with the bridge project as presented. As we have all seen, the estimated cost is going up seemingly every month.</p> <p>The money from DOT is exclusively for building a new bridge. The people of GWS have to understand and accept that fact. We just can't afford to lose this opportunity. We are running out of time. Let the people who speak against it go home and talk to themselves, obviously most of them only talk to hear themselves talk and don't make any sense what</p>	<p>Comment #120 Response: Comment noted. Bridge construction is anticipated to begin between late 2015 and mid-2016.</p>

Comment No.	Comment	Response
	<p>so ever. It's time for mature decisions, by responsible people. Make it happen! Good Luck! Sten Helling 2522 Woodberry Drive, Glenwood Springs, CO 81601, 970-947-1590 h, 970-319-5583 c, stenviking@comcast.net</p>	
<p>121</p>	<p>Comment # 121: Hal Sundin</p> <p style="text-align: center;">RESPONSE TO THE SH 82/GRAND AVENUE BRIDGE EA</p> <p>By CDOT's own acknowledgement - "...because of the way this project has evolved to include a variety of other Hwy 82/I-70 interchange improvements...it's now more than a simple bridge replacement.", and "...both the Glenwood Springs Comprehensive Plan and CDOT's own Corridor Optimization Plan address the need...to spread some of the traffic around that's now funneled onto Grand Avenue."</p> <p>These are glaring reasons why this EA should be rejected as seriously deficient. The project is no longer merely a replacement of the existing bridge in its present location (for which an EA would have been appropriate). Instead it now consists of the construction of a new bridge in an entirely different location and a complete reconfiguration of the Sixth and Laurel intersection, raising some serious questions about compatibility with whatever may need to be constructed to accommodate future traffic volumes exceeding the carrying capacity of Grand Avenue.</p> <p>CDOT has now joined the local propensity to speculate about where and how this should be accomplished without the benefit of any comprehensive engineering study comparing all feasible alternatives and recommending a best alternative. That will be the purpose of an Environmental Impact Study, which should be done before this project proceeds any further, to assure that what is built will be compatible with what will need to be built in the future. This EA is a "Segmentation" of the much larger project needed to serve the transportation needs of the Roaring Fork Corridor - an action that is prohibited by NEPA regulations. The EA is focused exclusively on the single goal of replacing the existing bridge, in total ignorance of and without any consideration of what may be needed in the future. In other words, what is now being proposed is to proceed without a plan for the future.</p> <p>This EA should be rejected as a single purpose segmentation of the broader scope of the transportation needs facing the Roaring Fork Valley, and replaced with an EIS addressing all of those needs.</p> <div style="text-align: center;">  </div> <div style="background-color: yellow; padding: 5px;"> <p>Optional Information</p> <p>Name: <u>AJALMAR (HAL) SUNDIN</u></p> <p>Address: <u>810 N. Traver Trail Glenwood Springs, CO 81601</u></p> <p>Phone: <u>(970) 945-0966</u></p> <p>E-mail: <u>americon@comcast.net</u></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p style="text-align: center;">All comments must be received by December 1, 2014</p> </div>	

Comment No.	Comment	Response
122	<p>Comment # 122: Erik Villasenor</p>	<p>Comment #122a Response: Please refer to Comment #9f and #13b Reponses.</p>
122a	 <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p><i>CDOT - In order to better address the regional transportation need there needs to be an Environmental Impact Statement for the entire region that includes all governments on the CO22 Highway bypass. The quality of life for Glenwood Springs residents and future transportation needs must be addressed in any project moving forward, and the scope of the current document does not give enough information for the situation.</i></p>	<p>Comment #122b Response: Please refer to Comment #9c Response.</p>
122b	<p><i>A \$100 million project should not be completed without the consent of the project citizens and we cannot consent to the project without having the needed information to show that this is the best option. Glenwood Springs should not bear the responsibility or traffic in the entire region, and it is clear that this is not what the citizens want. Please provide a full regional assessment.</i></p> <p><i>Thank you,</i></p>  <p>Optional Information</p> <p>Name: <i>Erik Villasenor</i></p> <p>Address: _____</p> <p>Phone: _____</p> <p>E-mail: _____</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	

Comment No.	Comment	Response
<p>123</p> <p>123a</p> <p>123b</p>	<p>Comment # 123: Sherry Reed</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p>WE DO NOT GAIN anything</p> <p>what is the purpose? If it is because we need a new bridge - then build us a new bridge with all the changing of our town. Simply Re-place the existing one Not the entire North end of our town.</p> <p>Hwy 82 is still a deadly road for our valley even tho CDOT had to bring it to 4-lanes thru Smass Canyon. Big error - most accidents now is thru the traffic goes into a "Backed-Up" 2 lane into Aspen. More lanes did not solve anything or make anything safer. This proposed new bridge will achieve nothing except for traffic to go faster.</p> <p>Optional Information Name: SHERRY REED Address: 2909 Sopris Ave - GWS 81601 Phone: 970 384-0665 E-mail:</p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #123a Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards, and improves the north and south bridge connections. Additional information about the purpose and need of the project is provided in Comment #9b Response. Replacing the existing bridge with an identical new bridge would not correct many of the deficiencies identified in the purpose and need.</p> <p>Comment #123b Response: Please refer to Comment #5dn Response regarding traffic speeds under the Build Alternative. As noted in Section 3.2.2 of the EA, under the Build Alternative, the number of crashes are expected to be reduced by about 35 to 40 crashes per year.</p>

Comment No.	Comment	Response
124	<p>Comment # 124: Treonna Villasenor</p>  <p>Comment Sheet Public Hearing, November 19, 2014</p> <p>Please let us know any comments, questions, or concerns you have about the SH 82/Grand Avenue Bridge Environmental Assessment. Use additional comment sheets if necessary.</p> <p><i>CDOT- Thank you for your hard work on this project and for your further deliberation and consideration for public input. Given the current traffic needs, feeling of the projected numbers to rise, and the reality of a valley with one major access point I would like to see an Environmental Impact Statement for the entire region. Traffic flow is a regional issue affecting every person in the valley from Parachute & Rifle to Aspen. Both as daily commuters and users, as well as the thousands of tourists visiting from all over the world and we need a complete regional transportation solution. The current EA is not sufficient in considering the bigger picture, the scope of the document is not enough. We want an EIS for the entire region that can both address the communities needs and the engineering of the project. I would ask that moving forward we consider all options, including public transportation that can move more people efficiently & affordably in a matter that allows us to grow and adapt without highways and roads taking over the entire valley. I would like to see Public Transportation Priority explored and offered as part of a whole regional solution.</i></p> <p>Optional Information <i>Thank you</i></p> <p>Name: <i>TREONNA VILLASENOR</i></p> <p>Address: <i>304 Elm Ave, Rifle, CO</i></p> <p>Phone: <i>719-660-5205</i></p> <p>E-mail: <i>villasenortreonna@gmail.com</i></p> <p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #124 Response: Please refer to Comment #9f and #13b Responses.</p>

Comment No.	Comment	Response
125	<p>Comment # 125: Linda Holloway</p> <p style="text-align: right;"><i>Hand delivered 12/1/14</i></p>	
125a	<p>This paper, written for the Environmental Assessment, describes some of the problems and failures regarding the Grand Avenue Bridge Project in Glenwood Springs, Colorado; the Colorado Department of Transportation and Jacobs Engineering.</p> <p>CDOT's super-highway bridge and their punch-traffic-through-Glenwood Springs thinking makes a sacrificial lamb of our town for at least the next 50 years.</p>	<p>Comment #125a Response: The proposed project will not result in construction of super highway through Glenwood Springs. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge will not increase volumes or speeds, as discussed in Comment #13b and #21c Responses and Comment #5dn Response, respectively.</p>
125b	<p>1. After well over a year of public and stakeholder meetings, Craig Gaskill of Jacobs Engineering alongside Joe Elsen of CDOT announced that utilities ran under the Grand Avenue Bridge.</p>	<p>Comment #125b Response: CDOT had to approve and permit installation of all utilities under the highway bridge, and, therefore, was aware of these utilities well before start of this project. During project development, CDOT met with utility providers and considered several options to address continued utility service across the river during construction and long term. CDOT determined that relocating utilities to a new pedestrian bridge will be the best solution based on construction phasing, cost, efficiency, and other project needs (see Section 2.2.4 of the EA).</p>
125c	<p>Instead of taking responsibility for this gross oversight, they chose to present this failure as an 'opportunity' to build a new pedestrian bridge. Due to their failure to take the utilities into account, CDOT/Jacobs had to add a new pedestrian bridge to the scope of the project. This new pedestrian bridge will carry the utilities currently carried by the existing vehicular bridge.</p> <p>We don't need a new pedestrian bridge. The pedestrian bridge we have is more than adequate. CDOT's and Jacobs' first order of business should have been an audit of the existing bridge.</p>	<p>Comment #125c Response: As discussed in Section 2.2.4 of the EA, the pedestrian bridge is being replaced because a new pedestrian bridge will be most effective for relocating utilities, improving connections, improving I-70 clearances, improving the grade, improving aesthetics, addressing CDOT's bike and pedestrian policy, and complying with ADA requirements. A new pedestrian bridge was deemed favorable because removal of the pedestrian bridge pier will allow the eastbound I-70 on-ramp to be lengthened to meet current design standards and improve safety.</p>
125d	<p>2. At an early meeting I asked how many seismic monitors were planned and where they would be placed.</p> <p>Seismic monitoring is needed because the Hot Springs are known to be sensitive and because some of the old downtown buildings have dirt foundation walls. Some of these dirt walls have been covered with veneer finishes hiding their true nature.</p> <p>I overheard 'we'll need to do that' and 'should have thought of that'.</p>	
125e	<p>3. One meeting was held on Grand Avenue, at the south side of the bridge. CDOT and Jacobs demonstrated the height and width of the proposed new bridge.</p> <p>They also pointed out the underground pedestrian tunnel planned beneath the bridge between 7th and 8th Streets on Grand Avenue. They stated that an underground pedestrian tunnel was necessary due to CDOT's punch-traffic-through-town Bridge and Access Control Plans. (FYI: At that point, there was to be no pedestrian crossing or left-in/left-out at both 8th and 10th Streets.)</p> <p>Personal safety in a tunnel - especially for women - was an issue for many people.</p> <p>I spoke to a CDOT employee at the site of the eastern entrance to the proposed pedestrian tunnel. I asked about the ADA and the elevators that would be needed at both ends of this pedestrian tunnel.</p> <p>CDOT and Jacobs apparently had not considered the ADA requirements. This pedestrian tunnel was never heard of again.</p>	<p>Comment #125d Response: The study team has considered existing structures and sensitivity of them to construction activities as part of the project planning and design. Construction methods are being developed in coordination with the contractor team to avoid and minimize vibratory effects. Regarding the geothermal resources, the study team has conducted substantial evaluation of geothermal resources in the study area and coordinated this information with existing geothermal users. As a result, the study team developed construction methods to avoid and minimize effects on the geothermal resources.</p>
125f	<p>4. At one meeting, CDOT's Joe Elsen was particularly enthusiastic about a construction method which would reduce the time the bridge would be out of service. This plan placed pre-assembled spans under the existing bridge. The existing bridge's structure would then be dismantled.</p> <p>At least one man was brought in specifically to discuss the mechanics of this idea. Graphics were presented as well, showing how the process would work.</p> <p>Later I asked what had happened to this plan. Very reluctantly I was told that no one had thought about the vertical air space required for the railway right-of-way.</p>	<p>Comment #125e Response: By pedestrian tunnel between 7th and 8th Streets, we assume the commenter is referring to a pedestrian crossing that will be provided under the new highway bridge between 7th and 8th Streets to connect the east and west sides of Grand Avenue. The crossing (which differs from a tunnel) was an idea that was vetted with the public and stakeholders at different meetings and generally supported. When CDOT and the City were considering alternatives at the 8th, 9th, 10th, and 11th Street intersections in downtown as part of the SH 82 Access Control Plan, there was consideration of removing pedestrian crossings from one or both sides (north or north & south) of the 8th Street intersection because the new bridge would provide a nearby crossing. The removal of this</p>

Comment No.	Comment	Response
		<p>crosswalk was eventually dismissed because of the desire to keep the 8th Street intersection access as it exists today. Note that the project will also provide a pedestrian underpass north of the river to cross under the realigned SH 82. Refer to Comment #125j response for more information.</p> <p>Comment #125f Response: Developing design options and concepts, including construction methods and phasing, and then evaluating and screening them, is all part of alternatives analysis and preliminary design, which is a dynamic process. A wide range of options, including construction methods, may be considered and dismissed if it is determined that these options would not be appropriate considering the unique constraints that exist within the study area. While it may be obvious that some options don't work after further evaluation, it's not always obvious before the evaluation is conducted.</p>

Comment No.	Comment	Response
125g	<p>5. CDOT and Jacobs have planned a twisted Gordian knot of roads between N. River Street and 6th Street. (See 'Labyrinth', attached) CDOT plans to purchase private property at this site.</p> <p>I asked how it would be possible to cram that many winding, curving roads into this area. The reply? We haven't figured that out yet.</p> <p>Currently there is one road with five straight lanes between North River and 6th Street. CDOT/Jacobs plan a labyrinth of at least 12 lanes tracing higgledy-piggledy paths.</p>	<p>Comment #125g Response: Refer to Comment #125f Response. The "labyrinth" graphic provided with your comment is an early roundabout concept that attempted to keep all SH 82 traffic in a roundabout at 6th and Laurel, resulting in a three-lane roundabout and other unique design features. This concept was evaluated and dismissed. The Build Alternative is very different than the graphic you provided. The constraints of the project area resulted in a Build Alternative design that in plan/aerial view may appear untraditional. The design still follows a traditional hierarchy of roadway functions and is designed to improve the traffic operations of the interchange area and local access to north Glenwood Springs. A traditional hierarchy of roadway functions relates to how a driver transitions from higher - speed roadways to lower-speed roadways that have more signals and more private accesses. A driver exits the freeway (I-70) to a multi-lane arterial (SH 82). In most jurisdictions, a driver has to then make at least one more turn to the local street system (6th St.) to access local businesses or residences. From the driver's perspective, the I-70 Exit 116 remains as a traditional diamond interchange as it is today, with the addition of signal control for the westbound off ramp. The first signalized intersection on SH 82 north of the interchange (the 6th Street connection) provides local access to north Glenwood Springs, similar to how it does today. Drivers continuing south on SH 82 have a curved bridge rather than a straight bridge. Drivers leaving SH 82 to access north Glenwood Springs approach a roundabout that serves three potential destinations (west 6th Street, Laurel Street, or east 6th Street). Returning to I-70 or SH 82 is a fourth but less likely option from the roundabout for drivers that have just turned off of SH 82.</p> <p>Comment #125h Response: CDOT and American Association of State Highway and Transportation Officials (AASHTO) provide guidelines for roadway design that are used for most roadway projects that are not as tightly constrained as the Grand Avenue Bridge project area. For the Grand Avenue Bridge, the project goals call for a design that is context sensitive which, for this project, means accommodating reasonable traffic flow and truck turning, but not necessarily meeting other design criteria associated with higher speed facilities (e.g., full width shoulders). This context sensitive design approach is common in urban areas and strives to strike a balance between sometimes competing goals (e.g., accommodating vehicles versus minimizing property impacts. Grand Avenue south of 8th Street has 11 foot lanes, on-street parking, no shoulders, and a 25 mph speed limit. At the I-70 end, all traffic must make a right or left turn at 15 mph to 20 mph to enter or exit the I-70 ramps. With these constraining factors, designers never intended to exceed the design level of the constraints at either end. The width of the curved bridge and the curved local connection to/from 6th Street was greatly influenced by the design needs of turning trucks, and by the need to have stopping sight distance for vehicles traveling along a curved roadway.</p>
125h	<p>According to CDOT's Roadway Design manual (See Roadway Design, Table 4-1, attached), each straight lane should be 10' - 12' wide. Curved roads need additional width, otherwise trucks will 'off-track' by driving into neighboring lanes or onto the shoulders.</p> <p>Moreover, a road's shoulders need to be 4'-10' wide on each side. (See CDOT Roadway Design, Table 4-1, attached). There are medians and walls (see #7) to consider as well.</p>	
125i	<p>CDOT/Jacobs have already said the North River Street to 6th Street area will need to be densely signed. For a moment, imagine driving on a highway. Signs on highways are placed at least 1/2 mile in advance of an exit to give drivers time to move into the correct lane.</p> <p>The Des Moines Dept. of Engineering website states there has to be enough time for a driver "to read, understand and make appropriate driving decisions" (att). As to the spacing of signs, they report "too much information too quickly can confuse drivers and result in unsafe decisions and/or actions". MUTCD says the minimal spacing between signs is 200' in rural areas (att).</p> <p>In this knot of roads, there won't be time to see and read a sign, never mind the time and space needed for a driver to change lanes safely, prepare to make a turn, etc. (Attached you'll find one of CDOT/Jacobs own concepts for a simpler road configuration at N. River – 6th Streets.)</p>	
125j	<p>6. CDOT and Jacobs realize that there is no room for the Two Rivers recreational bike/pedestrian path in the already overcrowded area between N. River and 6th Streets.</p> <p>CDOT's and Jacobs' strategy is to excavate a tunnel for the bike/pedestrian path. The plan is for a 121' long, 16' wide cement culvert (that's what they called it – a culvert) for the bike path. It has been established that this will be a crime area. Lights, cameras and – believe it or not – a way for police cars to drive into the bike/pedestrian tunnel have been planned.</p>	
125k	<p>7. In the March 2014 meeting, a document titled "Walls" (attached) was handed out. This map indicates that at least 21 walls are planned due to the bridge project.</p> <p>According to this map, there will be nine walls in the North River Street to 6th Street area. There are four distinct and different sites for walls C, D, E and F between North River and 6th Streets. The legend indicates that each of these walls "retains Grand Avenue".</p> <p>That's interesting. Grand Avenue is on the other side of the Colorado River.</p>	
125l	<p>8. The intimidating size of the bridge – height, width and depth – dropping into the relatively narrow area of Grand Avenue between 7th and 8th has been acknowledged. CDOT/Jacobs know the vehicle noise and light (from headlights) will affect businesses and residences on both sides due to the super-highway nature of their bridge. They have discussed installing a clear barrier (like Plexiglas) to reduce the impact of vehicle noise and light. The ground floor businesses adjacent to the bridge will be in a canyon created by the height, mass and closeness of the bridge. People will find little light, little sense of safety or welcome there.</p>	

Comment No.	Comment	Response
		<p>Comment #125i Response: The design still follows a traditional hierarchy of roadway functions, and following a traditional hierarchy reduces driver decision points and driver confusion (refer to Comment #125g Response for explanation of roadway hierarchy). Signing will be unique for every intersection and its specific needs. The single lane roundabout allows simplified regulatory signing (yield, one-way). This allows directional guidance (white arrows on green signs) to be the primary feature of the roundabout approach signing. The proposed signing is compliant with MUTCD recommendations for roundabout signing. The comment on sign spacing omitted the first part of the sentence “When used in high speed areas.” A sign spacing of 200 feet would be more common on a 45 mph or faster roadway in a rural setting.</p> <p>Comment #125j Response: As discussed in Section 3.18.2 of the EA, a new pedestrian/bicycle path will be provided to connect the existing Two Rivers Park Trail and 6th Street, which will eliminate the need for pedestrians and bicyclists to mix with vehicular traffic, improve the connection between Two Rivers Park and 6th Street, and strengthen the recreational link between Two Rivers Park and the Glenwood Canyon Trail. This connection will include an underpass of SH 82. The connection will start at the existing Two Rivers Park Trail just north of the I-70 underpass at Exit 116, cross the improved westbound I-70 off ramp, and continue north using an underpass/tunnel of the new SH 82/Grand Avenue Bridge alignment just west of the new bridge. To address safety concerns, the underpass design does include safety features such as lighting, good visibility provided at both entrances/exits, and sufficient width to accommodate emergency response vehicles. Separating pedestrians and bicyclists from vehicular traffic, improving bike/pedestrian connectivity, and providing a safe underpass/tunnel are some of the benefits of the Build Alternative.</p> <p>Comment #125k Response: To clarify, retaining walls will be provided north of the river to retain SH 82.</p> <p>Comment #125l Response: The size of the proposed bridge between 7th and 8th Streets will be larger than the existing bridge but will not differ considerably from what now exists. The effects of the larger bridge structure are evaluated in the EA (e.g., see Sections 3.1.2, 3.15.2, and 3.18.2 of the EA). Please note that the shielding proposed to be included along the highway bridge was initially intended to prevent splashback from the bridge, with the added benefit of a small noise reduction. Because it would be clear, it was not intended to reduce headlight glare. Through CDOT’s continued coordination with the City, the shielding was eliminated for a few reasons, such as the Glenwood Springs Historic Commission did not feel that it was consistent with the historic setting of the downtown area, and it would be difficult for the City to maintain and keep the shielding clean,</p>

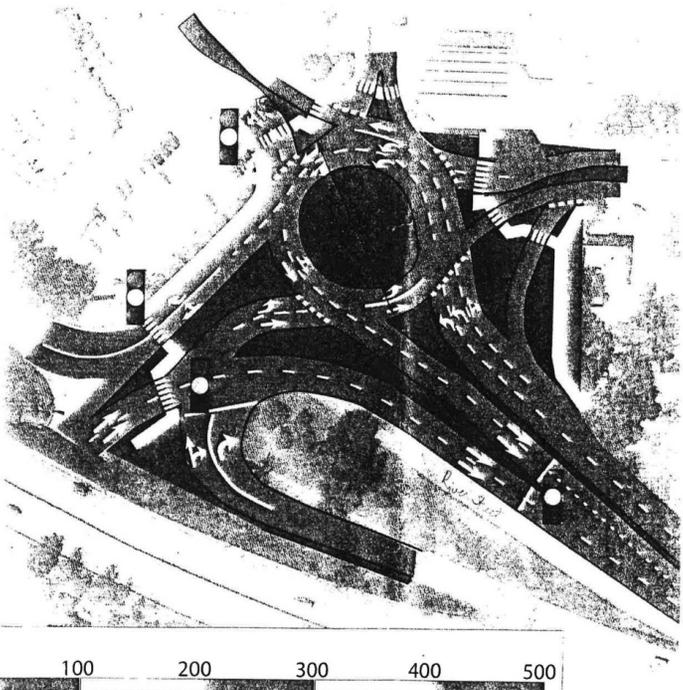
Comment No.	Comment	Response
		<p>especially during winter months. Design of the bridge was modified to the extent that design standards allow to minimize bridge width and impacts, such as narrowing lanes on the southern bridge approach into downtown and eliminating the option for an attached sidewalk on the bridge. Further, aesthetic treatments have been developed for project elements that reflect input and requests from local agencies and the public that the project be consistent with the historic mountain town character of Glenwood Springs. Lastly, the area under the highway bridge at 7th Street includes improvements that will improve the visual quality of the area. This will result in a more inviting and pedestrian friendly setting in this area, resulting in benefits to area businesses and the community. The hardscape and landscape in this area was designed with input from local stakeholders that will provide an area for future neighborhood events, such as farmers' markets, if the City or other organizations wish to promote such activities.</p>

Comment No.	Comment	Response
125 (cont'd) 125m	<p>9. The bridge project will significantly affect businesses in our downtown and on 6th Street.</p> <p>One local CDOT person dismissed this concern saying ‘you have the Meadows’, when the effect of this bridge on local business was discussed. The Meadows is a shopping area across the river (and through the woods...) from Glenwood. It is full of big box stores. It lacks charm or a sense of historic Glenwood. Our historic downtown has local, small businesses.</p>	<p>Comment #125m Response: CDOT has evaluated the economic impacts that will occur as a result of construction of the Build Alternative, which are detailed in Section 3.6.2 of the EA and the <i>Economic Conditions Technical Report</i> prepared for the project. CDOT is committed to minimizing impacts to local businesses during construction to the extent possible. Please refer to the list of mitigation measures in Table 3-2 of the FONSI.</p>
125n	<p>10. Members of the public brought up the idea of moving the bridge a few streets away from its’ current location. CDOT claimed funding was available only for replacing this exact bridge.</p> <p>CDOT’s assertion does not make any sense. CDOT/Jacobs themselves put forward plans that would move the bridge from its’ current Pine to Grand alignment to other streets entirely. They proposed bridge alignments from Laurel to Colorado, Laurel to Cooper, Maple to Grand, Pine to Colorado and Pine to Cooper. The current proposed bridge goes from Laurel to Grand. Laurel is two blocks away from the current Pine Street placement.</p> <p>CDOT’s argument does not hold water; their proposed new bridge alignment is not the same as the existing bridge’s alignment.</p>	<p>Comment #125n Response: Replacement of the Grand Avenue Bridge project is funded through CBE funds. Assuming the commenter is referring to a relocation of SH 82 or bypass, CDOT has stated that CBE funds can only be used for rehabilitation or replacement of “poor” rated bridges and cannot be used for a bypass project. You are correct that several different bridge alignments and alternatives were evaluated, as detailed in Chapter 2 and Appendix A of the EA, which would potentially meet the purpose and need of this project, all of which could be funded through CBE funds.</p>
125o	<p>11. One frustrating thing in dealing with CDOT/Jacobs is that frequently they do not explain their reasoning. At a meeting, several choices are discussed. We discover their choice only when we see a new display board. If asked, they refuse to explain why that particular choice was made. Most often they say ‘that is the decision’.</p>	<p>Comment #125o Response: The study team has attempted to keep the public and stakeholders informed throughout the alternatives analysis and preliminary design processes regarding decisions made and reasons why certain alternatives or options were dismissed. Methods include information placed on the project website, frequently asked questions published in local newspapers and website, and information provided at public meetings and workshops. Also, alternatives and reasons that they were eliminated were detailed in Chapter 2 and Appendix A of the EA.</p>
125p	<p>12. <u>ISSUES WITH THE PROPOSED ROUNDABOUT AT 6TH AND LAUREL</u></p> <p>A. CDOT and Jacobs have planned a roundabout at 6th and Laurel Streets. They have stated many times that roundabouts are safer for vehicles than intersections are. This is not true. The National Cooperative Highway Research Program’s Report 572 (att), states:</p> <p>“In general, roundabouts have improved both overall crash rates and, particularly, injury crash rates in a wide range of settings (urban, suburban and rural) for all forms of traffic control <i>except for all-way stop control (a four way stop) for which no statistically significant difference could be found.</i>” (Italics added).</p>	<p>Comment #125p Response: The citation on safety at an all-way stop is correct. The roundabout concept was developed for this intersection largely because it is a five-legged intersection, which proves problematic for an all-way stop or signalized intersections. Both a signalized and an all-way stop intersection were evaluated for a five-legged intersection, but the unique signal timing needs for the non-standard configuration would cause westbound 6th Street traffic to back into the SH 82 intersection at peak periods. The all-way stop control did not have the capacity for the traffic demand. Another difficulty with signal or all-way stop control is that the fifth diagonal leg of the intersection makes the intersection very wide, almost 120 feet between stop lines. It would be unusual for an all-way stop intersection to be wider than 50 feet.</p>
125q	<p>B. CDOT and Jacobs have repeatedly stated that the roundabout will keep traffic moving at the 6th and Laurel intersection.</p> <p>CDOT’s Roland Wagner said traffic will be reduced by 90% at 6th and Laurel with a new bridge.</p> <p>Jacobs’ Craig Gaskill said traffic will be reduced by 75% at 6th and Laurel with a new bridge.</p> <p>If either of them is correct, there won’t be enough traffic to back up. Thus they cannot justify changing the 4-way stop intersection to a roundabout to ‘keep traffic moving’.</p> <p>CDOT’s and Jacobs’ reasoning for a roundabout is specious. Their argument is baseless.</p>	<p>Comment #125q Response: The existing intersection has about 34,000 daily entering vehicles. With the Build Alternative, about 11,000 vehicles per day will remain at the 6th/Laurel intersection. This will be a reduction of about 68% in traffic at the 6th Laurel intersection. At the PM peak with the higher proportion of traffic on SH 82, the reduction will be closer to 75% during that hour. This</p>
125r	<p>C. <u>Pedestrians and the Roundabout</u></p> <p>a. I spoke with a roundabout expert at the FHA. He stated that 60’ – 100’ away from a roundabout was considered a safe distance for a pedestrian crossing. This means pedestrians will have to walk an additional 120’ – 200’ to cross a street safely.</p>	<p>Comment #125r Response: The existing intersection has about 34,000 daily entering vehicles. With the Build Alternative, about 11,000 vehicles per day will remain at the 6th/Laurel intersection. This will be a reduction of about 68% in traffic at the 6th Laurel intersection. At the PM peak with the higher proportion of traffic on SH 82, the reduction will be closer to 75% during that hour. This</p>

Comment No.	Comment	Response
		<p>represents a substantial volume reduction for the intersection, and, given the constraints of accommodating the 5-legged intersection, the roundabout was determined to be the most favorable design.</p> <p>Comment #125r Response: Several of the citations from NCHRP 672 provided in your comment are taken out of context, and key aspects of the NCHRP guidance are not mentioned. For item b in your comment, the full sentence is “At some roundabouts, it may be desirable to place a crosswalk two or three car lengths....” The primary point of this same discussion in NCHRP 672 is located a few sentences earlier – “A typical and minimum crosswalk setback of 20 feet is recommended. This is the length of one vehicle...” Locations of the crosswalks for the Build Alternative are roughly one car length, but also consider the constraints of the adjacent driveways at Village Inn, Kum & Go, etc. The crosswalk on the north (Laurel Avenue) leg of the roundabout was moved directly adjacent to the roundabout for several reasons: 1) To shorten the pedestrian path and make the pedestrian route more intuitive and less out-of-direction; 2) To reduce impacts to on-street parking and the gas delivery access for Kum & Go; 3) The low traffic volume on Laurel allows more flexibility for the pedestrian crossing, so it can be placed similar to how pedestrians might cross a driveway, directly adjacent to the intersection.</p>

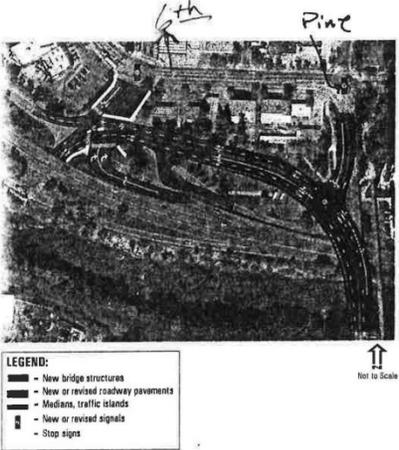
Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p>b. The National Cooperative Highway Research Program’s Report 672, page 6-69 (att) states: “...it may be desirable to place the crosswalk two or three car lengths (45 ft or 70 ft) back from the edge of the circulatory roadway...” (a roundabout) In this case, pedestrians would only have to walk an additional 90’ – 140’ to cross a street.</p> <p>c. This Report 672, pages 6-68 and 6-69 (att) also states: “Pedestrian convenience: Pedestrians desire crossing locations as close to the roundabout as possible to minimize out-of-direction travel. The further the crossing is from the roundabout, the more likely pedestrians will choose a shorter route that may put them in greater danger.” The issue of pedestrian safety (see b above) and the reality that pedestrians will try to shorten their walk (see c) are stated in the same Report 672 (att) – noted on the same pages (6-68 and 6-69). The obvious internal conflict is neither noted nor resolved in any way. CDOT has ‘solved’ the problem of people crossing close to the roundabout. They plan to put up berms forcing people to walk the additional distance. Think cattle chutes.</p>	<p>Comment #125s Response: The berms and fencing along the pedestrian route will help better define that route for all users, and is particularly beneficial for the ADA facilities.</p> <p>Comment #125t Response: The additional walk distance with the Build Alternative for someone starting and ending a journey on the north side of 6th Street is less than 30 feet, or less than 10 seconds of walk time. The additional walk distance for someone starting and ending a journey on the south side of 6th Street is 132 feet, about 30 to 35 seconds of walk time. The out-of-direction travel associated with the south side is because the crossings of the wider and higher volume traffic legs on the south side of the roundabout were intentionally not included in the design. Assuming the concern is the east to west route, for pedestrians walking from 6th Street hotels to/from the pool or downtown, the location of the north-south crosswalks has no impact on the length of the pedestrian route.</p>
<p>125s</p>	<p>d. The additional walk will inconvenience all pedestrians, including visitors staying at hotels on 6th Street. The extra walk to the pool, to whatever is left of downtown, etc. will reduce the convenience these hotels promote.</p>	<p>Comment #125u Response: With the overall reduction in traffic volume at the 6th and Laurel intersection, and the relative small size of the single lane roundabout, it is not anticipated that pedestrian signals will be necessary at this location.</p>
<p>125t</p>	<p>e. The National Cooperative Highway Research Program’s Report 672, page 7-33 (att) states: “Signalized pedestrian crossings may be beneficial at roundabouts...” if there are “high vehicle volumes” or “high pedestrian volumes”. We have pedestrians.</p>	<p>Comment #125v Response: The document attached to your comment appears to be a different earlier version of the 6th and Laurel concept. Bullet 1 – more direct pedestrian connections is correct. Bullet 2 would not be correct for the five legged intersection; it may have been for an earlier option with four legs, which was a version that was eliminated because of property impacts.</p>
<p>125u</p>	<p>f. A CDOT/Jacobs document (att) states that a signal at the 6th and Laurel intersection:</p> <ul style="list-style-type: none"> • Provides more direct pedestrian connections • Provides good traffic operations at 6th and Laurel • Better access to local businesses <p>This intersection issue is one of common sense. A 4-way stop intersection, with push-to-walk buttons for pedestrians tied to stop lights for vehicles is the right answer here.</p>	<p>Comment #125w Response: CDOT and the study team held hundreds of meetings that engaged thousands of individuals over the course of the project. A summary of this public involvement is summarized in Chapter 5 of the EA and detailed in Appendix A of the EA. Those CDOT employees who have been involved in the project and who have the best knowledge of the issues have been willing and open to talk and answer questions, and will continue to do so during project construction.</p>
<p>125v</p>	<p>13. CDOT and Jacobs have both said ‘CDOT people live here. They won’t let anything go in that isn’t good for Glenwood.’ When I have asked different CDOT employees their thoughts on the bridge, they have replied: “We’re not allowed to talk about the bridge”; “I’ll lose my job if I say anything” and the like. So much for the implied CDOT rank-and-file protective oversight.</p>	<p>Comment #125x Response: The alternatives development and screening process was designed to consider and evaluate a range of options. Alternatives were objectively evaluated in a multi-level screening process. Several options were recommended by the public and displayed at public meetings along with other alternatives. Although alternatives provided by members of the public may have appeared impractical or infeasible, they nevertheless went through the evaluation and screening process like other alternatives</p>
<p>125w</p>	<p>14. At an early public meeting, I met two representatives (believe both were with CDOT). I said that some of the bridge designs appeared to me to be unworkable. They looked at each other and said they knew some of the designs would not work, but they wanted the presentation to ‘look full’, with lots of bridge concepts on poster boards. CDOT and Jacobs wasted our time and effort at those public meetings and at our homes as we studied their bridge plans.</p>	

Comment No.	Comment	Response
125 (cont'd)	<p>At the Stakeholders' meeting in March 2014, there were more CDOT/Jacobs employees than members of the public.</p>	<p>Comment #125y Response: One of the goals of public meetings is to provide an opportunity for stakeholders to provide input into the process and the alternatives. Almost every element of the Build Alternative was developed as a result of stakeholder input. The study team advertised all meetings, and as a whole the meetings had good public attendance. The study team also received input from individual meetings, website, small group meetings, letters from stakeholders, booths at multiple Farmers' Markets, booths at Strawberry Days, phone calls, letters to the editor, surveys, City Council public meetings, and various project displays. CDOT recognizes that the project has frustrated some stakeholders as a result of the proposed improvements, but CDOT is also responsible for addressing the known and well documented deficiencies of the existing bridge. The Build Alternative was found to be the best solution for fixing the problems with the bridge.</p> <p>Comment #125z Response: At the beginning of the project CDOT was required to estimate the cost of the project for budgeting purposes. However, at the beginning of the project there was no determination of what the project would be, only the problems that needed to be addressed. Although an outcome of the process could have been a rehabilitated bridge, CDOT assumed the existing bridge would be replaced to modern standards. That assumption is the source of the \$59 million estimate. The NEPA process determined that the best solution was something different than what was assumed for budgeting purposes, namely a new bridge connection on the north end. Although costs were considered in the alternatives process, the Build Alternative resulted in a longer bridge and higher costs. Even so, the construction costs of the Build Alternative are estimated at approximately \$60 million, as presented in Table 2-1 of the EA. Preconstruction costs, such as conducting the NEPA study, design, right-of-way, and utilities, are estimated at an additional \$23 million. Table 2-1 of the EA points out that those preconstruction costs do not include indirect costs associated with CDOT management, administration, etc., or other direct costs associated with procurement and review. At the City Council meeting to which the commenter refers, Mr. Elsen was referring to total project costs when combining these different project elements and given the Build Alternative as actually selected through the NEPA process. This has been clarified in Section 2.3 of the FONSI. Please note that 60 days was targeted as the original goal for the full closure of the highway bridge. Because of challenges in meeting this goal while managing project costs and developing mitigation measures, this duration was revised to approximately 90 days.</p>
125y	<p>Folks in town say "Why bother?", "They'll do whatever they want to" and "They've got City Council in their pocket." Many have just given up. There is deep frustration.</p>	
125z	<p>For years, Joe Elsen of CDOT has said they will under-promise and over-deliver. Yet, at a recent Council meeting, Mr. Elsen admitted that instead of \$59 million and 60 days for the build, the bridge will cost \$110 - \$115 million and take 90 days to build.</p>	
125aa	<p>Frankly, I couldn't believe the initial numbers, and I do not believe the current numbers.</p> <p>City Council's questioning was lackluster about the cost and time frame changes. There was a lack of drilling down and worse, a seeming willingness to accept anything CDOT said. In fact, Council said 'we're in this far...' Thus City Council acquiesced to CDOT's request for \$3 million from the city.</p>	
125ab	<p>The issues, mistakes and failures by CDOT and Jacobs brought to your attention in this paper should not be dismissed, tolerated or excused. Disturbingly, this paper includes only what I am aware of!</p> <p>If you have any lingering faith in the design capabilities of CDOT, let me disabuse you of that notion. I ask you to look at the current southbound entrance to the bridge at 6th and Pine Streets. CDOT changed it from a 4-way stop intersection to a dual-lane curving entrance to the bridge with stop lights. This dual lane turn was executed to increase traffic movement primarily from I-70 to Aspen.</p>	
125ac	<p>Dad and I both laughed wryly as we watched the bound-to-fail CDOT entrance being constructed. We said 'there'll be an accident there the first day'. In fact, we witnessed a rear-end accident the first day CDOT's dual-lane bridge entrance was open.</p> <p>Despite many years and many changes by CDOT, vehicles continue to run that light. I believe that's because CDOT does not accept how people actually drive. A driver is concerned about what he can't see as he rounds that blind corner, conscious of the need to stay within his own lane's curved white lines. Drivers, under the pressure of traffic, can't search for stop lights. (See AASHTO's Intersection Sight Distance, attached.) But CDOT is happy. Traffic is moving. Except when traffic has to stop for an accident.</p> <p>CDOT cannot successfully design this simple portion of an intersection. How on earth can anyone expect CDOT to handle this bridge project?</p>	
125ad	<p>The many tortured lanes proposed between North River and 6th Streets will confuse drivers at the very least. I can imagine people coming to a complete stop as they try to figure out what to do.</p> <p>The proposed roundabout needs to be eliminated.</p>	
	<p>I believe that the bridge's appearance will be downgraded as time and monies will not be available for the niceties. No matter what CDOT promises us.</p> <p>I ask that you do not give in to CDOT. This bridge project will gravely affect Glenwood Springs. Please help us.</p>  <p>Linda Holloway 115 Fifth Street, Glenwood Springs, CO 81601 970-945-6851</p>	

Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p>LABYRINTH the Gordian Knot</p> 	<p>Comment #125aa Response: CDOT is unable to respond to comments regarding the City's actions.</p> <p>Comment #125ab Response: This comment does not pertain to the Grand Avenue Bridge project.</p> <p>Comment #125ac Response: Refer to Comment #125g Response regarding movements through the roundabout and driver decision points. Further, signage will be used to direct drivers to their destination through the roundabout.</p> <p>Comment #125ad Response: CDOT is committed to incorporating the aesthetic treatment and urban design elements in the Build Alternative that have been, and continue to be, vetted with the City and other stakeholders. This commitment is outlined in Section 3.1.4 of the EA that lists the mitigation measures that CDOT is committed to employ to mitigate visual impacts. This is also clarified in Section 4.1 of the FONSI.</p>

Comment No.	Comment	Response																																																																																																
<p>125 (cont'd)</p>	<p style="text-align: center;">CDOT'S ROADWAY DESIGN, TABLE 4-1</p> <p>Cross Section Elements 2005</p> <p style="margin-left: 100px;"><i>Re: lane width Shoulder width</i></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="3">Geometric Design Type¹</th> <th rowspan="3">Pavement Type²</th> <th rowspan="3">No. of Lanes</th> <th rowspan="3">Lane Width (ft.)</th> <th colspan="2">Shoulder Width (min)³ (ft.)</th> <th colspan="3">ROW Width (ft.)</th> <th colspan="2">Bridges and Grade Separations</th> </tr> <tr> <th rowspan="2">Outside</th> <th rowspan="2">Inside</th> <th rowspan="2">Desir.</th> <th colspan="2">Suggested Minimum</th> <th rowspan="2">Desir. Access Control</th> <th rowspan="2">Design Load</th> <th rowspan="2">Clear Rwdy Width</th> </tr> <tr> <th>With Frontage Road</th> <th>Without Frontage Road</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Type AA</td> <td rowspan="3">High</td> <td rowspan="3">6⁴</td> <td rowspan="3">12</td> <td colspan="2" style="text-align: center;">Freeways</td> <td rowspan="3">300</td> <td rowspan="3">275</td> <td rowspan="3">175</td> <td rowspan="3">Full</td> <td rowspan="3">HS 20-44⁶</td> <td rowspan="3">See Note 7</td> </tr> <tr> <td>10⁷</td> <td>10⁸</td> </tr> <tr> <td colspan="2" style="text-align: center;">Arterials</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td>10</td> <td>8⁵</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Type A</td> <td>High</td> <td>4⁴</td> <td>12</td> <td>10</td> <td>4</td> <td>300</td> <td>250</td> <td>150</td> <td>Full⁸</td> <td>HS 20-44⁶</td> <td>See Note 7</td> </tr> <tr> <td>Type B</td> <td>High or Intermediate</td> <td>2^{4,9}</td> <td>12</td> <td>8</td> <td>10¹⁰</td> <td>250</td> <td>250</td> <td>150</td> <td>See Note 8</td> <td>HS 20-44⁶</td> <td>See Note 7</td> </tr> <tr> <td>Type C</td> <td>Intermediate</td> <td>2</td> <td>11 12</td> <td>6¹¹</td> <td></td> <td>120</td> <td></td> <td>60</td> <td>See Note 8</td> <td>HS 20-44⁶</td> <td>See Note 7</td> </tr> <tr> <td>Type D</td> <td>Low</td> <td>2</td> <td>10 11</td> <td>4</td> <td></td> <td>100</td> <td></td> <td>60</td> <td>See Note 8</td> <td>HS 20-44⁶</td> <td>See Note 7</td> </tr> </tbody> </table> <p>1. "Types" refers to details shown on Figures 4-1 through 4-5. 2. Pavement Types: High: Portland Cement Concrete or Bituminous Pavement (5"). Intermediate: Bituminous Pavement (3" to 5") Low: Bituminous Pavement (3") <i>Note: When comparative estimates indicate that a higher surface type can be constructed for a cost approaching the cost of lower surface type, the higher type shall be used.</i> 3. Shoulder widths may not apply when roadway has curb and gutter, speed-change lanes, etc. 4. See Highway Capacity Manual (4). 5. When truck traffic exceeds 250 DHV, shoulders for freeways will be 12 feet and inside shoulders of arterials will be 10 feet. 6. Alternate loadings for two 24,000-pound axles shall be used where applicable on the Interstate. 7. Bridge widths will be determined in accordance with requirements set forth in the latest revision of the PGDHS (3), Standard Specifications for Highway Bridges (5) and CDOT Standard Plans - M & S Standards (2). Special cases will be subject to consideration by the CDOT Staff Bridge Engineer. 8. To be decided on an individual project basis. Interstate requires full access control. 9. Climbing lanes should be provided in accordance with 3.3.5 of this Guide. 10. Minimum 10' shoulder should be used when DHV exceeds 400, except in mountainous terrain where the 8' minimum shoulder will remain standard for DHV over 400. 11. Minimum 3' paved shoulder with 3' gravel shoulder.</p> <p>For median widths, see chapter for the specific classification of roadway For maximum grades, see chapter for the specific classification of roadway. For minimum radius of curve, refer to the CDOT "M" Standards and 3.2.3.2 of this Guide.</p> <p style="text-align: center;">Table 4-1 Geometric Design Standards</p>	Geometric Design Type ¹	Pavement Type ²	No. of Lanes	Lane Width (ft.)	Shoulder Width (min) ³ (ft.)		ROW Width (ft.)			Bridges and Grade Separations		Outside	Inside	Desir.	Suggested Minimum		Desir. Access Control	Design Load	Clear Rwdy Width	With Frontage Road	Without Frontage Road	Type AA	High	6 ⁴	12	Freeways		300	275	175	Full	HS 20-44 ⁶	See Note 7	10 ⁷	10 ⁸	Arterials						10	8 ⁵						Type A	High	4 ⁴	12	10	4	300	250	150	Full ⁸	HS 20-44 ⁶	See Note 7	Type B	High or Intermediate	2 ^{4,9}	12	8	10 ¹⁰	250	250	150	See Note 8	HS 20-44 ⁶	See Note 7	Type C	Intermediate	2	11 12	6 ¹¹		120		60	See Note 8	HS 20-44 ⁶	See Note 7	Type D	Low	2	10 11	4		100		60	See Note 8	HS 20-44 ⁶	See Note 7	
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Type A	High	4 ⁴	12	10	4	300	250	150	Full ⁸	HS 20-44 ⁶	See Note 7																																																																																							
Type B	High or Intermediate	2 ^{4,9}	12	8	10 ¹⁰	250	250	150	See Note 8	HS 20-44 ⁶	See Note 7																																																																																							
Type C	Intermediate	2	11 12	6 ¹¹		120		60	See Note 8	HS 20-44 ⁶	See Note 7																																																																																							
Type D	Low	2	10 11	4		100		60	See Note 8	HS 20-44 ⁶	See Note 7																																																																																							

Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p><i>from the Des Moines Department of Engineering website dmgov.org</i></p> <p>Sign spacing is based on how much time drivers need to read the signs The spacing between signs is determined by the vehicle speed necessary for drivers to have <u>enough time</u> to read, understand, and make appropriate driving decisions. Too much information too quickly can <u>confuse drivers and result in unsafe decisions and/or actions.</u></p> <p>Chapter 2D - MUTCD 2009 Edition - FHWA</p> <p>09 <i>Destination signs should be used:</i></p> <p>A. <u>At the intersections of U.S. or State numbered routes with Interstate, U.S., or State numbered routes; and</u></p> <p>B. <u>At points where they serve to direct traffic from U.S. or State numbered routes to the business section of towns, or to other destinations reached by unnumbered routes.</u></p> <p>Chapter 2D - MUTCD 2009 Edition - FHWA</p> <p>Section 2D.40 Location of Destination Signs</p> <p><i>Guidance:</i></p> <p>01 <u>When used in high-speed areas, Destination signs should be located 200 feet or more in advance of the intersection, and following any Junction or Advance Route Turn assemblies that might be required. In rural areas, the minimum distance between a Destination sign and either an Advance Route Turn assembly or a Junction assembly should be 200 feet.</u></p> <p><i>Option:</i></p> <p>02 <u>In urban areas, shorter advance distances may be used.</u></p>	

Comment No.	Comment	Response
<p>125 (cont'd)</p>	<p>A different idea from CDDT/Jacobs for the entrance/exit to their new bridge.</p>  <p>This is better than their Gordian Knot. This would work without the "T" from the bridge to Pine.</p>	