

Appendix A

Comments and Responses

Comment Index

This appendix contains agency and public comments received on the SH 82/Grand Avenue Bridge Environmental Assessment during the 60-day comment period (October 31, 2014 through December 31, 2014). Agency comments are presented first, followed by public comments received at the November 19, 2014 public hearing (including verbal and written comments), and other written public comments received during the comment period. Note that letters to the editor printed in local newspapers were not considered comments submitted on the Environmental Assessment (EA), unless the letter was also submitted to the Colorado Department of Transportation (CDOT) as official comment on the EA. Responses are provided beside each comment.

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Comment No.	Comment	Response
<p>1</p>	<p>Comment # 1: U.S. Fish and Wildlife Service, Susan C. Linner, Colorado Field Supervisor</p> <div style="display: flex; justify-content: space-between; align-items: center;">  <div style="text-align: center;"> <p>United States Department of the Interior</p> <p>FISH AND WILDLIFE SERVICE COLORADO FIELD OFFICE/LAKEWOOD P.O. BOX 25486, DENVER FEDERAL CENTER DENVER, COLORADO 80225-0486</p> </div>  </div> <p>IN REPLY REFER TO: ES/CO: CDOT TAILS: 06E24000-2015-TA-0071</p> <p style="text-align: center;">NOV 12 2014</p> <p>Eva LaDow Federal Highway Administration 12300 West Dakota Avenue, Suite 180 Lakewood, Colorado 80228</p> <p>Dear Ms. LaDow:</p> <p>Based on the authority conferred to the U.S. Fish and Wildlife Service (Service) by the Fish and Wildlife Act of 1956 (916 U.S.C. 742(a)-754); Fish and Wildlife Coordination Act (FWCA - 16 U.S.C. 661-667(e)); National Environmental Policy Act of 1969 (NEPA - 42 U.S.C. 4321-4347); Department of Transportation Act (49 U.S.C. 1653(f)), and; Endangered Species Act of 1973, as amended (ESA - 50 CFR §402.14), as well as multiple Executive Orders, policies and guidelines, and interrelated statutes to ensure the conservation and enhancement of fish and wildlife resources (e.g., Migratory Bird Treaty Act (MBTA - 16 U.S.C. 703), and Bald and Golden Eagle Protection Act (BGEPA - 16 U.S.C. 668)), the Service reviewed your October 28, 2014, Glenwood Springs SH82/Grand Avenue Bridge Environmental Assessment.</p> <p>On December 9, 2013, we agreed that the project is not likely to impact any federally listed species (06E24000-2014-I-0126). However, we also noted that should project plans change or if additional information regarding listed or proposed species becomes available, this determination could be reconsidered under the ESA. We request that prior to project construction, please contact the Colorado Field Office to request a review and extension. We appreciate your submitting this report to our office for review and comment. If the Service can be of further assistance, please contact Alison Deans Michael of my staff at (303) 236-4758.</p> <p style="text-align: center;">Sincerely,  Susan C. Linner Colorado Field Supervisor</p> <p>cc: CDOT, HQ (Jeff Peterson) Michael</p> <p><small>Ref: Alison\My Documents\CDOT 2007+Region 3\Grand_Ave_Glenwood_Springs_SH82-Grand_Ave_bridge_EA_comments.docx</small></p>	<p>Comment #1 Response: The Colorado Department of Transportation (CDOT) will continue to coordinate with the U.S. Fish and Wildlife Service (USFWS) as requested throughout final design and construction.</p>

Comment No.	Comment	Response
2	<p>Comment # 2: Garfield County, John Martin, Chair Board of County Commissioners</p>  <p>November 20, 2014</p> <p>Mr. Joseph Elsen Colorado Department of Transportation 202 Centennial Street Glenwood Springs, Colorado 81601</p> <p>RE: SH 82/Grand Avenue Bridge Environmental Assessment</p> <p>Dear Mr. Elsen:</p> <p>On November 10, 2014 the Garfield County Board of County Commissioners ("Board") met to review the State Highway 82/Grand Avenue Bridge Environmental Assessment. Based on the Board's review, the Board would like to express its support for the EA's preferred alternative. In addition, the County would like to restate their commitment for financial support in the amount of \$3million for the funding of a portion of the planned pedestrian improvements. The County looks forward to seeing this project move forward in the near future.</p> <p>Respectfully,</p>  <p>John Martin, Chair Board of County Commissioners</p>	<p>Comment #2 Response: Comment noted.</p>

Comment No.	Comment	Response
<p>3</p>	<p>Comment # 3: Colorado Parks and Wildlife, Ron D. Velarde, Northwest Regional Manager</p>  <p>November 21, 2014</p> <p>Joe Elsen, P.E. Colorado Department of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p>RE: Grand Avenue Bridge Environmental Assessment</p> <p>Dear Mr. Elsen,</p> <p>Colorado Parks and Wildlife (CPW) has reviewed the Environmental Assessment prepared for the State Highway 82 Grand Avenue Bridge replacement project. CPW staff has been involved throughout the planning phase of the project and has commented on the proposed timeline. We appreciate the opportunity to provide input on this important project for the town of Glenwood Springs.</p> <p>CPW would like to reiterate the following recommendations previously conveyed, and provide a few additional best management practices to help avoid, minimize, and mitigate the effects of the project on local wildlife and fish species:</p> <ul style="list-style-type: none"> • Conduct all in-stream work, including the installation of causeways and removal of existing bridge piers, within CPW's recommended timing window of August 15 to September 30 to avoid impacts to spawning fish species. • Avoid constructing areas where fine sediment will accumulate to avoid creating habitat for tubifex worms, a host of the whirling disease parasite. • Consider armoring causeways to protect against erosion during the spring run-off period. • Utilize BMPs to minimize the release of sediment downstream for all disturbances within the ordinary high water mark. CPW recommends the use of coffer dams to "work in the dry" with appropriate measures to minimize sediment flushes while removing the dams. • Disinfect all equipment that will be used in the river before and after it is moved onsite. Follow Senate Bill 40 guidelines as indicated in the EA. • Remove the existing bridge structures which contain cliff and barn swallow nests outside of the nesting period to avoid destruction of occupied nest sites, or utilize another method in compliance with the Migratory Bird Treaty Act. • Obtain fill material for causeway construction from a certified weed free source which is also free of any chemical contaminants. • Consult with local fishing and river guides and outfitters to coordinate periods of river closures to minimize the impacts on individual recreationists and businesses. • Remove non-native vegetation within the general area of the project including tamarisk and other state identified noxious weeds.  <p><small>Bob D. Benschid, Director, Colorado Parks and Wildlife • Parks and Wildlife Commission: Robert W. Bny • Chris Castilian, Secretary • Joanne Home Bill Kane, Chair • Gaspar Perricone • Dale Pizal • James Pribyl • James Vigil • Dean Wingfield • Michelle Zimmerman • Alex Zipp</small></p>	<p>Comment #3 Response: CDOT provided the following response letter to the Colorado Parks and Wildlife:</p>  <p>January 13, 2015</p> <p>Ron D Velarde Northwest Regional Manager Northwest Regional Office 711 Independent Avenue Grand Junction, CO 81505</p> <p>RE: Grand Avenue Bridge Comments</p> <p>Dear Mr. Velarde:</p> <p>Thank you for your November 21, 2014 comment letter. CDOT intends to incorporate most of your recommendations into the Grand Avenue Bridge Replacement project. Specifically, we will construct the causeway to minimize sediment plumes and will include contract provisions that are aimed at managing the spread of invasive aquatics, noxious weeds, and to comply with Migratory Bird Treaty Act requirements.</p> <p>We will not be able to incorporate two of your recommendations. An improved river access point for recreationists is not currently in our scope of work and while we support the notion of improved river access we do not consider it practical to add this type of activity to the bridge replacement project. It is outside of the purpose of the project and is further complicated by the need to cross the Union Pacific Railroad (UPRR) to gain river access. The UPRR is an operating railroad at this location and is also a historic property that is protected by the National Historic Preservation Act of 1966 and Section 4(f) of the Department of Transportation Act of 1966. The latter requires avoiding use of the property unless there are no prudent and feasible alternatives.</p> <p>The second item we will not be able to accommodate is the recommendation to conduct all in-stream work during a timing window of August 15 to September 30. We were in the process of working out a new timing window with your staff at the time your letter was received. The reasons we will not be able to adhere to that recommendation are as follows:</p> <ul style="list-style-type: none"> • Our contractor estimates we will need one month to install the north causeway, and the same time frame for the south causeway, which is a total of 2 months of in-stream work and exceeds the recommended 45 day timing window. • It is our goal to complete the project in two years. The recommended timing window would place constraints on construction activities in the river and will add time to the duration of the overall construction schedule. It is likely that one full year could be added to the project, which would increase impacts to roadway users. These constraints would also increase the overall cost of the project due to extended overhead, standby-time, and project contract administration costs. <p>In this instance, CDOT proposes a broad in stream work period that would avoid the spring trout spawning and high runoff period from March 1st and June 30th and allow work outside of that period. In any case, impacts during construction and removal of the causeways and the permanent restoration of the river banks will be minimized through application of Best Management Practices contained in CDOT's Revised 250 Specification for Sediment and Water Control. As design of the causeway continues to progress, CDOT and the Contractor will continue to reduce the footprint of the causeway to minimize in-stream impacts. We currently anticipate the overall area in the river for both causeways to be approximately 1.5 acres or less.</p> <p>222 South 6th St, Rm 317, Grand Junction, CO 81501-2769 P 970.683.6250 F 970.683-6227 www.coloradodot.info</p> 

Comment No.	Comment	Response
<p>3 (cont'd)</p>	<p>Additionally, CPW has proposed that CDOT explore two other possibilities during project planning to help mitigate the impacts of construction and increase opportunities for angling and recreation in the town of Glenwood Springs. First, an improved river access point on the south side of the river would provide anglers and river users with increased access. Project representatives indicated earlier that this would depend on permission from Union Pacific Rail Road and agreed to explore the option further. If possible, CPW still feels this would be an important addition to the proposed project. Second, there appears to be an opportunity to create/enhance trout habitat within the Colorado River by utilizing the removed boulders around the existing piers. CPW staff is available to help identify locations and strategies for constructing fish habitat structures in the river channel.</p> <p>Colorado Parks and Wildlife appreciates the opportunity to provide input on this project and the applicant's desire to maintain Colorado's fish and wildlife resources. If there are any questions or needs for additional information do not hesitate to contact Land Use Specialist, Taylor Elm at (970) 947-2971 or District Wildlife Manager, Dan Cacho at (970) 456-7003.</p> <p>Sincerely,</p> <p><i>Ron D. Velarde</i></p> <p>Ron D. Velarde, Northwest Regional Manager</p> <p>Cc. Mike Vanderhoof, CDOT Planning and Environmental Manager Perry Will, Area 8 Wildlife Manager Dan Cacho, District Wildlife Manager Kendall Bakich, Aquatic Biologist Taylor Elm, Land Use Specialist File</p>	<p>The total work time in the river for causeway installation and removal is estimated to be approximately three months over a two-year period. It will be very difficult to make an August 15-September 30 in-stream work period work due to a complex set of constraints not only for constructability, but our commitments to local business owners to close the bridge during the off season when few tourists are in town. Allowing CDOT a broader window would be extremely helpful for our agency to achieve the schedule and to minimize impacts to all resources.</p> <p>We appreciate your agency's participation in the development of this project and plan to continue to involve you for input as we move into construction. We would appreciate a response if any of the information in this letter is not acceptable or requires additional discussion.</p> <p>Sincerely,</p> <p><i>Michael E. Vanderhoof</i></p> <p>Michael Vanderhoof Region 3 Planning and Environmental Manager</p> <p>Copies Perry Will Kendal Bakich Taylor Elm Dan Cacho</p> <p>222 South 6th St, Rm 317, Grand Junction, CO 81501-2769 P 970.683.6250 F 970.683-6227 www.coloradodot.info</p> 

Comment No.	Comment	Response
4	<p>Comment # 4: Glenwood Springs Chamber Resort Association, Michael K. McCallum, Board Chair</p>  <p>December 16, 2014</p> <p>Joe Elsen, PE Colorado Department of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p>RE: SH 82/Grand Avenue Bridge Environmental Assessment</p> <p>Dear Joe:</p> <p>This letter is written on behalf of the Glenwood Springs Chamber Resort Association (GSCRA) Board of Directors in support of the Grand Avenue Bridge Environmental Assessment (EA).</p> <p>There is no doubt that the past three years of work and public comment have taken a great deal of thought and energy on the part of CDOT and the community. With this arduous task behind us, we now strongly urge CDOT to move forward with both the Grand Avenue Vehicular Bridge and Pedestrian Bridge. We feel any delays would cause complications and make these projects more expensive.</p> <p>The GSCRA's support for the EA and the subsequent projects recognizes the following advantages for the city:</p> <ul style="list-style-type: none"> • A safer bridge; • The development of more real estate within a limited downtown footprint, i.e., under the bridge, 6th Street, 7th Street; • A more pedestrian and bike friendly town for visitors and locals; • The opportunity to make our city entryway more welcoming; • A place to create more shopping districts/village centers within the 6th Street area. <hr/> <p>Glenwood Springs Chamber Resort Association 802 Grand Avenue / PO Box 1238 GLENWOOD SPRINGS, CO 81602 Phone: 970.945-5002/ Fax: 970.945.1531 marianne@glenwoodchamber.com / www.glenwoodchamber.com</p> 	<p>Comment #4 Response: Comment noted. CDOT looks forward to continued coordination with the Glenwood Springs Chamber Resort Association as the project progresses. CDOT concurs with the project benefits listed in the comment letter. These benefits have been identified in the EA.</p>

Comment No.	Comment	Response
4 (cont'd)	<p>It is our hope you will consider our perspective in evaluating the EA comments. We know there are challenges ahead, but the GSCRA is ready to aggressively work with the community and local leadership to help us all through the construction period.</p> <p>Sincerely,</p>  <p>Michael K. McCallum Board Chair</p>	

Comment #	Comment	Response
<p>5</p> <p>5a</p> <p>5b</p> <p>5c</p>	<p>Comment # 5: City of Glenwood Springs, Leo McKinney, Mayor</p> <div style="text-align: center;">  <p>CITY OF GLENWOOD SPRINGS CITY COUNCIL 101 WEST 8TH STREET GLENWOOD SPRINGS, COLORADO 81601 PHONE: (970) 384-6408 FAX: (970) 928-0980</p> </div> <p>December 15, 2014</p> <p>Joe Elsen, P.E. Colorado Department of Transportation 202 Centennial Street Glenwood Springs, CO 81601</p> <p>RE: City Council Comments on Grand Avenue Bridge Environmental Assessment</p> <p>Dear Joe:</p> <p>This letter and the attachments comprise the City of Glenwood Springs comments on the Grand Avenue Bridge Environmental Assessment (EA) Document. The City would like to thank the CDOT for the additional comment period provided the community. As you are aware, the Grand Avenue Bridge Project will affect the look and feel of Glenwood Springs for many years to come and it is important that the project be the very best that can be done. As a destination resort community, the look and feel of the historic downtown is important to the long term economic prosperity of the community. The project provides local, regional and statewide facilities to transport goods and people from around the State into the Roaring Fork Valley by various modes of transportation. It is important that the project be constructed to minimize the impact on the community during construction and provide a safer and more efficient means to get across the Colorado River.</p> <p>As you are aware, the City Council passed Resolution 2011-22 in support of working collaboratively with the State to complete the Grand Avenue Bridge Project. Since that time, the City and State have worked collaboratively to ensure the State's goals and the City's goals would be met. The City Council and the CDOT representatives have met numerous times to discuss issues related to the project. The Glenwood Springs City Council supports the Grand Avenue Bridge Project that we have been collaboratively working on for the past three years; however, the City Council does not support the Grand Avenue Bridge Project that is defined with the EA document. The Council believes the project defined within the EA document does not reflect your apparent intentions or the City Council's expectations. It does not accurately reflect the impact on the visual or historic character of the Downtown, it does not reflect the State's commitments to the community, and it does not reflect the needs of the CDOT from the City or the region to construct this project.</p> <p>The following points address some of the major concerns of the Council regarding the EA document. Other comments can be found within the attachments.</p> <p>On page 3-8 of the Document, "Build Alternative design would include aesthetic treatment to blend with the historic and mountain context of the study area (illustrations of aesthetic treatments are in Section 3.14). However visual impacts were assumed to have a concrete (or neutral) color with no design enhancements, such as earth-tone finishes and texture".</p>	<p>Comment #5a Response: CDOT understands the City's concerns. The Build Alternative meets the purpose and need of the project, meets current design standards, and includes aesthetic treatments and urban design elements that reflect the city's historic mountain town character and stakeholder input. Chapter 3 of the EA evaluates construction period impacts in detail and includes mitigation measures to reduce construction impacts.</p> <p>Comment #5b Response: The commenter indicates that the project does not meet CDOT's intentions or the City's expectations. Chapter 1 of the EA defines the purpose and need of the project, which was developed taking into consideration public scoping comments and adopted planning documents. The public, agencies, and City of Glenwood Springs have all provided meaningful input into the project's purpose and need.</p> <p>Please refer to Comment #5c Response for more information about the visual impact analysis. 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 stakeholders. This commitment is outlined in Section 3.1.4 of the EA page 3-16, "CDOT has and will continue to work with stakeholders to identify opportunities for aesthetic treatments in the design of the bridge, roadway, and sidewalk elements to reflect the materials and architectural style of Glenwood Springs' small town character and historic structures." Those measures have guided the study team and stakeholders in the development of aesthetic treatments and urban design elements of the Build Alternative and will continue to provide guidance as final design of the Build Alternative progresses. Preliminary and final design of aesthetic treatments and urban design elements has been an ongoing and evolving process. The EA is a snapshot in time – it cannot be continually updated as design decisions continue to be made, otherwise an EA could never be completed. Therefore, as design proceeded and decisions were made concerning aesthetics as the EA was being prepared, CDOT refrained from including such specifics in the EA. This does not mean that CDOT lacks commitment to include these design elements; rather, it indicates CDOT's commitment to provide for stakeholder input and flexibility in ongoing design decision making. The City of Glenwood Springs and other stakeholders may request changes to previous decisions as final design continues; and leaving such specifics out of the EA allows the continued flexibility to make such changes. The mitigation measures listed in the EA will continue to guide the design process. That being said, in response to previous concerns voiced by the City, CDOT included more specifics in the EA with renderings showing current aesthetic treatments and design decisions. To allow for continued flexibility in design decisions, as described above, the EA contained the statement that "a preliminary level of design is shown and is subject to modification."</p>

Comment #	Comment	Response
		<p>In response to the City’s request for further detail, please refer to Section 4.1 of the Finding of No Significant Impact (FONSI), which provides additional detail regarding aesthetic treatment and design element decisions, as well as updated project renderings. Again, to allow for continued flexibility in design decisions made beyond the NEPA phase, the FONSI includes the statement that the list of design elements listed is not all inclusive and minor variations could occur depending on continued consultation with the City and other stakeholders during the ongoing final design process.</p> <p>Comment #5c Response: The assessment of visual impacts was made based on project elements having a concrete (or neutral) color for assessing overall scale and mass. It also considered inclusion of mitigation measures and aesthetic treatments developed with stakeholder input, as illustrated in the EA. As stated in Section 3.1.3 of the EA, page 3-15: “Based on the visual quality ratings for each of the selected viewpoints, the study team determined that, with implementation of mitigation measures outlined in Section 3.1.4 of the EA, the Build Alternative will result in a moderate visual change. A moderate visual change means that a moderate negative change to the visual resource with moderate viewer response will occur, and that the visual impact can be mitigated within five years using the conventional practices described in Section 3.1.4 of the EA. Therefore, the study area’s overall existing visual quality will remain Moderately High after construction of the Build Alternative.”</p>

Comment #	Comment	Response
5 (cont'd)	<p>December 18, 2014 Page 2 of 3</p>	
5c (cont'd)	<p>It appears in the Document that the visual assessment was based on neutral color or grey concrete forms. It is a significant underestimation of visual impact if that is true. Attached is the City's estimation of what the bridge would look like with grey concrete form traveling west to east on I-70. If this is the State's basis for analyzing visual impact, the Council does not agree that the overall visual impact remains unchanged or is improved. The Council also questions why further analysis from different perspectives was not done. It appears the State used visual perspectives that minimized the potential negative public perception. For example, the most impacted view is likely from the North side of the Bridge looking south back towards downtown. This was not assessed, but was acknowledged as being heavily impacted.</p>	<p>In response to a previous City request, CDOT included a rendering in the EA of the new Grand Avenue bridge from the west side of the bridge looking east (see Table 3-5). This rendering has been updated to reflect more current bridge design (see Section 4.1 of the FONSI). Preparing visual simulations and renderings is costly and, as explained in Section 5.4 of the <i>Visual Impact Assessment Report</i>, it is not feasible to analyze all views from which the project will be seen. Therefore, it is necessary to select key viewpoints to represent the visual effects of the project. The "Hot Springs/I-70 Traveler Viewpoint" was identified as a representative view of a number of viewer groups, including I-70 travelers. Changes in visual quality for this viewpoint were felt to be representative of the changes in visual quality that will be experienced by both westbound and eastbound I-70 travelers, in terms of vividness, intactness, and unity. This methodology is consistent with guidance from the Federal Highway Administration (FHWA), including <i>Visual Impact Assessment for Highway Projects</i> (FHWA 1988).</p> <p>Renderings are not required to evaluate visual impacts. Although the EA did not provide a rendering of views from residents north of the river looking toward the project, the impact analysis did consider and document changes to these views in the visual quality rating. Views from second story residences were considered a worst-case scenario for views from north of the river looking south because of their proximity to the project. This is summarized in Table 3-5 of the EA, and detailed in Sections 5.3.2 and 6.2.1 of the <i>Visual Impact Assessment Report</i>.</p> <p>Comment #5d Response: Refer to Comment #5b Response regarding CDOT's commitment to include aesthetic treatments and urban design elements that have been developed and are currently being developed in the Build Alternative.</p> <p>Comment #5e Response: Landscaping shown in the visual simulations was based on design concepts at the time. The need for permanent removal of the street trees along Grand Avenue was not yet known. A brief updated visual impact analysis based on this changed impact is provided in Section 4.2 of the FONSI.</p> <p>Comment #5f Response: CDOT appreciates the City's financial contribution to the project, as well as other contributions made from local governments and other state sources. Local government commitments were made as the EA was being completed and therefore not mentioned in the EA. Section 2.3 of the FONSI notes these contributions and provides additional information about project funding. Landscaping included in the project at the present time consists of native seeding and mulching, and conduits for future irrigation. Design, construction, and maintenance of more extensive landscaping within the project area may be provided by the City and/or the DDA. This will be determined through CDOT's continued coordination with the City and DDA. This is clarified in Section 4.1 of</p>
5d	<p>The CDOT has indicated that overall long term visual impact will be improved based on aesthetic treatments, yet there are no specific commitments contained in the document for these treatments. The CDOT only commits to discussing and identifying these treatments. This does not reflect the commitments the CDOT has made to the community or the CDOT's collaborative process where the independent task force (ITF) has already identified a range of acceptable architectural treatments (attached). The ITF and the Council have indicated a strong preference for the use of natural materials, and color palettes consistent with the historic character of the community. The CDOT has indicated they will use these materials. The Council questions why this commitment is not included in the EA.</p>	
5e	<p>The visual analysis does not acknowledge that the trees along Grand Avenue between 7th and 8th Street must be removed and cannot be replaced in the same locations. The Council does not agree that the visual experience from the corner of 8th and Grand Avenue remains largely unchanged without these trees.</p>	
5f	<p>On 9/9/2014, the Glenwood Springs City Council and Garfield County Board of Commissioners held a special meeting to hear a request from the CDOT for funding for the Grand Avenue Bridge Project. The City Council also understands the CDOT made a request of the region, through the IMPTR, for \$3.3 million dollars for the Grand Avenue Bridge Project. The CDOT also has requested funding from Pitkin County and Eagle County. The request from the City and Garfield County was for \$6 million dollars, and was a result of the costs of the project being in excess of the original budget of \$60 million dollars. The City learned publically at that time that the project does not include any replacement landscaping. The CDOT indicated that an intergovernmental agreement would be needed for use of local funds. The Council questions why the EA document does not reflect what the CDOT is responsible for and the budget to fulfill these responsibilities. Another example is the removal of the public restroom under the existing bridge. The CDOT has no plans to replace this public facility.</p>	
5f	<p>The Council believes these items should be mentioned in the document so the public better understands the project. If outside funding is needed to complete the project including the mitigation, the document should reflect these partnerships. In summary, why does the document not reflect what the CDOT is actually doing or not doing, and why does the document not accurately reflect the budget? If the document is accurate, it seems to the Council it only reflects construction of a grey or neutral color bridge with natural forms and without any mitigation or mitigation inconsistent with the representations made by the CDOT to the community.</p>	
5g	<p>The EA document suggests that the CDOT will use all of the City's Streets and right of way without any mention of the need to obtain consent from the City. This includes 7th Street, Midland Avenue between exit 114 and the 27th Street Bridge, and streets in downtown. Three of the affected areas are outside of the study area, but nonetheless, these areas will be impacted. Of significant concern to the City Council is the plan of use of the City's right of way with the construction of a new parking lot at the location of existing bridge, which effectively privatizes the area, without any consent of the City. The Council</p>	
<p><i>Note: Format of above comment letter page was slightly modified: one paragraph was split up so that comment lettering for discrete comments within that paragraph could be made more clear.</i></p>		

Comment #	Comment	Response
		<p>the FONSI. Also, CDOT has coordinated with the City of Glenwood Springs regarding replacing the existing public restroom under the bridge. The construction of the restroom will be completed by the City. This will be included the Intergovernmental Agreement (IGA) between the City and CDOT and is part of the City funding for the project. Please refer to Comment #5b regarding CDOT’s commitment to include aesthetic treatments and urban design elements that have been developed and are currently being developed for the Build Alternative.</p> <p>Comment #5g Response: CDOT has the responsibility to secure adequate property interests needed to support this project. CDOT understands there are ownership claims by both the City and the Hot Springs Lodge & Pool (HSLP) to the existing Grand Avenue right-of-way; however, this is a legal matter rather than a transportation or environmental issue. Property interests of the City and those of the HSLP necessary for the project are to be addressed by agreements with each party and CDOT.</p> <p>Throughout project development, the City has been most cooperative in consenting to the use of their City streets and right-of-way to build the project. An agreement with the City to formalize their concurrence for use of their right-of-way for the project; to acknowledge CDOT’s rights as to the proposed new State Highway (SH) 82 Bridge, roadway, and pedestrian bridge lying within the City’s right-of-way; and concurrence to replace and expand surface parking was tendered to the City on December 18, 2014.</p> <p>An agreement to be developed in accordance with the Code of Federal Regulations (CFR) Title 49, Part 24 Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, as well as Colorado statutes, policies, and procedures, will be tendered to HSLP to acquire interests that HSLP has, or may have, in property necessary for the project.</p> <p>CDOT included in-kind replacement parking as part of the project to mitigate an adverse effect on the current use of a portion of Grand Avenue right-of-way by the HSLP. Due to the proposed new configuration of the vehicular and pedestrian bridges, there is an opportunity to expand parking within this area of the Grand Avenue right-of-way, thereby mitigating any loss of parking due to the project. This proposed replacement and expanded parking is subject to the agreement of the City, HSLP, and CDOT.</p> <p>Section 4.2 of the FONSI clarifies that much of the land north of the river is owned by the Glenwood Hot Springs Lodge and Pool, Inc. Some of the land in this area, currently occupied by the existing SH 82/Grand Avenue Bridge has recognized claims by both the Hot Springs Lodge and Pool and the City of Glenwood Springs.</p>

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		<p>The Union Pacific Railroad (UPRR) and CDOT own transportation right-of-way for the railroad and I-70, respectively. The City of Glenwood Springs owns the transportation right-of-way for the pedestrian bridge. Most other parcels are smaller commercial parcels.</p> <p>Also, updated right-of-way requirements for the project are noted in Section 4.1 of the FONSI.</p> <p>Finally, Section 4.2 and Table 3-2 of the FONSI clarify that any existing City of Glenwood Springs right-of-way that is needed for this project will be addressed in a joint use agreement between CDOT and the City.</p>
5h	<p>December 18, 2014 Page 3 of 3</p> <p>believes the EA document should reflect all agreements required for the State to be able to complete this project.</p> <p>In summary, the City Council expects the CDOT will revise the EA document to accurately reflect the impact on the community, accurately reflect commitments made to the community, and accurately reflect the necessary commitments to construct the project with the necessary mitigation. The Council feels it is important that the public clearly understand how the project will look and feel in the context of the community. Further the Council requests that all specific mitigation measures for the adverse impacts associated with this project be included within the decision document issued by the Federal Highway Administration.</p> <p>The City Council looks forward to continuing to work the CDOT to ensure this project moves forward in positive manner.</p> <p>Sincerely,  Leo McKinney Mayor</p>	<p>Comment #5h Response: Corrections and clarifications to the EA are noted in Section 4.2 of the FONSI. Please refer to Sections 4.1, 4.2 and Table 3-2 of the FONSI for updated information about mitigation commitments, including mitigation for visual changes associated with the Build Alternative. Also refer to Comment #5b Response.</p>
<p>Note: The following comments numbered “5” were submitted as an attachment in table format to City’s letter provided above.</p>		
5i	<p>ES-7 An emergency short or long term closure of the bridge would result in significant travel impacts for local and regional SH 82 users. This is a regional facility, but the regional impacts were not addressed in the EA.</p>	<p>Reducing the risk of bridge closure is part of the project’s purpose and need. As such, transportation effects to SH 82 users from an emergency bridge closure are discussed in Sections 1.4.1 and 1.4.2 of the EA. Section 4.2 of the FONSI clarifies that these risks will remain under the No Action Alternative. For the comment on regional effects, please refer to Comment #22b Response.</p>
5j	<p>ES- 9 Map shows private parking on public right of way. The City has not consented to that use.</p>	<p>Please refer to Comment #5g Response regarding right-of-way needs of the project and replacement parking.</p>

Comment #	Comment	Response
5k	ES-10 Improve bicycle and pedestrian connection on both sides of river. While this may be true, the level of improvement is minimal as the State is not improving the connection under the exiting exit 116 interchange. Also, maintenance trail is unpaved, and out of direction travel west to east to access pedestrian underpass from 6th Street.	<p>The project will not affect the connection under the Exit 116 interchange.</p> <p>This project will change the existing pedestrian and bicycle environment. Some of the changes greatly improve the existing conditions (e.g., SH 82 underpass) while others might provide a more challenging environment (e.g., roundabout at 6th Street). Overall, the introduction of an underpass for pedestrian and bicycle traffic, widened pedestrian bridge, crosswalks, sidewalks, and Americans With Disabilities Act (ADA) accessible ramps that meet current standards will provide an improved condition for Glenwood Springs. The project design allows for both 6th Street and North River Street as bicycle connections to the Glenwood Canyon Trail. CDOT came to the decisions described in the EA through an extensive stakeholder coordination process, which involved the Joint River and Transportation Commissions.</p> <p>The maintenance trail is now proposed to be paved as part of the project, as noted in Section 4.1 of the FONSI.</p>
5l	ES -11 No displacement of public facilities. Restroom/Parking is displaced. Potentially the City right of way at the north end of the pedestrian bridge is displaced.	See Comment #5ak Response regarding the disclosure of the relocation of the restrooms. See Comment #5f Response regarding funding for the restrooms, and Comment #5g Response regarding parking.
5m	ES-12 Long term visual changes. No analysis was done for West to East Travelers on I-70. Impact is unknown. The analysis was based on bridge with no aesthetic and context sensitive solutions. Overall visual impact is not improved given base case. No landscaping is an example. Grey concrete/neutral color and forms is another example. The visual impact results are not accurate given the base case.	Please refer to Comment #5c and # 5e Responses regarding the visual impacts of the project.
5n	ES -13 /14 Budget is not accurate based on representations made by CDOT. Project is not \$60 million dollars. CDOT has asked local jurisdictions to pay the difference between total project cost and \$60 million dollar number. \$60 million does not reflect total cost based on representations made to the Public.	There are three major elements to the cost estimate as represented in Table ES-1 on page ES-14 of the EA. These include the construction cost of \$60 million, the preconstruction cost of \$25.3 million and other indirect costs associated with CDOT management, administration, procurement, review, other costs, as well as contingency costs. As the project has progressed some of these costs have changed due to better understanding of what’s included in the Build Alternative. The current total cost including all three elements is approximately \$110 to \$115 million. CDOT is not asking local jurisdictions to pay the difference between total project cost and the \$60 million construction estimate. The CBE has committed to pay approximately \$99 million toward the project. Costs are clarified in Section 2.3 of the FONSI.
5o	ES-4 Where are the “one on one” contacts summarized? Is there an appendix for them?	<p>The one-on-one contacts were summarized in Chapter 5 of the EA, as follows:</p> <ul style="list-style-type: none"> • Stakeholder involvement activities: Section 5.5 • Visioning Session: Section 5.5.1 • Stakeholder Working Group: 5.5.2 and Table 5-1 • Public open houses: 5.5.3 and Table 5-2

Comment #	Comment	Response
		<ul style="list-style-type: none"> • One-on-one meetings: 5.5.4 • Issue Task Forces: 5.5.5 • Interested Organizations: 5.5.6 • Business Owner Meetings: 5.5.7 and Table 5-3 • Public Officials Briefings: 5.5.8 • PLT Meetings: 5.5.9 • Community Events: 5.5.10 • Story Poling Events: 5.5.11 • Coordination with Downtown Development Authority (DDA): 5.5.13 • Specialized Environmental Justice Outreach: 5.6.1 • Public Comments Summary: Table 5-5 <p>Also refer to Appendix E (Public Involvement) of the EA for additional information.</p>
5p	ES-5 How does “traffic congestion” relate to the purpose and need of improving multi-modal connectivity?	<p>The project Purpose is to: “(p)rovide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Roaring Fork River and I-70 to the historic Glenwood Hot Springs area.”</p> <p>Traffic congestion relates to the ability to provide that connectivity across the Roaring Fork River and I-70. The existing bridge, with its narrow lanes and substandard horizontal clearances, contributes to existing and future traffic congestion and, therefore, reduces connectivity. Refer to Comment #21c Response.</p>
5q	ES-10 Short Term Impacts w/in GWS. Local streets will experience significant short term noise impacts as well as safety concerns when the 8th Street extension occurs. I am concerned that the channelization of cars on a detour route will not be effective and traffic will diffuse throughout the downtown residential streets.	<p>As discussed in Section 3.8.2 of the EA, increased traffic on the detour routes will increase noise levels during detour operation. Section 3.8.2 summarizes the noise assessment conducted for the temporary SH 82 detour; the <i>Noise Technical Report</i> provides details. Traffic noise is anticipated to range between approximately 59 A-weighted decibels (dBA) to 75dBA near sensitive receptors along the detour routes, with higher noise levels in this range occurring downtown. Even if these noise increases were permanent and not short-term, they likely will not qualify for permanent mitigation (e.g., noise barriers) per CDOT noise abatement criteria because of the urban setting. Gaps would be needed in the noise barriers downtown for public/pedestrian sidewalks and access, which would render the noise barriers ineffective. Further, placing walls close to access points would result in inadequate sight distance, which would be a safety concern.</p> <p>The detour design includes features intended to encourage use of the designated detour and discourage “cut-through” traffic (refer to Comment #5x and #5bo Responses for examples). Detour design will be an ongoing and collaborative effort between CDOT and the City. CDOT plans to assist the City to adapt the traffic management of the detour throughout the full bridge closure detour.</p>

Comment #	Comment	Response
5r	<p>Page 2-32 This statement “Early in the project, a five-foot sidewalk with barrier would be built on or adjacent to the existing Grand Avenue Bridge. The existing pedestrian bridge would be removed and the new bridge built adjacent to the existing Grand Avenue Bridge. Concurrently or afterward, causeways for work pads would be built in the river, and the site at the 6th and Laurel intersection would be prepared, including removal of the Shell station. More preparatory work would follow, such as working on bridge piers and utilities and modifying existing streets as necessary”</p> <p>In the past, CDOT has represented that the work at the intersection of 6th and Laurel would be performed with the closure of the Grand Avenue Bridge. The statement in the EA indicates that the intersection work may occur with the removal of the Shell Station in the early parts of the project. The City is concerned with the sequence of work, in that travel patterns and use of the Midland Avenue corridor will increase with the construction activities at 6th and Laurel. Please provide a proposed sequence of work and include analysis of the additional time for the use of and impacts to the Midland corridor.</p>	<p>Work in the 6th Street and Laurel Street intersection will occur throughout the duration of the project. The phasing order and duration is still being coordinated with the contractor, and CDOT’s desire is to have the contractor work in the area outside the existing lanes of traffic to the extent possible to avoid impacting traffic. CDOT will require a minimum number of lanes on 6th Street, Laurel Street and Midland Avenue be maintained during construction. The Final Office Review (FOR) plans will show the phasing in more detail, and the City will continue to be invited to review and comment on the construction phasing in the plans. The 6th Street/Laurel Street work order is generally:</p> <ul style="list-style-type: none"> • Before the bridge closure, little or no work to be done at the intersection. The goal is to maintain the existing intersection capacity through most of the project. Some work such as utility relocation may be required prior to the bridge closure but will be of short duration. • Immediately prior to bridge closure (up to one month prior) some lane closures may occur in preparation for the full closure or for utility work. • During bridge closure, the priority for the contractor will be to prepare the SH 82 to I-70 connection so it can be fully open with the bridge re-opening. The contractor may begin work at 6th Street and Laurel Street during this time if possible. • After or during the bridge closure, with all of the SH 82 traffic volume removed from 6th Street and Laurel Street, the 6th/Laurel roundabout will be constructed/completed. One lane in each direction on 6th Street will be maintained at all times. Local access to Laurel Street and adjacent private businesses will be maintained at all times with flagging and/or short term detours. <p>Please refer to Comment #5bo Response regarding Midland Avenue. Section 2.2 of the FONSI includes greater detail on the construction phasing.</p>
5s	<p>Page 2-33 “Eastbound and westbound I-70 traffic would be rerouted onto 8th Street at a temporary break in the I-70 barrier near the Yampah Vapor Caves, shown in Figure 2-13. The 0.5-mile detour would be repaved to handle the additional traffic.” Repaving of this section of road should be coordinated through the DDA and the City. The DDA may have a project to reconfigure the 6th Street corridor, before the completion of the GAB.</p>	<p>Assume commenter meant to refer to 6th Street in first sentence of comment. The EA noted that CDOT would repave 6th Street along the 0.5-mile I-70 Detour route to handle additional traffic during detour operation. However, because the detour will only be used approximately 10 times during nighttime hours when traffic volumes are low, CDOT has determined that the existing pavement is adequate and the roadway will not be repaved.</p>
5t	<p>Page 2-33 Additional measures to change the City street system will need to be considered. Right now Colorado functions as a one-way street headed south bound. Placing a barricade at 9th and Colorado will only allow access to the block from 9th east bound. It may be better to switch the configuration of the parking and signs for the duration of the detour to allow for easier access from 10th and Grand Avenue. Also, it appears that the west bound direction of 9th between Colorado and Pitkin will be completely inaccessible.</p>	<p>The EA included general information regarding the detour’s use of Colorado Avenue and 9th Street. Input gained from the City and the public hearing is informing the detour design, and will help balance needs for temporary parking changes, local and business circulation and delivery, and temporary local road closures to mitigate potential cut-through traffic. At 9th Street and Colorado Avenue, southbound to westbound right turns will be allowed for local circulation and post office deliveries. Allowing this turn is unlikely to generate cut-through traffic because the detour route ends nearby.</p>

Comment #	Comment	Response
5u	<p>Page 2-35. The detour will require a significant loss of parking through the area of the “square about” and along 8th Street. This parking around the City’s government centers is heavily used by both businesses and local residents.</p> <p>Please evaluate parking loss and suggest replacement or mitigation.</p>	<p>The diagonal parking along Colorado Avenue will be converted to parallel parking during the detour, which will result in the temporary loss of about 10-12 spaces. However, existing parking will remain on 8th Street, 9th Street and Colorado Avenue (8th to 9th Street) except during overlay operations, which are expected to be take less than a week. Existing parking will remain on SH 82 between 8th and 9th Streets. No mitigation is proposed considering the parking loss is temporary and the small number of affected parking spaces relative to spaces available during the detour (including the 149 space parking garage at 900 Cooper Avenue.) Further, Transportation Demand Management (TDM) measures undertaken during detour operation will reduce parking demand. Street parking will return to existing conditions after the detour phase.</p>
5v	<p>Page 2-38 Figure 2-17. I don’t know how closely CDOT has assessed the causeways or access to them, but the Colorado Riverbank on the south side is very tall and steep. Actual access to the river may require a longer approach and more disturbance than is shown in this figure.</p>	<p>CDOT is working closely with the contractor and UPRR on the preliminary causeway design, which has considered the height and grade of the southern riverbank. The causeway final design has not been completed and impact limits may change as the design is completed. Coordination with the U.S. Army Corps of Engineers (USACE) on these impacts has been ongoing.</p>
5w	<p>2-23: There is a statement regarding the elevator at the south end of the ped bridge that reads “Elevators received the greatest amount of City and stakeholder support.” I seem to recall that at a City Council meeting Tom Newland stated that approximately 2000 people spoke in favor of the ramp at the south end of the ped bridge. Is there any official documentation of those contacts? If it were true, then the accuracy of the above quotation would seem suspect.</p>	<p>Input received from Farmers Market events did indicate broad public support for a ramp at the south end of the pedestrian bridge. However, many stakeholders, including the City Council, favored the elevator. An evaluation of the two options, conducted by a task force developed by the Project Leadership Team (PLT), identified merits and limitations with both options. The study team concluded either option would work, but because the City will be responsible for both maintenance and ADA accessibility, the City’s input on these issues was critical. With City Council support of the elevator only, the study team concluded the elevator option was the best choice for the project. This was clarified in Section 4.2 of the FONSI.</p>
5x	<p>2-34: Figure 2-15 Figure 2-15 shows traffic following a detour however the reality may be much different. Why is Colorado Ave. being protected but Pitkin isn’t?</p>	<p>This detail for Pitkin Avenue and School Street had not been established when the EA was distributed. This issue was also raised at the public hearing. The design now includes temporary barriers at each street to prohibit right turns from 8th Street (blocking southbound traffic) but leaving an outlet for northbound local traffic turning onto 8th Street. This mitigation measure was added to Table 3-2 of the FONSI and shown on Figure 2-4 of the FONSI. CDOT will also monitor traffic during the full bridge closure and respond with appropriate measures to mitigate traffic impacts, such as use of flaggers.</p>
5y	<p>2-38: The temporary access road on the south side of the river, at 7th and Colorado may have impacts on local traffic with construction traffic intersecting. This is already a challenging intersection. Should there be limits on usage, flaggers required? I assume UPRR will require flaggers for their crossing.</p>	<p>Traffic control during construction for the 7th Street and Colorado Avenue intersection is currently under design. Flagging for the area may be required during heavy construction traffic use. Flagging for crossing the UPRR tracks is anticipated, with the specific requirement still under discussion with the UPRR. CDOT will coordinate with the City on the traffic control design once developed.</p>

Comment #	Comment	Response
5z	<p>3-8: Build Alternative design would include aesthetic treatment to blend with the historic and mountain context of the study area (illustrations of aesthetic treatments are in Section 3.14). However visual impacts were assumed to have a concrete (or neutral) color with no design enhancements, such as earth-tone finishes and texture.</p> <p>If the evaluation of the visual impacts was based on grey concrete forms, the analysis underestimates the impacts to the community. The document would suggest that the visual impact is improved (see above) using grey concrete or neutral color forms. No public involvement portrayed the impacts of a project without architectural treatments.</p>	Please refer to Comment #5b and #5c Responses.
5aa	3-10: Table 3-5 City Center Landscape unit, Pedestrian views on Grand Avenue. There is no mention of the loss of trees along Grand Avenue, and it does not appear the loss of the trees was considered in the visual analysis. The State suggests there is a minimal impact associated with a slightly higher bridge that blocks views across Grand Avenue than currently exist, and the State suggests there is a minimal impact associated with a larger bridge closer to buildings and narrower sidewalks. The States acknowledges the bridge will become a more dominate visual feature. Again, the analysis is based on grey or neutral form, and given this, the impact is understated.	Please refer to Comment #5b and #5c Responses.
5ab	3-11: “Overall visual quality of the Grand Avenue Bridge would improve.” This is only true if architectural treatments and landscaping are included.	Please refer to Comment #5b and #5c Responses.
5ac	3-11: I-70 corridor landscape unit. “The visual quality of this landscape unity overall would improve as a result of the Build Alternative. This would be true for east to west if the pedestrian bridge is built with architectural treatments. It is not true from west to east based on neutral or gray concrete forms.	Please refer to Comment #5b and #5c Responses.
5ad	3-11: Visual Elements in Multiple Landscape units “Walls range between 2.5 feet and 25 feet in height and 15 feet to 562 feet in length. This would not meet City Requirements.	CDOT discussed this comment with the City on 1/19/15. The City provided their retaining wall requirements following that discussion, noting the standards were written for construction of residential and commercial development on private property and government buildings - not for large-scale public roadway projects. Retaining walls are being used to minimize the project footprint to avoid property and environmental impacts. For example, the longer wall referenced in the comment is located along the river to minimize impacts to the river, as required under section 404 of the Clean Water Act, and has decreased in size as design has progressed. Also, CDOT has worked with the project stakeholders to design walls consistent with City standards where possible. The design of certain walls may include terracing or other means to break up the visual line of the wall, depending on constraints such as space and topography. Wall locations and dimensions continue to be refined as design progresses, and CDOT will provide the City with 90% design plans for their review and input.

Comment #	Comment	Response
5ae	3-12: Grand Avenue viewpoint visual quality rating. Visual change would be barely discernable. All trees have to be removed and will not be replaced. Bridge will be closer to buildings. This will be visually discernable. Visual patterns would be affected.	Refer to Comment #5e Response. The statement that the visual change will be barely discernable is based on the selected viewpoint demonstrated in the photo simulation (see Table 3-6 of the EA). Table 3-5 of the EA describes how the new bridge will be slightly higher and closer to buildings along Grand Avenue than the existing bridge, and now the new bridge will become a more dominant visual feature there. Considering the aesthetic treatments and urban design elements that CDOT will incorporate into the Build Alternative, the visual impact in this area will be minimized. Refer to Section 4.1 of the FONSI for more information about current aesthetic treatments and urban design elements of the Build Alternative.
5af	3-13: Consistency with Area Plans “Glenwood Canyon entrance, and historic structures, and would include aesthetic treatments for the pedestrian bridge that are compatible with the area’s small town character and historic setting that will be considered during final design. This lacks commitment on the part of CDOT to implement representations made to the community.	Please refer to Comment #5b Response.
5ag	3-16: Visual Mitigation “using the established context-sensitive solutions (CSS) process, CDOT has and will continue to work with stakeholders to identify opportunities for aesthetic treatments in the design of the bridge, roadway, and sidewalk elements to reflect the materials and architectural style of Glenwood Springs’ small town character and historic structures, as well as the visual and aesthetic goals and objective provided in the I-70 mountain corridor aesthetic guidance.” This statement does not indicate CDOT will implement any of the design enhancements represented to the community.	Please refer to Comment #5b Response.
5ah	3-17: No mention of the use of natural materials as represented to the ITF.	Please refer to Comment #5b Response.
5ai	3-24: Transportation: Study Area Roadways. The Study area does not reflect the area of impact. For example exit 114 will have improvements made to it and Midland will also have improvements. Midland between 8th and 27th will be impacted and has not been included.	<p>The study area shown in the EA focused on the area of permanent improvements needed to address purpose and need. In turn, this helped focus the impact analysis on those areas having the greatest potential for significant impacts. As discussed with City staff, revising the study area to include all temporary detour impacts will be a considerable change and will not affect CDOT’s ability to make decisions in the best overall public interest.</p> <p>Impacts to Midland Avenue from the SH 82 detour and mitigation measures are addressed in the EA. Table 3-2 of the FONSI includes measures to minimize these impacts. As noted in Table 3-2, CDOT will monitor traffic during the full bridge closure and respond with appropriate measures to mitigate traffic impacts. Please refer to Comment #5bo Response for more information.</p>
5aj	3-51: “Even though there is heavy traffic, there are adequate sidewalks, crosswalks, and signals to maintain pedestrian connectivity to adjacent neighborhoods”. The crosswalk times to cross Grand Avenue have been a constant source of complaints from the community. The time is short, and there is no protected pedestrian movement.	The statement referenced is correct. There is existing pedestrian connectivity. Replacing the bridge will not induce traffic and will not exacerbate existing pedestrian issues (see Comment #152b Response). Sections 3.18.2 and 3.18.8 discuss project effects to the pedestrian environment. CDOT will work with the City regarding signal timing for the project per Manual on Uniform Traffic Control Devices (MUTCD) standards.

Comment #	Comment	Response
5ak	3-53: Social Resource Impacts. The State is removing the existing restroom under the Bridge and is not replacing it.	Refer to Comment #5f Response regarding funding for restroom relocation. Section 4.2 of the FONSI clarifies that the Build Alternative will remove an existing restroom located underneath the SH 82 bridge on the south side.
5al	3-64: Arvada, Colorado, and St. Croix MN are not good comparisons to Glenwood Springs. These are not small destination resort communities.	Arvada and St. Croix are dissimilar to Glenwood Springs in many respects. However, these two case studies were used because they involved significant bridge reconstructions next to a downtown. We researched other projects across the country and were unable to find other case studies and their lessons learned more applicable to this project’s situation.
5am	3-65: No mentions of loss of parking under the bridge, loss of restrooms under the bridge, or loss of trees along Grand Ave between 7 & 8th.	See Comment #5f and #5ak Responses regarding the restrooms, and Response #5ap Response regarding tree removal mitigation. Clarification was added to Section 4.2 of the FONSI stating that closure of the wing street will also result in loss of parking spaces under the existing bridge, and that, based on coordination with City and the Downtown Development Authority (DDA), the parking spaces will not be replaced in order to accommodate the plaza area under the new bridge.
5ao	3-68: Construction impacts. Short Term Impacts from Construction Jobs. There is no recognition of the potential contributions of local jurisdiction to the project. This takes money out of projects locally.	This was clarified in Section 4.2 of the FONSI.
5ao	3-90: On the North Side (CDOT) is not considering an underground vault. Why is this in the document? (south side stormwater facility) These responsibilities will be included in an intergovernmental agreement (IGA) between CDOT and the City. Why is an IGA referenced here, and not referenced in relation to the budget and millions of dollars of contributions of local dollars to the State’s project?	When the EA was finalized, the decision on whether to construct a detention basin or underground best management practice (BMP) on the north side had not been determined. Both BMP types were mentioned to provide flexibility in design. Since the completion of the EA, it was decided that an in-line diversion system, not a detention basin, will be constructed on the north side. This was clarified in Section 4.1 of the FONSI. Additionally, the funding from local agencies is anticipated to be included in IGAs. This was clarified in Section 2.3 of the FONSI.
5ap	3-101: Vegetation and Noxious Weed Impacts, Build Alternative. “The Build Alternative is not expected to directly impact vegetation or noxious weeds other than during construction”. This is not accurate. CDOT is not replacing any of the landscaping. They have publically stated that landscaping is not included in the project. It is anticipating that the landscaping will be incorporated into an IGA requires the City to pay for the landscaping and maintain all landscaping. Why is this not referenced?	The statement referenced is found in Section 3.12.2 of the EA. The statement is correct – vegetation will be directly impacted during construction of the project, and the next paragraphs of that section describe vegetation impacts, including removal of riparian vegetation along the river, and removal of plants in the landscaped areas along local streets and parking lots. The street trees in the 700 block of Grand Avenue will be permanently removed. CDOT evaluated modifying underground utilities to allow for replanting of these trees, but determined it is not feasible due to space constraints. CDOT is working with the City to determine the number, size, and value of trees being impacted. Any trees removed on City land that are not replaced by the project will be mitigated through reimbursement to the City, which will be formalized in the Intergovernmental Agreement between CDOT and the City. Landscaping mitigation included in the project at the present time consists of native seeding and mulching, conduits for future irrigation, and planters provided in the 700 block of Grand Avenue. The City will be responsible for installing and maintaining the planter plants. Design, construction, and

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		maintenance of more extensive landscaping within the project area may be provided by the City and/or the DDA. This will be determined through CDOT’s continued coordination with the City and DDA. This is clarified in Section 4.1 of the FONSI.
5aq	3-113: Figure 3-27 Why is west leg of the wye between the mainline and 7th Street crossing not included in the APE?	The historic boundaries and Area of Potential Effect (APE) boundary shown on this figure were established through the Section 106 consultation conducted for the project. Based on this comment, CDOT modified the historic boundary of the Denver & Rio Grande Railroad-Aspen Branch (Site #5GF.1661.7), modified the APE boundary to encompass the changed boundary, and consulted with the SHPO and other consulting parties regarding these changes. This is documented in Section 4.1 of the FONSI.
5ar	3-124: Figure 3-30 Facilities of Concern within the Study Area. The State is going to re construct a parking lot for private use on the City’s right of way without the consent of the City.	Figure 3-30 of the EA shows facilities of concern for hazardous materials and does not pertain to parking. The EA process has documented the need for replacement parking as mitigation for removal of existing parking. Please refer to Comment #5g Response regarding the project’s right-of-way needs and replacement parking included in the Build Alternative.
5as	“To mitigate visual impacts to Glenwood Springs visitors and Colorado River recreationist, CDOT will incorporate aesthetic treatments in the design of the bridge elements to reflect the materials and architectural style of the surrounding historic structures. The process for identifying and incorporating aesthetic treatments discussed under Section 3.1.4 Visual Mitigation.” The State is only committing to a process rather than the outcome presented to the community.	Please refer to Comment #5b Response.
5at	3-139: Figure 3-34. To facilitate bike and pedestrian use on North River Street the maintenance access/trail as on street bicycle trail would function better for that purpose if it were paved.	The maintenance road will be paved. This was clarified in Section 4.1 of the FONSI.
5au	3-149 Identification of Resources for Cumulative Impact Analysis. Why was economic impact not considered?	Title 40 CFR Part 1508.7 defines a cumulative impact as: “The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.” As discussed in Section 3.6 of the EA, the project’s effects on the economy are largely expected to be short-term, and both adverse and beneficial. The direct and indirect economic effects of the proposed project will be concentrated in the downtown area. However, the reasonably foreseeable future projects identified in Section 3.22.5 of the EA tend to be located outside of the downtown area, with the exception of the confluence redevelopment and 8th Street extension, neither of which are currently planned to occur at the same time as the bridge replacement. Because long-term economic effects of the proposed project, the confluence redevelopment, and 8th Street extension are expected to be beneficial, the project’s contribution to adverse cumulative

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		economic effects is negligible and CDOT determined that no additional analysis was necessary in the EA.
5av	3-149: Geographic Area of Analysis for (cumulative impact) “For land-use, the cumulative study area includes lands within the municipal boundaries of the City of Glenwood Springs.” Why only for land use for City limits impact? Why were not all impacts assessed on the City limits basis?	As discussed in Section 3.22.2, page 3-148 of the EA, the geographic resource boundaries used for the cumulative impacts analysis can vary, and are based on the resources of concern and the potential impacts to these resources. For Land Use, the EA explains the cumulative study area includes lands within the municipal boundaries because topographic constraints somewhat limit developable land outside of the City boundaries. Therefore, this area captures the primary area where past, present, and reasonably foreseeable future land use change is anticipated.
5aw	3-150 Land Use. High Real Estate prices also result from proximity to Aspen/Pitkin County.	This was clarified in Section 4.2 of the FONSI.
5ax	3-154 Figure 3-36. Iron Mountain Hot Springs and Quarry Hotel and future expansion of Glenwood Adventure park should be included.	This information was added to Section 4.2 of the FONSI.
5ay	3-157 The Study does not address the long term viability of commercial properties between 7th and 8th next to the bridge and thus the potential future land use.	We assume this comment refers to businesses on Grand Avenue. If so, Section 3.6.2, page 3-165 of the EA, discusses long term effects to businesses on Grand Avenue between 7th and 8th Streets.
5az	3-158 “The build alternative would result in a moderate visual change and the study area’s overall visual quality would remain moderately high after implementation.” Given grey concrete or neutral color forms were used for the assessment, and that there is no landscaping included in the project, I do not believe the visual quality would remain moderately high.	Please refer to Comment #5c Response.
5ba	3-161 Commitment #1. The paragraph only commits CDOT to working with Stakeholders to identify opportunities. There is no commitment in this paragraph to construct those aesthetic treatments that are identified by the stakeholders.	Although Commitment #1 focuses on future coordination, Commitments #2 through #7 detail aesthetic and urban design treatments that will be included in the project. In response to the City’s request for further detail, please refer to Section 4.1 of the FONSI, where CDOT has provided additional detail regarding aesthetic treatment and design element decisions made to date, as well as updated project renderings. Also, please refer to Comment #5b Response.
5bb	3-161 Commitment #3. There is no mention that CDOT’s plans include no landscaping and that CDOT will depend on other entities to mitigate the impacts of the tree/vegetation removal occurring as a result of the project.	Please refer to Comment #5ap Response.
5bc	3-163 There is no comment in the transportation section about the loss of parking as a result of the wing street closing.	The closure of the wing street will result in the loss of five parking spaces under the existing bridge. This impact has been clarified in Table 4-1 of the FONSI.
5bd	3-164 Commitment #18. A temporary signal will be installed..... Does CDOT have the ability to make changes on local streets without the consent of the City? Contrast the word “will” here with the lack of the word “will” construct aesthetic improvements from commitment #1.	The plan for a Midland Avenue/8th Street detour route is being coordinated with the City and includes many design details, such as this temporary signal, modifications to signing, striping, two-way versus one way, etc. on City streets. This was clarified in Section 4.2 of the FONSI.

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5be	3-165 Commitment #21 “Specific travel demand measures could include.” The word “could” does not imply a commitment and does not commit the State to do anything.	The final Transportation Demand Management (TDM) plan will be designed and implemented in 2016, 2017, or both years. Public information during construction is a project commitment. The appropriate items for the closure will be determined in 2016.
5bf	3-168 Commitment #40. CDOT acknowledges that there are business impacts to the region, has asked the region and entities outside the City to commit money to the project, but does not include these areas in the “area of study or impact. This seems inconsistent.	Commitment 40 in the EA stated that CDOT will “Conduct public outreach to let the local community and region know that the area is open for business.” This does not state there are regional economic impacts, just that CDOT will attempt to attract patrons <u>from</u> the region to businesses located <u>in</u> the study area during construction to minimize the loss of business.
5bg	3-168 Commitment #41 There is no commitment to implement any measures only to identify them. How does talking about measures actually mitigate impacts? Who will implement the measure identified?	<p>Local business organizations have offered to partner with CDOT to develop additional strategies to mitigate business impacts, beyond those included in Section 3.6.3 of the EA. The commitment, therefore, is for CDOT to follow through with this coordination. CDOT will implement mitigation measures and cannot make commitments for entities beyond its control.</p> <p>Following is the regulatory definition of mitigation and FHWA’s requirement to implement mitigation:</p> <p>Per Title 40 CFR 1508.20: Mitigation includes:</p> <ul style="list-style-type: none"> (a) Avoiding the impact altogether by not taking a certain action or parts of an action. (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation. (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment. (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action. (e) Compensating for the impact by replacing or providing substitute resources or environments. <p>Per 40 CFR 1500.2(f): Federal agencies shall to the fullest extent possible: Use all practicable means consistent with the requirements of the Act and other essential considerations of nation policy, to restore and enhance the quality of the human environment and avoid or minimize any possible adverse effects of their actions on the quality of the human environment.</p> <p>Per 23 CFR [CDOT], in cooperation with the Administration [FHWA], to implement those mitigation measures stated as commitments in the environmental documents prepared pursuant to this regulation. The FHWA will assure that this is accomplished as a part of its program management responsibilities that include reviews of designs, plans, specifications, and estimates, and construction inspections. The Urban Mass Transportation Administration (UMTA) will assure</p>

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		implementation of committed mitigation measures through incorporation by reference in the grant agreement, followed by reviews of designs and construction inspections.
5bh	<p>3-173 Commitment #68 “The City of Glenwood Springs will assume inspection and maintenance responsibilities for the underground BMP, which will be included in the IGA between the CDOT and the City”</p> <p>There are a number of places where an IGA will be required for CDOT to implement what is mention in this document.” CDOT contemplates IGA’s for \$3 million dollars from both Garfield County and the City to complete their project. Why are these IGA’s not mentioned in the EA?</p>	IGAs regarding items such as maintenance and inspection responsibilities for elevators and water quality BMPs were noted on pages 2-23, 2-27, and 3-90 of the EA. The need for an IGA regarding local funding sources is clarified in Section 2.3 of the FONSI.
5bi	<p>3-188 Commitment #147 “CDOT will incorporate aesthetic treatment in the design of bridge elements to reflect the materials and architectural style of the surrounding historic structures.”</p> <p>This is a commitment statement, but it does not commit the State to implement what has been discussed at the ITF and the use of natural materials.</p>	Please refer to Comment #5b Response. Additionally, see mitigation commitment #4 which commits CDOT to using materials and/or aesthetic treatments on bridges to blend with the historic and mountain context of the study area.
5bj	3-189 Commitment # 153. “As funding allows” Because this is already a financially constrained project as demonstrated that the State has had to ask local jurisdictions for funding, it is doubtful this will be done. Again, this is not a strong commitment.	Text was modified to remove “as funding allows.” Refer to Section 4.2 and Table 3-2 of the FONSI.
5bk	Page 3-12 Table 3-6, View Points Visual Quality Ratings. The after view from viewpoint GA is deceptive. Due to the width of the bridge and utility corridors next to the bridge deck, minimal landscaping will be able to be replaced in the pedestrian corridors next to the bridge. Trees should be removed to accurately show the impact of the wider bridge.	Please refer to Comment #5e Response.
5bl	<p>Page 3-27 Figure 3-9, Existing 2012 Peak Hour Traffic Conditions. The Access Control Project also performed traffic counts in March of 2012 and calculated Level of Service for many of the same intersections, with different results. The results and difference are as follows:</p> <p>a. EB On Ramp - LOS A/A in Figure 3-9, ACP LOS B/B</p> <p>1b. 6th and Laurel intersection – LOS C/C in Figure 3-9, ACP LOS D/D</p> <p>c. 6th and Pine intersection – LOS A/A in Figure 3-9, ACP LOS B/C</p> <p>d. Grand Avenue and 8th Street – LOS A/A in Figure 3-9, ACP LOS C/C</p> <p>Both studies were managed by CDOT. It seems like the LOS calculations should be consistent for the existing 2012 condition.</p>	<p>The alternatives analysis and most EA traffic work were completed prior to April 2012, when the Access Control Plan (ACP) traffic data first became available. The EA used 2006 - 2007 traffic data. Due to the economic downturn between 2008 and 2011, this older traffic data was similar to the 2012 data (some traffic volumes were higher, some lower). Thus, there was no re-analysis or re-forecasting of traffic numbers or level of service (LOS) analysis using 2012 data. Other assumptions incorporated into LOS analysis (e.g., truck percentage, signal timing, pedestrian phases) can lead to different LOS results.</p> <p>The method of forecasting 2032 or 2035 traffic also differed between the ACP and the EA. Because the purpose of the Grand Avenue Bridge project was not based on capacity or congestion, the traffic data was primarily used to compare alternatives to each other, and focused on evaluating the roadway network changes north of the Colorado River. The 2012 ACP data and operations modeling is much more comprehensive for its purpose, particularly because there were numerous stakeholder questions about traffic operations downtown regarding the various</p>

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		access control options. As a result, that team completed a very focused effort in the downtown section (8th, 9th, 10th, and 11th Streets). Although updating the EA traffic to match the ACP data would provide consistency between the two studies, it would not affect previous decisions made as part of the EA or decisions regarding final design.
5bm	Page 3-32 Figure 3-11, No Action Alternative Peak Hour Travel Forecasts. The City/State Access Control Plan projected 2032 levels of service for many of the same intersections, again with different results. The most striking difference was the projected level of service at the 8th and Grand Avenue intersection. The Access Control Plan projects an E/F LOS in the am/pm peak hours in 2032, while the EA predicts a LOS B/C in the am/pm peak hours in 2035. Again, it seems like these two studies should come to very similar conclusions. The same comment should be made regarding Figure 3-13, reflecting the 2035 build alternative.	Please see Comment #5bl Response.
5bn	Page 3-39 Third paragraph, and Table 3-28, Mitigation Commitment #9. While it is possible to reroute RFTA’s bus service from the City’s Wing Street to Cooper or Colorado, parking loss for these route changes should be evaluated. At the current time, when a temporary closure of Wing Street occurs, RFTA usually reroutes to Cooper street, requiring the loss of two spaces on the east side of the street at the intersection to allow for RFTA’s turning movement.	Thank you for raising this issue. It also brings up the issue of the ability of a bus to turn right from Grand Avenue to 8th Street. Buses may need to use 9th Street to Cooper Avenue because there is more room at 9th Street. Section 4.2 of the FONSI clarifies that depending on how buses are rerouted, up to two parking spaces may be removed to accommodate turning buses.
5bo	Page 3-39 Fifth paragraph. The City also recognizes that Midland Avenue between 8th and 27th Street will be used as an alternative route during periods of high congestion. Because we believe that it will be very difficult to achieve the hoped for substantial reduction in peak hour trips through the system, the City would like to have Midland Avenue between 8th and 27th added to the traffic model, and appropriate planning done to avoid gridlock, reduce frustration and prevent accidents through the system.	Initially, the Midland route between 8th and 27th Streets will likely see substantial northbound detour traffic in the PM peak. This can be somewhat regulated by the signal timing at 8th Street and Midland Avenue and signing discouraging the use of that route. On the first day of the detour, the signal timing will greatly favor the 8th Street detour route and not Midland Avenue north of 8th Street. Many regional drivers will try 27th Street to Midland Avenue, find the delay is too high, and realize that the 8th to Midland detour route has less delay. CDOT and the City will actively monitor the traffic operations and adjust the signal timing at 8th/Midland and at other locations to achieve the most optimal results. Please refer to Response #5cc Response below regarding adding Midland Avenue to the traffic model and conducting all appropriate planning. The intersections on each end of Midland Avenue (8th and Midland Avenue and 27th Street & Grand Avenue) are already included in the traffic modeling. The EA lists commitments to the TDM plan to address traffic during construction. These will continue to be developed during construction. Measures could include use of smart phone applications that provide information on area congestion and alternate routes to be considered. Since the EA was distributed, CDOT has continued to work with the City and Roaring Fork Transportation Authority (RFTA) to identify transit and other TDMs. Also, CDOT will meet regularly with the City before and

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		during the full bridge closure. CDOT will adapt the TDM plan to changing traffic conditions, as needed.
5bp	Pages 3-40 and 3-41, Page 3-163, Table 3-28, During the 90 day full bridge closure, the EA proposes full closure of 7th Street between Colorado and Cooper Streets. At this time, the 8th Street connection is planned to be in place, hopefully channeling most of the arterial traffic that would normally use 7th Street to the 8th Street extension. The City agrees that 7th Street must be closed for dangerous overhead work, however, if 7th Street is being used for staging, or other purposes, the City still prefers to have these activities take place in other areas. Seventh Street contains a number of restaurants who’s business will substantially decline during a full street closure.	CDOT understands the City desires to keep open 7th street and will work with the contractor to keep 7th Street open to the extent possible, even if only for one way traffic. However, during the approximately 90-day bridge closure, concentrated and constant construction work will occur on 7th Street, and due to safety critical overhead work considerations, 7th Street will need to be closed to vehicular traffic during this period. Pedestrian access will be maintained during the approximate 90-day bridge closure via protected overhead pedestrian structures. This is clarified in Section 4.2 of the FONSI.
5bq	Page 3-90 Last paragraph. The statement that the City will assume inspection and maintenance responsibilities for the underground BMP on the south side of the Colorado, or the north side, is still being negotiated. The Division of Authority Statute is unclear regarding water quality facilities.	The study team discussed this issue with City staff on 1/19/15. The underground BMP on the south side will be located on a city street and therefore will be maintained by the City. Further, the City has agreed to be responsible for maintenance of the BMP on the north side of the river. This will be included in the IGA with the City. Note this BMP has been changed from a water quality detention pond to an in-line diversion system, as clarified in Section 4.1 of the FONSI.
5br	Page 3-99 Third bullet point in the first paragraph and Page 3-178, Table 3-28, Mitigation Commitment #89. Removal of the riprap creates some risk for failure of the existing structure. If this were done to reduce flood risk, it should be done very cautiously.	Agreed. Caution will be exercised if this mitigation measure is deemed necessary.
5bs	Page 3-133 Second paragraph. Impacts to the City’s Whitewater Park, just south of Exit 114 should be assessed and added to this section. It seems like access to and use of the Whitewater Park and Vogelaar Park will be impacted by the large volume of traffic along the detour route.	Indirect traffic impacts to Whitewater Park during operation of the detour, and mitigation measures, are noted in Section 4.2 of the FONSI. Impacts to Vogelaar Park access are discussed on page 3-133 of the EA. CDOT will monitor traffic during the full bridge closure and respond with appropriate measures to mitigate traffic impacts. These measures could include using flaggers during peak travel periods.
5bt	Page 3-136 Last paragraph. It is possible that the planned improvement #15 will be constructed within the foreseeable future, perhaps with the removal of the detour cut through the UPRR track.	Comment noted.
5bu	Figure 3-33 Existing and Planned Pedestrian and Bicycle Facilities. Please add planned sidewalk along the east edge of Devereux Road from Centennial to the pedestrian bridge, the pedestrian bridge itself, and a new sidewalk connection from the bridge to the north along the east side of Devereux to the intersection with West 6th Street. Please add a blue dot for intersection improvements at West 6th Street and Devereux Road. Please add a pedestrian connection along 6th Street between the existing Grand Avenue Bridge and the 6th and Laurel intersection. Please extend the blue project line for planned project #15 up to the existing end of 8th Street. Finally, please add a blue dot for a future intersection improvement at 9th and Grand Avenue.	Figure 3-33 in the EA shows planned facilities included in currently approved plans. The figure has been revised to include future intersection improvement at 9th Street and Grand Avenue (see Section 4.2 of the FONSI). The existing and planned pedestrian and bicycle facilities are identified from approved plans described in Section 3.18.1 of the EA. Note that the facilities mentioned in the comment would not change the analysis of the effects of the Build Alternative. In fact, the proposed improvements on 6th Street in combination with the Build Alternative will help strengthen the pedestrian and bicycle system. The Build Alternative will not preclude the proposed improvements described in the comment.

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5bv	<p>Page 3-138 Eighth bullet. The City believes that North River Street connecting into Glenwood Canyon is a highly used bicycle facility today and will remain so after the project. We are concerned that adding the roundabout on North River Street will increase the volume of cars using the road and negatively affect the use and safety of bicyclists. The City would prefer to have a separated bicycle facility on the street, or separated from the street. If sharrow markings are proposed instead, the State should verify that the volume of vehicles does not preclude their use.</p>	<p>The roundabout on North River Street will be used primarily to access the Hot Springs Pool. The roundabout does not improve travel time or access into this area, and will not induce increased vehicular traffic. The primary purpose of the roundabout is to allow westbound traffic on North River Street to turn around rather than being forced onto southbound SH 82 or to use the Hot Springs parking lot to turn around. With limited right-of-way on North River Street, a sharrow (shared-lane marking) has been proposed on North River Street to accommodate bicycles. There is insufficient right-of-way for a separate bike trail or lane on North River Street. Because bicycles are allowed use on almost any roadway unless specifically prohibited (e.g., I-70), there are no volume thresholds for using sharrows. The North River Street traffic volume will be in the range of 2,000 vehicles per day (vpd). Note that the City of Denver uses sharrows on roadways exceeding 10,000 vehicles per day.</p>
5bw	<p>Page 3-139 Figure 3-34. The pedestrian crossing on the north roundabout to 6th Street should be moved east and the median extended to line up with the path from the underpass. Moving the crossing to the east will improve the safety of the facility by removing the pedestrian crossing of the east bound slip lane to 6th Street and by providing more sight distance for vehicles coming from and entering the roundabout. In addition, it will eliminate out of direction travel for pedestrians wishing to cross to the north side of 6th Street and head east.</p>	<p>Extending the median would restrict access at the Kum & Go, which would increase business impacts under the Build Alternative. The concern with a crosswalk east of the slip lane is the potential conflict between traffic and their ability to recognize pedestrian crossings at that distance from the roundabout. The planned design better meets the desirable crossing locations for pedestrians at roundabouts based on available design guidelines, including the National Cooperative Highway Research Program (NCHRP) Report 672, which is recognized by FHWA as representing current practice for roundabout design. That said, we will reconsider the crossing location and coordinate with the City on this issue.</p>
5bx	<p>Page 3-140 Build alternative impacts to pedestrian and bicycle facilities. Please add a bullet to this list stating that, "Pedestrian areas along Grand Avenue would be diminished by the reduction in the width of the space, and the loss of old shade trees along the street".</p>	<p>This was clarified in Section 4.2 of the FONSI.</p>
5by	<p>Page 3-141 Construction impacts to pedestrian facilities Due to the expected volume of traffic through the Midland to 8th Street detour, a number of pedestrian crossings will be affected:</p> <ul style="list-style-type: none"> a. The Midland Avenue pedestrian crossing near Exit 114 to the Whitewater Park b. The Midland Avenue pedestrian crossing to the Alternative High School c. The pedestrian crossing on 7th Street to the trail through the Wye area to GSES d. The school bus stop on 8th Street, just east of Midland e. Pedestrian crossings of 8th Street and 9th Street to access the Post Office <p>The detour planning for the project should include a plan for pedestrian access.</p>	<p>CDOT is currently developing a Pedestrian Plan for the detour. The existing pedestrian crossing locations mentioned in your comment will be addressed in that plan. This was clarified in Section 4.2 and Table 3-2 of the FONSI.</p>

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	<p>Crossing of the detour route will be difficult. Officers or pedestrian flashing signals may be necessary to create safe crossings. Item (c) above is of special concern, because school children cross there to access GSES. The 60% plans show a pedestrian crossing on 7th street that ends in the trail going up through the wye. Now children cross the tracks to get to GSES. When the detour route goes through the kids will want to cross the 8th Street Detour in approximately the same location they do today. The project should have plan to create a safe crossing there.</p>	
<p>5bz</p>	<p>Page 3-141 Pedestrian and Bicycle Facilities Mitigation. Please include in this section the development of a plan for pedestrian crossings of the detour route.</p>	<p>See comment #5by Response.</p>
<p>5ca</p>	<p>Page 3-161 Table 3-28, Mitigation Commitment #3. Comment. The City believes that the visual changes and impact to the City’s downtown area from the removal of old shade trees from 7th Street and Grand Avenue between 7th and 8th will be a significant loss. We understand that space constraints from the widening of the bridge and the associated utility corridor on either side of the bridge prohibit the direct replacement of these trees on Grand Avenue. However the City would like to continue to work with CDOT to mitigate the loss to the greatest degree possible.</p>	<p>Please refer to Comment #5e and #5ap Responses.</p>
<p>5cb</p>	<p>Page 3-163 Table 3-28, Mitigation Commitment #11 and #22. The City appreciates CDOT’s willingness to allow us to offer comment on the design of the detour routes and TDM measures. However I think it is important to state that while removal of 20-25% of the peak volume of traffic from the system in the am and pm peaks is a goal for the project, design of transit routes and the availability of drivers and officers to control intersections should be planned around a more achievable volume reduction. In addition, CDOT should consider the probability that the impacts to the detour route from Exit 114 to 8th Street will occur over a longer period of time and that due to construction risks, the actual closure of the bridge may be longer than 90 days. The plans for additional intersection control, uniformed officers, additional busses and drivers may need to be in place for a longer period of time than anticipated.</p>	<p>CDOT has and will continue to work with the City and RFTA on planning and details for the temporary SH 82 detour. The traffic control plan for the detour operation will be flexible to accommodate a shorter or longer full closure of the bridge. Also refer to Comment #5ce Response.</p>
<p>5cc</p>	<p>Page 3-163 Table 3-28, Mitigation Commitment #16. Could Midland Avenue from 8th Street through to 27th Street be included in the traffic models for the detour route? This would allow mitigation measures for this section of Midland to planned in advance.</p>	<p>The intersections at either end (8th Street and Midland Avenue, and 27th Street and Grand Avenue) are already included. Adding the entire route won’t provide new information. CDOT will work with the City during design and planning of the detours.</p>
<p>5cd</p>	<p>Page 3-164 Table 3-28, Mitigation Commitment #18. Will any additional signals or control be needed for transit on Wulfsohn Road?</p>	<p>Additional temporary signals or other control could be needed as part of TDM measures proposed during detour operations. CDOT will work with RFTA and the City to improve transit during the closure period. CDOT is currently coordinating with RFTA, and a signal at Wulfsohn Road is likely.</p>
<p>5ce</p>	<p>General Transportation. Emergency services during the 90 day bridge closure are a great concern. The City has fire stations with trained medical and</p>	<p>Detours during the full bridge closure will lengthen trips from the north side of the river to the hospital located south of the river. Local emergency responders develop</p>

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	emergency personnel on both sides of the Colorado River. During the bridge closure however bringing patients with medical emergencies back to the hospital at 20th and Grand Avenue may be very slow to impossible. CDOT, in conjunction with the City EMS should realistically look at the response times across the City and create a plan for emergency response. It may be faster to station Flight for Life at the hospital, to bring a gurney across the Colorado River on the pedestrian bridge or to drive patients to Rifle.	their own Incident Response Plans. CDOT will provide input and assistance to local emergency responders, police, and Colorado State Patrol in these plans. All of the options mentioned are possible and will be evaluated. Their plans will consider various scenarios so emergency responders can prepare for different situations. CDOT will meet with emergency responders before the full bridge closure. During the closure, CDOT will work with responders to adapt the plan to changing traffic conditions as needed. See also Comment #5ep Response below.
5cf	A similar concern exists for the City and County's police force. Both the City and County facilities are at 8th and Grand Avenue. No satellite facilities exist on the north side of the Colorado River. Response times during the bridge closure may be unacceptable. Again the State and the City and County need to help develop a plan for emergency response through the bridge closure.	Please refer to Comment #5ep Response. Specifics of police staging will be coordinated with their office in the years and months preceding the closure. Section 3.4.3 of the EA has a commitment regarding this coordination.
5cg	Page 3-168 Table 3-28, Mitigation Commitment #32. The City will also need to be involved in the temporary signage for visitors.	This was clarified in Section 4.2 of the FONSI.
5ch	Page 3-168 Table 3-28, Mitigation Commitment #34. The City would prefer that the 90 day bridge closure begin in March, instead of April. The March through May closure period allows one month of the City's tourist season (June) should the closure go beyond the planned 90 day period. If the closure period begins in April, there is a risk that the closure period would affect most of the City's summer tourist season.	CDOT is working with the contractor to determine the start and duration of the closure. CDOT must balance the impacts to businesses with other constraints, such as potential weather delays, high water, fish spawning seasons, completion of the National Environmental Policy Act (NEPA) clearance, final design completion, permitting, etc. CDOT understands the City's desire to minimize the full bridge closure during peak tourist season and will make every effort to avoid the City's peak tourist season.
5ci	Page 3-172 Table 3-28, Mitigation Commitment #67. The City is continuing to work with CDOT to alleviate concerns regarding the water quality basin (sediment detention area). At this time the City is uncertain whether we will be required to maintain the basin based on Colorado's Division of Authority Statute. However, if the City does maintain the detention basin, we are still uncertain about how often it will need to be done, and what equipment we will need to maintain it with, and who will be responsible for repair if damage occurs with maintenance activities. The City currently does not have another detention basin that we maintain. These issues will need to be addressed in an IGA between the City and the State.	Please refer to Comments #5ao and #5bq Responses.
5cj	Page 3-173 Table 2-28, Mitigation Commitment #68. As stated above, the Division of Authority Statute is unclear regarding water quality facilities. The City is continuing to work with CDOT to determine maintenance responsibilities.	Please refer to Comments #5ao and #5bq Responses.
5ck	Page 3-189 Table 3-28, Mitigation Commitment #153. Aesthetically pleasing trail way finding and road signage will be an important element of the overall project for the City. The City would like to work directly with CDOT and its consultants to ensure the final product will work well for the City.	This was clarified in Section 4.2 of the FONSI.

Comment #	Comment	Response
5cl	Page 3-23 paragraph 3.2.1 Existing Conditions, Roadways. Does not list the City residential streets in the downtown core that will be used for the detour south of the bridge: Pitkin, Colorado, and Blake and Cooper by default.	This was clarified in Section 4.2 of the FONSI
5cm	Page 3-39 Transit: “During final design, CDOT will continue to coordinate with RFTA...” please include the City as the other transit coordination partner.	This was clarified in Section 4.2 and Table 3-2 of the FONSI.
5cn	Page 3-40 first paragraph. “The two local RFTA bus routes serving the study area...” Please also include the one RGS route with two buses serving the study area.	This was clarified in Section 4.2 and Table 3-2 of the FONSI.
5co	Page 3-40 paragraph 3.2.3 Transportation Mitigation. Can the City work with CDOT to include a bus pull-out close to the northern bridge landing to make up for the lost 6th and Maple bus stop in the 6th Street retail core? This provision is also mentioned in TABLE 3-28, Page 3-162, #8 “Removal of bus stop at 6th and Maple or provision of new bus stop in the vicinity.”	Please refer to Comment #5cm Response. CDOT will coordinate bus stop locations on 6th Street near Maple Street with the City and RFTA. Loading, unloading, and bus routing need to be considered and further explored through the final design process. RFTA has suggested serving the area with stops on 6th Street west of Laurel Street.
5cp	Page 3-41 Midland Avenue. in the residential areas along Midland from 8th to 27th, CDOT is to “monitor traffic during the full bridge closure and respond with appropriate measures to mitigate traffic impacts.” What are the “appropriate measures”? What intersection controls will be in place at 8th/Midland to prevent most folks from continuing south on Midland?	Refer to Comment #5bo Response. Mitigation may include additional traffic control, signing, and possibly uniformed traffic control at critical times. Increased traffic at the intermediate intersections and driveways along Midland Avenue (e.g., 10th and 13th Streets) might promote unsafe maneuvers (e.g., left-hand turns into heavy opposing traffic to enter a driveway).
5cq	Page 3-42 Transit. Please include again that CDOT will work with the City and not only RFTA during detour transit route coordination.	This was clarified in Section 4.2 and Table 3-2 of the FONSI.
5cr	Page 3-43 Bicyclists/Pedestrians. Several times the idea is mentioned in the EA of keeping open a ped/bike connection across the Colorado River while the existing ped bridge is out of service for an undetermined amount of time. This connection is not described; is it the Rio Grande trail bridge by the confluence? Does CDOT plan to use any of the existing Grand Avenue vehicle bridge lanes for ped/bike access during this time?	CDOT is no longer considering converting the existing Grand Avenue Bridge vehicle lanes for bicyclists/pedestrians. Bicyclists and pedestrian will share the temporary pathway that will be added on the outside of the existing Grand Avenue bridge. Bicyclists can also use all the other existing bridge crossings currently available.
5cs	Page 3-43 Bike/Ped, Motorist, and Transit TDM. Current operating and administration budgets of both RGS and RFTA are limited and may not be able to provide additional funding for these examples. Will CDOT be willing to assume the financial lead here?	The EA states that specific measures to reduce travel demand could include measures such as those listed on page 3-43. Because some of these measures will require non-CDOT funding to implement, such as enhanced transit and bike sharing, CDOT cannot commit to these elements at this time. This is clarified in Section 4.2 of the FONSI. CDOT commits to working with stakeholders, including RFTA and the City, to identify and pursue outside funding for specific TDM measures and implement other appropriate measures such as those listed. (This was discussed in the January 2015 meeting with RFTA and City staff.) CDOT is working with funding partners to identify financial support for programs such as those listed for the detour. The specific TDM measures that will be undertaken for the project will be identified based on stakeholder input and coordination.

Comment #	Comment	Response
5ct	Page 3-43 “Provide information targeted to CMVs and companies, particularly delivery trucks...” Delivery truck drivers must abide by their route schedule and appointments set in advance with business owners. These aren’t usually very flexible schedules.	One element of TDM is to provide advance information to businesses of the benefits and need to adjust their delivery schedules during the 2017 closure. This is addressed in the EA on page 3-43, Regional and Local Motorists, third bullet.
5cu	Page 3-65 please further define the “gateway concept at the I-70 exit.”	<p>The term “gateway” was raised in the Project Visioning on December 8, 2011, and identified as part of a list of a common values, criteria, and strategic building blocks. Visioning participants (stakeholders) defined gateway in various ways including: “It’s a <i>gateway</i> to the valley, not just Glenwood;” “Real <i>gateway</i> at touchdown points – the experience of driving under it;” “Something festive and fun on top – <i>gateway</i> to Glenwood.”</p> <p>The term was also raised by participants at the March 12, 2014, Issue Task Force Workshop regarding the new pedestrian underpass: “Opportunity for a <i>gateway</i> treatment.”</p> <p>Participants at the April 9, 2014, Issues Task Force Workshop, in discussing the North Glenwood area, mentioned: “<i>Gateway</i> elements concept with pillars at north abutment and at Pier 6.” These “gateway” elements were further defined as pillars or similar structures visible by the travelling public on SH 82.</p>
5cv	Page 3-69 3.6.3 Economic Mitigation. “Coordinate with the DDA to develop signage that directs visitors to the 6th Street businesses.” Include “and in accordance with the City Wayfinding Signage Plan” after DDA in this sentence.	Refer to Section 4.2 and Table 3-2 of the FONSI, where this change has been noted.
5cw	Page 3-76 “Fugitive dust control measures will include...: apply water and chemical stabilizers in active construction areas and on haul roads as necessary to suppress dust.” Does this include applying chemical stabilizers to the areas immediately adjacent to the Colorado River?	Refer to Section 4.2 and Table 3-2 of the FONSI, where it is clarified that chemical stabilizers will not be used in areas immediately adjacent to the Colorado River.
5cx	Page 3-89 Construction Impacts: “Also, refueling and operation of construction equipment near the Colorado and RF Rivers could result in release of contaminants to these waterways.” Please identify a “no-refueling within ___ feet of the river” policy for construction equipment to alleviate these potential mishaps.	The referenced text describes possible impacts to waterways. In response to these potential impacts, Section 3.9.3 of the EA outlines specific measures to minimize or avoid these risks. Refer to first two bullets on page 3-93 of the EA, and mitigation commitments 77 and 78 in Table 3-28 of the EA.
5cy	Page 3-136 “Trail connection on 7th/8th Street across the Roaring Fork River connecting to the Jeanne Golay Trail and the GWS Community Center...” Is this supposed to be a separate connection from what is in place there?	This is an existing connection. This was clarified in Section 4.2 of the FONSI and reflected in the updated EA Figure 3-33 in the FONSI.

Comment #	Comment	Response
5cz	Page 3-137 Figure 3-33. The shared use path in Two Rivers Park is identified as the Jeanne Golay Trail on this map. Also, 11th Street is labeled as the unpaved Doc Holliday Trail. Incorrect- Doc Holliday Trail leads up to the Pioneer Cemetery, and the 12th Street Ditch Trail is the unpaved east-west connection there. The bus stop on the north side of 6th Street is just west of Maple Street, not Pine. The bus stop on the north side of 7th Street in the RR wye area is west and downhill of the east leg track crossing of 7th.	This was corrected in Section 4.2 of the FONSI and reflected in the updated EA Figure 3-33 in the FONSI.
5da	Page 3-138 Build Alternative. In addition to crosswalks and streetscaping, please consider adding signage to aid pedestrians (especially those on the south side of 6th and west of the roundabout) in finding where to safely cross the 6th/Laurel Roundabout. Also, it is suggested that “Adding sharrow markings on North River Street...” is this included in the project budget, or is this a suggestion to the City?	Project-wide wayfinding and sharrow markings (shared-lane marking) on North River Street are included in the current project design and addressed more broadly in Section 3.183, page 3-141, first two bullets of the EA.
5db	<p>Page 3-141 Will the timing of the temporary closure of the portion of trail east of Two Rivers Park and within I-70 ROW coincide with the closure of the existing Grand Avenue ped bridge?</p> <p>Will the temporary closure of the sidewalk on the south side of 8th Street at Midland affect ped access to the City Hall and GSES area via the social trail across RR wye?</p> <p>Finally, 8th and 9th Streets are listed as ped/bike detours for the 7th Street closure. Would CDOT consider improving these minor street crossings of SH-82 to facilitate more efficient ped/bike crossing? Such as bike signals for the minor approaches with pavement markings?</p>	<p>The temporary trail closure is tied to the installation of permanent storm drainage, which should occur before the full bridge closure.</p> <p>Access will be maintained to City Hall and Glenwood Springs Elementary School. The sidewalk on the south side of Midland Avenue is being temporarily closed.</p> <p>Pedestrian traffic will be detoured to the 8th Street and Midland Avenue intersection to cross to the north side of Midland where sidewalk connectivity is provided. Existing SH 82 intersections were upgraded to colored concrete crosswalks with the Grand Avenue Paving Project (GAPP) in the early 2000s. SH 82 signal timing, including pedestrian phases, will be adjusted for the detour, and provide adequate time for pedestrians and bicyclists to cross SH 82. This was clarified in Section 4.2 of the FONSI.</p>
5dc	Page 3-142 under “Changes to Two Rivers Trail access.” is a temporary ped/bike bridge across the Colorado River being proposed here? Under “SH-82 Detour”, please clarify the second sentence about the ADA ramps and three-foot sidewalk on the south side of 7th sentence.	There is no temporary pedestrian/bicyclist bridge proposed across the Colorado River; see Comment #5cr Response. Text was added to Table 3-2 of the FONSI about providing access along 7th Street.
5de	Page 3-165 Table 3-28, #21. Neither a funding source or sponsoring agency are identified for the bike depots, lockers, and bike rental/sharing service and the free or low-cost pedi-cab service. Does CO PUC allow for a pedi-cab service in GWS? Does Municipal Code allow this?	Refer to Comment #5cs Response.
5de	Page 4-7 Exit 114 Improvements. Are any ped crossing improvements planned for the Exit 114 roundabouts, in addition to the permanent vehicular improvements?	There are no crossing improvements proposed at the Exit 114 roundabouts. However, on the north roundabout, CDOT will add a sidewalk on the south side of US 6 that connects the existing sidewalks at the roundabout to the bus stop located to the east.

Comment #	Comment	Response
5df	Appendix B CDOT Safety Assessment Report, page 6 and 7. Will CDOT please include funding for these identified accident countermeasures in the study area, i.e., the traffic signal timing improvements and intersection approach sight distance lengthening, or especially the upgrading all signal heads with 12" LED lenses and backplates with yellow borders?	Yes, the project includes funding to install new equipment to meet current standards, including signal timing improvements and new signal heads. The new bridge design will also improve vertical sight distance.
5dg	Noise Technical Report, page 4: What is the grade of the new maintenance and access trail connection linking the N River St on-road bicycle route with the new trail north of I-70? Is this connection paved? Also, is CDOT installing on-street bike facilities in the north bridge landing/new roundabout area?	The maintenance road will be paved; this is clarified in Section 4.1 of the FONSI. The grade of the maintenance road was developed in conjunction with the City based on the types of maintenance vehicles using the facility. This road has a maximum grade of 10 percent but only for about 40 feet, which is reasonable for maintenance vehicles. Bikes are accommodated on this shared road or on sidewalks. There will be no striped on-street bike facilities at the roundabout. Sharrow markings (shared-lane markings) will be provided on North River Street.
5dh	Economic Conditions Technical Report, page 14, Table 2. There are only 40 employees at the Roaring Fork Marketplace? Does this include Wal-Mart which is in the Roaring Fork Marketplace?	The Info USA database used for analysis assumes 197 employees at this Wal-Mart and these were categorized into the 23rd to City Limits column in Table 2. The 197 retail employees should be included in the Roaring Fork Marketplace column, which would then show a total of 237 employees. The 23rd to City Limits column would then show a total of 320 employees. This correction is noted in Section 4.2 of the FONSI.
5di	Economic Conditions Technical Report, page 17, 2.2.2 Businesses South of the River, West of Grand Avenue: The Grind is open again after moving from the east side of Grand to the west, not vice versa as stated.	This change was corrected in Section 4.2 of the FONSI.
5dj	3-11: There is also no visual analysis of the new bridge from the downtown (west of Grand) looking northward towards 6th Street. The new bridge will be the prominent feature in the viewshed for a block or two. No analysis of the views from the perspective of the river recreationalist from the river looking shoreward. The post-bridge viewshed will include retaining walls and newly revegetated (?) banks.	Visual changes to viewers along 7th Street are noted in Table 3-5 of the EA. Visual changes to river views, including riverbank vegetation removal, are noted in Tables 3-5 and 3-8 of the EA and in Section 6.2.1 of the <i>Visual Impact Assessment Technical Report</i> . Impacts from cut and fill walls are noted in Table 3-5 of the EA and in Section 6.2.1 of the <i>Visual Impact Assessment Technical Report</i> . Also see Comment #5c Response.
5dk	3-11: Is there any photometric analysis (before v. after) of the proposed lighting? All the new lighting at Exit 116 and the roundabout will generate a lot of new light. Will any of this lighting meet the GSMC standards?	The project does not include photometric analysis of existing conditions but is providing this analysis for the proposed design. The proposed lighting meets Glenwood Springs Code, Article 070.140, Exterior Lighting Standards as well as CDOT lighting requirements. CDOT is coordinating with the City on lighting provided in the Build Alternative.
5dl	3-11: The City needs to determine whether it is in the best interests of property owners in the 700 block of Grand Avenue to have replacement trees or planters. My concern is that these will likely preclude any future outdoor seating with only 15 feet remaining between the face of the bridge structure and the building facades.	Please refer to Comment #5ap Response.

Comment #	Comment	Response
5dm	3-30 thru 3-35 There doesn't appear to be any discussion of the impacts of traffic volume increases on N. River and 6th Streets as a result of the new circulation pattern generated by the right in/right out intersection of N. River and Hwy. 82. Note: At the peak hour, Jacobs estimates 50 trips each way. The remainder of the traffic will now be routed in the opposite direction.	This change in access is discussed on page 2-30 of the EA. This description is referred to on page 3-36 and shown on Figure 3-14 of the EA. However, additional details are provided in Section 4.2 of the FONSI.
5dn	3-38: 2nd to last paragraph: While the number of crashes will likely fall, the severity of those crashes will increase due to the increased vehicle speed on the new viaduct.	As discussed in Section 3.2.2 of the EA, speeds in the study area may increase slightly due to the smoother route over the bridge, but the effect of increased speeds is expected to be small. The roadway will be designed to current standards consistent with the urban area and posted at 25 mph at both ends of the bridge. This would mean that inconsistent speeds, which contribute to more crashes than simply higher speeds, would be reduced. Further, 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 the bridge, will work to slow vehicles entering the downtown area, resulting in a traffic calming effect. The speed limit of the existing SH 82 bridge and the new SH 82 bridge will remain constant at 25 mph. Note that the most important element of speed control for a roadway of this type is enforcement. Enforcement of the 25 mph is, and will continue to be, the most effective method for maintaining lower traffic speeds downtown. Because speeds are not expected to increase appreciably, the severity of crashes should not increase.
5do	3-42: re: Downtown Grid. Again, what about Pitkin.	Please refer to Comment #5x Response.
5dp	3-81: Noise Mitigation. No discussion of impacts from increased traffic circulating through downtown neighborhoods. The noise mitigation analysis should also include the 8th Street extension to the Roaring Fork River.	Noise effects from increased traffic along the SH 82 detour, which includes the 8th Street extension, were evaluated in the noise analysis and discussed in Section 3.8.2 of the EA and the <i>Noise Technical Report</i> . As noted on page 3-81 of the EA, "Traffic noise is anticipated to range between approximately 59 dBA to 75dBA near sensitive receptors along the detour routes." This discussion was expanded to include other downtown streets. This was clarified in Section 4.2 of the FONSI.
5dq	3-101: New construction in Western Colorado, regardless of setting, increases the weed population at least for a short term. Will any of these disturbed areas to be revegetated? W/o irrigation survival and success on south facing slopes is lessened. Has any inventory of trees to be removed been conducted? Since most or all of the trees along the I-70 corridor are considered to be undesirable species, they will all be removed, forever changing the viewshed and character of the river corridor. Has the issue of type, quantity and location of revegetation has been postponed to some later phase of the project?	Please refer to the Section 3.12.3 of the EA for measures to mitigate for vegetation loss. Yes, a tree survey has been conducted for all affected trees, noting species type and trunk width. In terms of removal of the non-native trees along I-70, as discussed in the EA, CDOT will attempt to revegetate disturbed riparian areas (i.e., near the Colorado River) to the extent that topography and river flow constraints allow. Note that disturbed river banks generally will be restored to precondition contours and that non-native tree species that established before likely will reestablish without active vegetative management.
5dr	3-133: References CDOT coordinating with rafting companies to develop a Construction River Use plan. CDOT does not control upstream access to the river(WRNF). Impacts to and communicating with the recreational boating community will be more challenging. Are impacts to rafting industry discussed in the economic impacts section?	Fulfilling the mitigation commitments in 3.17.3 of the EA does not require CDOT to have authority to restrict river access. 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 was clarified in Section 4.2 and Table 3-2 of the FONSI.

Comment #	Comment	Response
5ds	3-138: 4th bullet down from the top, reference that the new bike/ped path will strengthen the recreational link between Two Rivers park and Glenwood canyon. This plans reduces/discourages access to N. River St. which is the cycling route today. It is substantially longer distance and is out of direction, therefore less intuitive route.	Because the underpass allows bicyclists to avoid crossing SH 82, CDOT contends that the connection is strengthened. Bicyclists could still opt to use North River Street to access Glenwood Canyon, or travel via 6th Street. Refer to Comment #5k Response.
5dt	3-140: Construction Impacts – Here the authors say that the pedestrian bridge will be closed “temporary interruption”. Elsewhere CDOT has represented that pedestrian xing will not be eliminated at any time during the replacement process. Which is it?	Both statements referenced are correct. The EA described the potential impact of pedestrian bridge closure, and stated that “temporary interruption of pedestrian and bicyclist connectivity will occur during replacement of the pedestrian bridge.” That impact will occur if no mitigation was undertaken. Section 3.18.3 describes the measures that will be employed to mitigate that impact and maintain pedestrian and bicyclist connectivity during replacement of the pedestrian bridge.
5du	3-142: SH82 Detour. What is planned for crossing 7th Street in the vicinity of the funeral home during the detour? Maybe an RRFB or a cross walk attendant?	As discussed in Section 3.18 of the EA, pedestrian sidewalks and ramps will be provided in conjunction with the temporary detour construction near the 7th Street funeral home crossing. A rapid reflecting flashing beacon (RRFB) or cross walk is not planned at this time. The volume of pedestrian traffic associated with this business does not warrant special crossings.
5dv	<p>General. I am concerned that much of the detail of mitigating the visual and physical impacts of the bridge is left out of this EA. This coupled with the fact that these details are not included in the 60% construction plans leaves me wondering exactly what level of mitigation CDOT is willing to commit to.</p> <p>For example, the EA states:</p> <p>“...CDOT <u>will continue to work with stakeholders</u> to identify opportunities for aesthetic treatments” (p 3-16);</p> <p>“Preserve existing vegetation <u>where practicable</u>, and re-vegetate riverbanks with native species ... ”(p. 3-16)</p> <p>Regarding the aesthetic details, the EA states: “Some limited variation of the designs [shown on pages 3-18 – 3-20] could still occur depending on EA input, final design evaluations, funding availability and other project criteria. CDOT’s intent is to keep the design as close to that shown as reasonable based on additional input and evaluation.” (p.3-17)</p> <p>With these details left out of this EA, there is no certainty that the vehicular bridge in particular, and to a lesser degree the pedestrian bridge, will be constructed as expected.</p>	<p>Please refer to Comment #5b Response regarding your comments on aesthetics. The vegetation impact estimates included in the EA were reviewed and found to be accurate. Details about locations where vegetation will be removed will be shared with the City staff.</p>

Comment #	Comment	Response
5dw	General. The perspective illustrations are helpful but many are misleading. For example, many show landscaping and mature trees. It is my understanding that with the exception of along the riverbank, landscaping is not part of this project, and any street trees that are planted will take a decade or more to appear as shown in the illustrations.	Please refer to Comment #5c, #5dx, and #5e Responses regarding updates made to renderings.
5dx	Additionally, the EA includes several close-up illustrations showing certain aesthetic treatments. This serves the necessary purpose of having the reader focus on certain treatments. However, the EA should also include close-up perspectives of all the aesthetic treatments that would be present within that view plane. Only then can the reader analyze the effectiveness of each of the proposed treatments in the context of what actually would be seen.	The purpose of the renderings and photo simulations in the EA was to give the reader an idea of how the visual changes described in the EA may appear in terms of scale and general appearance. Both the close up and more distant views provided in the EA effectively serve this purpose. In response to previous City comments, the EA included more close up and detailed renderings of some of the aesthetic treatments that had been decided or are currently under development. Section 4.1 of the FONSI provides updated renderings that reflect more current aesthetic and design decisions made to date.
5dy	It is important to note too that many of the illustrations are out of date. In a design meeting held November 19th, during the comment period, CDOT presented design details of aesthetic treatments that conflict with what is shown in the EA.	Please refer to Comment #5b and #5dx Responses.
5dz	General. I understand that the existing public restroom will be removed and there are no plans to replace it. Glenwood Springs is a tourist town and a public restroom is an expected amenity. Without it, the burden of providing this convenience unfairly defaults to private downtown businesses. I believe that CDOT needs to work with the City to find a suitable location for a public restroom and that it should be built as part of this bridge construction project.	The public restroom was discussed during the March and April 2014 Issue Task Force Workshops and at a separate DDA workshop around the same time (not part of the Grand Avenue Bridge project). There was no agreement on the best location for the restroom, although it was recognized there is inadequate room to replace it under the new bridge. Two potential locations that emerged from the DDA workshop were in the location of the former shoe shop next to the alley between 7th and 8th Streets on Grand Avenue and in the future County parking garage on 7th Street and Colorado Avenue. As a result of these meetings, the study team concluded that the best option is to allow the City and DDA to determine the best location for the restroom and include the cost of the restroom in the contribution the City is providing toward the project. The construction of the restroom will also be completed by the City. This will be included in the IGA with the City. Additional information about the restrooms is provided in Comment #5f and #5ak Responses.
5ea	3-11 The EA should address the visual impact of the 25 foot tall retaining walls, and the impact of walls that are 562 feet in length. Walls that are located within public or pedestrian areas need to include treatments that add shadows and that have some visual interest. Long expanses of flat, mono-colored walls should not be acceptable as they are uninteresting and will become a magnet for graffiti. Form liners and sand blasted walls as suggested on page 3-22 should not be part of this project.	Please refer to Figure 3-6 of the EA that presents the aesthetic treatments for retaining walls currently being evaluated with the City and other stakeholders. CDOT is committed to including aesthetic treatments in retaining walls to mitigate their visual impact. Aesthetic treatments for retaining walls vary based on their location and setting. Please refer to Section 4.1 of the FONSI for more information.

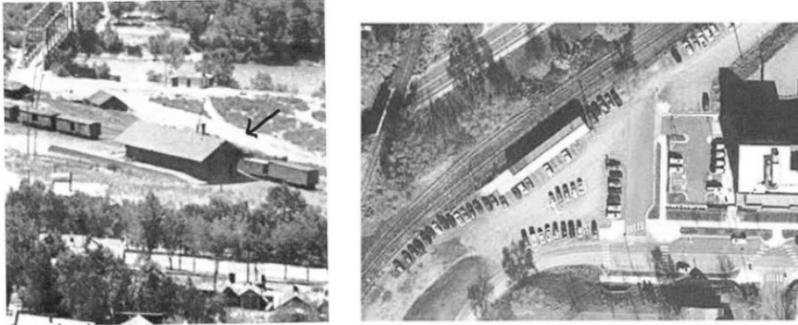
Comment #	Comment	Response
5eb	3-15: I am concerned with two statements using the term “will be considered”.	Refer to Comment #5b Response.
5ec	3-9 to 3-15. There should be an analysis of the views to the new bridge from multi-story buildings in the 700 block of Grand Avenue. Currently there is a line of mature trees that shield most views of the current bridge. The new construction requires removal of these trees but to date there are no plans to re-vegetate this area. Mitigation of this loss of tree cover should be required. Mitigation is supported by the statement on page 3-6 of the EA: “...the visual repetition of trees along a city block provides visual order and contributes to the visual intactness. Missing trees or non-unified tree species may degrade intactness”.	Views from multi-story buildings north of the bridge were considered; see Comment #5c Response. Impacts of tree removal and riverbank vegetation removal during construction are addressed in Comment #5dq Response and Table 3-8 of the EA. Section 3.1.4 of the EA lists mitigation measures for trees removed during construction of the project. Refer to Comment #5ap Response regarding mitigation for removal of landscaping. Section 3.12.2 and 3.12.3 of the EA also describe vegetation impacts and measures to mitigate those impacts. Measures to mitigate loss of street trees in the 700 block of Grand Avenue are noted in Table 3-2 and Section 4.2 of the FONSI.
5ed	3-16: Preservation and re-vegetation of urban trees (street trees) should be included in the list of visual mitigation techniques.	Refer to Comment #5ap Response. Preservation of urban street trees where practicable will be added to the mitigation measure, as noted in Section 4.2 and Table 3-2 of the FONSI.
5ee	3-17: Lighting standards. Compliance with Garfield County design standards is not applicable to this project. Delete the reference to Garfield County.	See Comment #5dk and #5ef Responses regarding lighting standards. The requested change has been noted in Section 4.2 and Table 3-2 of the FONSI.
5ef	3-17: The EA includes bridge and highway lighting as part of aesthetic treatments. It is understood that CDOT needs to install lighting fixtures on the vehicular bridge and at the new roundabout that meet certain highway standards however, I would not consider these fixtures to be necessarily “aesthetic”. Therefore I recommend that CDOT request a variance from the highway standard so that it can install decorative light fixtures that are more in-keeping with the character of the city and with the dark sky standards per the city’s Exterior lighting Code (Article 070.140).	The lighting design has been revised on Grand Avenue Bridge. Providence style lights are being proposed along the entire extent of the Grand Avenue Bridge. A large Providence luminaire at 25’ height is proposed from the southern abutment wall to Pier 6. A medium Providence luminaire at 16’ height is proposed from Pier 6 to 8th Street. CDOT will not need a variance from highway standards because this will be maintained by the City. CDOT is coordinating the lighting design with the City.
5eg	Additionally, CDOT should be required to submit a photometric plan to the City of Glenwood Springs for review and approval prior to purchase and installation of the lights. The photometric plan is necessary to insure compliance with the Exterior Lighting Code for fixture design and light levels.	Please refer to Comment #5dk Response.
5eh	3-17: To mitigate visual impacts, the EA proposes using earth-tone paint and stain. It does not provide detail as to which materials will be painted or stained. If this refers to staining or painting gray concrete, this mitigation measure should not be acceptable. Paint and stain wears off with time. Rather, the mitigation measure should be a commitment to use integrally colored concrete, natural stone and brick for both the vehicular bridge and the pedestrian bridge, retaining walls, stair and elevator towers.	The visual mitigation measure listed in Section 3.1.4 of the EA regarding paints and stains states: “Use earth-tone paints and stains and select paint finishes with low reflectivity.” It should be noted that this measure is listed under the more overarching mitigation measure to “Use materials and/or aesthetic treatments on bridges to blend with the historic and mountain context of the study area.” This mitigation measure is not intended to indicate that use of paints or stains is required or to specify which project elements may or may not be painted or stained (that process is still ongoing). Rather, the purpose of this mitigation measure is to specify that, if it is determined through the design process that paints or stains will be used, that they have these qualities to help minimize visual impacts. While it is true that it has been determined through coordination with stakeholders that certain project elements such as concrete and retaining walls will not be painted or stained,

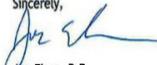
Comment #	Comment	Response
		the design of aesthetic treatments for other project elements is still ongoing. As such, this mitigation measure remains in place to be considered during that continuing process.
5ei	3-18: This illustrated view from 7th Street shows a line of trees. This illustration is deceptive because trees are not included in the visual mitigation measures for this location. This illustration should be replaced with one that accurately depicts the lack of tree cover and the proximity of the new bridge to the adjacent buildings.	Although the rendering referenced was not updated, Section 4.2 of the FONSI describes the impacts of permanent tree removal in the 700 block of Grand Avenue and measures to mitigate that impact.
5ej	3-37: Realignment of N. River Street – Will N. River and the new roundabout be the City’s responsibility to maintain?	CDOT will confirm maintenance responsibilities for North River Street and the roundabout as part of its ongoing discussions with the City.
5ek	3-39 to 3-40 Transit. CDOT should coordinate Ride Glenwood bus stops with the city of Glenwood Springs in addition to RFTA. Ride Glenwood is a city (local) bus service and RFTA is the city’s contractor.	CDOT is beginning the process of developing transit plans during the bridge closure detour as identified in Commitment #22. This process includes coordinating with both RFTA and the City.
5el	3-45: Change the zoning depicted in the block between School St and Pitkin Avenue from green (R/3) to red (C/2). The zoning was changed last year.	This was corrected in Section 4.2 of the FONSI.
5em	3-49: Correct location of library – 8th & Cooper	This was corrected in Section 4.2 of the FONSI.
5en	<p>3-50: The map should be corrected. Glenwood Springs Police are not located where shown on the map. The city police are in the ground floor of city hall. The building identified as Glenwood Springs Police is the County Jail.</p> <p>The Library is now located just east of Colorado Mountain College, at 8th & Cooper.</p> <p>The Frontier Historical Museum is on Colorado Avenue at 10th Street, the southwest corner of the intersection.</p>	This was corrected in Section 4.2 of the FONSI.
5eo	Social Resources Mitigation-Construction Impacts. 1. Amtrak uses the driveway at the north end of Colorado Avenue as an accessible entrance into the station. It appears that this access may be impacted during the bridge construction. How will the train station maintain accessibility if this access is closed at any point during the bridge construction?	Commitment #33 states that CDOT will “Maintain access to all businesses at all times.” The contractor will be required to work closely with the railroad to maintain railroad operations, including those of Amtrak.
5ep	The report indicates that police response times for areas north of the river will increase during the 90 day closure. Can this be mitigated (section 3.4.3) by opening a satellite police station on the north side of the river during the 90 day closure?	Police response times are usually influenced by where police are patrolling as opposed to the location of the police station. CDOT will not fund a temporary police station, but CDOT will work with the Glenwood Springs police, Colorado State Patrol (CSP), and emergency services on Incident Response Plans and emergency services response. These agencies plan their own incident response, with input, assistance and cooperation from CDOT and contractors. A fire station is located in west Glenwood Springs on the north side of the river for emergency response.
5eq	3-68: Short-term impacts from construction jobs. The EA did not include an analysis of where the construction workers would reside for the duration of this	As discussed in Section 3.6.2 of the EA, construction will benefit the local economy by creating jobs and certain types of revenue. Estimates include \$55.6

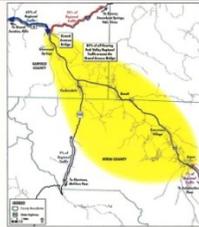
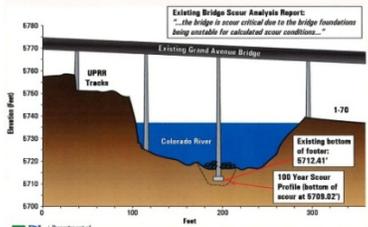
Comment #	Comment	Response
	project, other than to state that some construction workers could live in extended stay lodging in the area. More thought should be given to mitigating the impact of housing construction workers during this project. Glenwood Springs has a shortage of housing. And, because this is a resort community, during the peak summer season there will be competition with tourists for hotel rooms. Some of the city’s hotels have a greater than 90% occupancy.	and \$91.9 million of “value added” and “direct effect” benefits to the local and regional economies, respectively. CDOT does not consider housing of construction workers as an adverse impact to be mitigated. During peak times and higher hotel prices, many construction workers may opt for housing outside of the city and commute to the site.
5er	3-70: Economic mitigation. The EA states that CDOT among other things will conduct public outreach to let the local community and region know that the area is open for business. The outreach efforts should be coordinated through or with the Chamber Resort Association.	This was added to the mitigation measure listed in Table 3-2 of the FONSI.
5es	3-81 to 3-83 Temporary noise mitigation during construction. The mitigation measures include offering hotel vouchers to a place identified as “R17” and to “the second-story residence on 7th Street”.	This comment appears to be related to the following Comment #5et.
5et	1. According to the map on page 3-78, R17 may be a residence at 114 6th Street. There is also an apartment building located behind 208 6th Street. Will these residents also be impacted by noise during construction?	Receptor R17 represents the second story apartments with balconies located behind the flower and bike shops at 208 6th Street. This receptor was analyzed in the noise analysis. The Sioux Villa Curio building at 114 6th Street does appear to have apartments at the rear. The upper level apartments do not have outdoor uses. A ground floor apartment may have an outdoor porch, but we cannot confirm because a large privacy wall blocks views. Regardless, predicted noise levels are anticipated to be lower than Receptor R17 due to the block wall shielding the ground receptor. The presence of another receptor will not change the results of the mitigation analysis.
5eu	I am not sure about the reference to “the second story residence on 7th Street”. There are a number of residents of upper floor units in the 700 block of Grand Avenue (approximately 12 units?). Due to proximity of the bridge, won’t these people be impacted by noise more than would be a unit on 7th Street?	Receptor R17 is located off 6th Street and Receptors R32a-R32f are located off 7th Street. There are additional upper floor units located along 6th Street, 7th Street, as well as the 700 block of Grand Avenue. However, only the units with outdoor uses were modeled and included in the noise analysis, per CDOT noise policy. Also refer to Comment #5et Response.
5ev	3-83: The EA indicates that noise barriers are not recommended at this time however it goes on to state that 4 foot tall shields may be installed to prevent splash back, and the shields would result in noise reduction. The shields are illustrated throughout the document as clear panels. Are these just examples or is this what is proposed? Do shields continue to be proposed for this project?	Sections 2.3.2, 3.1.2, and 3.8.3 of the EA noted that shielding may be used on the Grand Avenue Bridge extending from just north of the railroad tracks to the intersection of Grand Avenue and 7th Street. The purpose of the shielding was to prevent splash back from the bridge, with the added benefit of providing a small noise reduction. This shielding is no longer being considered in response to concerns expressed by the City of Glenwood Springs, and will not be included in the Build Alternative. Elimination of the shielding will not change noise impacts from the Build Alternative. This was clarified in Section 4.1 of the FONSI.
5ew	3-84 & 3-116 Pile driving – the EA should include an analysis of the number of buildings in the APE that are on rubble foundations. How will CDOT mitigate damage to foundations? In a April 2, 2014 correspondence to me, as staff to the Glenwood Springs Historic Preservation Commission, CDOT represented: “The final design process will consider several factors, including geological/soil densities and composition, and proximity of historic	CDOT provided information about seismic impacts to historic properties in response to a question from Glenwood Springs Historic Preservation Commission in a Section 106 letter dated April 2, 2014. Pile driving may be required for construction, and will be the loudest of the construction operations and present the most potential for vibration impacts. However, no pile driving will occur south of the Colorado River and/or near historic properties. Pile driving may occur north of

Comment #	Comment	Response
	<p>resources to determine final pile driving locations and pile driving techniques that would be employed in order to protect sensitive properties from adverse vibratory effects.” Page 3-116 lists historic properties that may be affected by construction activities. Among these CDOT determined that 12 of 16 buildings may be impacted by vibration. I assume these to be the sensitive properties.</p> <p>However, I am aware that there are other potentially historic properties within the area that were not included on the list, but that may be adversely impacted by construction activities, especially pile driving. These properties are located on the south side of the river within 1 block or less of the construction area. How does CDOT intend to address property owner concerns during construction?</p>	<p>the river but not in proximity to historic resources.</p>
5ex	<p>3-91: Revegetation of disturbed areas with native grasses or appropriate landscaping. There needs to be a plan to temporarily irrigate these areas to help establish the seed and landscaping through the first year.</p>	<p>Please refer to Comment #5ap Response.</p>
5ey	<p>3-120 Historic properties. CDOT should assess how vibration from construction activities such as pile driving may affect historic buildings. Some of the old buildings within proximity to the construction site have rubble foundations. Mitigation should involve seismic monitoring.</p>	<p>Please refer to Comment #5ew Response.</p>
5ez	<p>3-121 Memorandum of Agreement. CDOT staff has been consulting with the City’s Historic Preservation Commission through this process. However, there should be a statement clarifying that the Historic Preservation Commission is an advisory board to City Council. Therefore, City Council, if it agrees with mitigation measures, will be the concurring party to the MOA.</p>	<p>This is noted in Section 4.1 of the FONSI.</p>
5fa	<p>3-137 Trail Map. Trail #4 should be shown on 12th (which is an unimproved right of way).</p>	<p>Figure 3-33 referenced in your comment has been modified based on other comments the City provided (Comment #5bu and #5cz Responses). This was corrected in Section 4.2 of the FONSI.</p>
5fb	<p>3-141 Pedestrian & bike mitigation measures. At the new pedestrian crossing on W. 6th mitigation should include some kind of warning striping on the pavement or a flashing warning sign to warn motorists of the crossing. It seems that west bound traffic through the roundabout may need some pre-warning of this crossing zone.</p>	<p>Enhanced signing and striping is planned for this crosswalk as part of this project. Conduit and pull boxes will be installed at this location to provide power to the median if a future enhanced crosswalk (rapid reflecting flashing beacon [RRFB]) is desired.</p>
5fc	<p>Signage. There is a mitigation measure that calls for installing new signage to direct users to new recreational trail connections – as funding allows. Where existing linkages are changing as a result of this project, directional signage per existing City of Glenwood Springs standards should be a mitigation measure, not dependent on available funding.</p>	<p>This was clarified in Section 4.2 of the FONSI.</p>
5fd	<p>Page 26 Economic Conditions Report “While every transportation project has its own unique attributes, the Grand Avenue Bridge project would have a special set of challenges because of the bridge’s role in the regional and local economy.”</p>	<p>If the commenter is asking why local contributions are not mentioned in the EA, please refer to the Comment #5f and #5n Responses. Reasons for the local contributions vary but largely relate to the project’s benefit to the region.</p>

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	<p>The circle for area of impact did not include the region only a portion of the corporate Glenwood Springs. Based on impact, the State solicited funds from Garfield County, Pitkin County, Eagle County and the Intermountain Transportation Planning Region. Why is this not acknowledge in the EA?</p>	
<p>5fe</p>	<p>4-18: The City questions the findings that the freight depot located west of City Hall is a contributing feature of the railroad based on the research presented in the site form, and believes that further research is warranted prior to making this determination. The site form indicates that the existing depot was constructed circa 1950 on the foundation of the original freight depot that was located on this property. The original depot was built in 1887 but burned in a fire in 1947. While it is conceivable that the railroad used the original foundation for the construction of the 1950-era depot, the City wants to point out that the original foundation appears to be wider and in a different configuration than the current foundation. As evidence, <u>attached are photos</u> showing close-up views of the 1880s era depot, and an aerial of the existing depot and platform. Because this form is filed with the State Historical Society, the City requests that it accurately represent the history of the existing structure.</p> <div style="display: flex; justify-content: space-around;">   </div> <div style="display: flex; justify-content: space-around; font-size: small;"> <div data-bbox="247 1182 478 1218"> <p>CHS.J2503 Denver Public Library Western History Collection © 1880-1900</p> </div> <div data-bbox="646 1195 703 1218"> <p>CHS.J2379 © 1880-1910</p> </div> </div>	<p>Please note that the Freight Depot – Denver & Rio Grande Railroad - Aspen Branch (Site #5GF.5021) was determined to be eligible for the National Register of Historic Places (NRHP) under Criterion A - Associated with events that have made a significant contribution to the broad pattern of our history. This indicates that it was determined to be NRHP eligible based on its <u>association</u> with the Denver & Rio Grande Railroad – Aspen Branch (Site #5GF.1661.7) – not because of its physical characteristics. You are correct that the site form prepared for the freight depot indicated that the existing depot was constructed circa 1950 on the foundation of the original freight depot that was located on this property, and that the original depot was built in 1887 and burned in a fire in 1947, as well as other historic details of the depot. The history of the Freight Depot – Denver & Rio Grande Railroad - Aspen Branch (Site #5GF.5021) and its association with the Denver & Rio Grande Railroad – Aspen Branch (Site #5GF.1661.7) was determined through the Section 106 process that CDOT conducted for the project, which involved consultation with the State Historic Preservation Officer (SHPO) and other historic consulting parties, including the Glenwood Springs Historic Preservation Commission. CDOT will revise information about the freight depot and provide it to the SHPO for their record. Please refer to Section 4.1 of the FONSI for documentation of the Section 106 consultation completed for this project.</p>

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<p>5ff</p>	<p>Page 2-26 Figure 2-11 Here and in many other figures throughout the EA an overlay of proposed expanded parking for HSLP at north landing of ped bridge occurs on City ROW. Need to include City in discussions of expanding parking.</p>	<p>Please refer to Comment #5g Response regarding right-of-way and parking included in the Build Alternative. CDOT will continue to include the City in discussions of this parking and how this will be formalized in a joint use agreement.</p>
<p>5fg</p>	<p>Paragraph 3.5.1 in conjunction with Figure 3-20 appears to acknowledge the city’s ROW at the north landing of the current vehicular bridge and future ped bridge, but the proposed expanded parking area for the HSLP shown on this figure occurs within that ROW without mention of the need for agreement from the City.</p>	<p>Please refer to Comment #5g Response regarding right-of-way and parking included in the Build Alternative.</p>
<p>5fh</p>	<p>Paragraph 3.17.3, if continued coordination with HSLP, “to identify a solution to compensate for permanent parking impacts”, includes proposed expanded parking as shown in figures throughout the EA, City must be included in those discussions.</p>	<p>Refer to Comment #5g Response regarding right-of-way and parking replacement.</p>
<p>5 (cont’d) Photos referenced in body of City’s letter with the City’s estimate of appearance of gray concrete bridge.</p>		

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachment to comment</p>	 <p>September 9, 2014</p> <p style="text-align: right;">SH 82 Grand Avenue Bridge</p> <p>Glenwood City Council Garfield County Commissioners C/O City of Glenwood Springs 101 West 8th Street Glenwood Springs, CO 81601</p> <p>Dear Glenwood City Council and Garfield County Commissioners:</p> <p>The State Highway 82, Grand Avenue Bridge is the vital gateway to the Roaring Fork Valley; the existing bridge is over 60 years old and it carries over 25,000 vehicles per day, all squeezed into substandard "9 foot, 4-1/2 inch" lanes. The bridge also has substandard vertical clearances and pier locations that force the eastbound on-ramp to I-70 to be much shorter than current standards. In addition to these "Functionally Obsolete" issues, the bridge also has structural deficiencies including cracked and spalling concrete, corroded reinforcing steel, and a "Scour Critical" designation. This designation is due to the shallow foundation element that is only 5-1/2 feet below the bottom of the river. Scour "erosion" <u>below the footing</u> has been observed in this area. The bridge currently has a Sufficiency Rating of 43.2 (out of 100).</p> <p>The replacement project is being largely funded with Colorado Bridge Enterprise "FASTER" (Funding Advancements for Surface Transportation and Economic Recovery) dollars. Due to circumstances beyond the control of the project team, the total cost is estimated to exceed the \$99M threshold of FASTER funds. This requires other funding sources. We are respectfully requesting funding contributions from local agencies in the Roaring Fork Valley, as well as pursuing grant sources and other funding categories within state and federal programs.</p> <p>We very much need financial and political support from the City of Glenwood Springs and Garfield County to deliver this project, and we are requesting \$3 Million from each entity, over a multiple year period, to demonstrate that support. In our previous meeting with Garfield County a recommendation was made that the investment be used for the pedestrian bridge. The City of Glenwood investment would be best utilized as a general contribution to keep grant applications as open as possible.</p> <p>The project creates a more direct, effective connection between I-70 and SH 82 by eliminating existing signals at 6th and Laurel, and these planned improvements separate regional and local traffic resulting in significant operational improvements that will reduce the need for future interchange improvements.</p> <p>We understand the importance of the Context Sensitive Solutions process that balanced project impacts with historic mitigation and aesthetic elements. These elements reflect the input of the City and project stakeholders over the last three years. The Department needs your participation to avoid budgetary cuts that would diminish or remove some or all of these historic mitigation and aesthetic elements.</p> <p>Thank you for your consideration of City of Glenwood Springs and Garfield County funding for this important project; we look forward to meeting with you on September 9th to discuss your participation further.</p> <p>Sincerely,  Joe Eisen, P.E. Region 3 Central Program Engineer</p> <p style="text-align: center;">202 Centennial Drive, Glenwood Springs, CO 81601 P 970.945.7629 F 970.947.5133 www.coloradodot.info</p> 	

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<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 243 630 535"> <p>City Council & Garfield County BOCC</p>  <p>September 9, 2014</p> </div> <div data-bbox="661 243 1018 535"> <p>Regional Need</p>  <p>84% of all regional vehicular traffic into and out of the Roaring Fork Valley uses the Grand Avenue Bridge</p> </div> <div data-bbox="247 576 630 868"> <p>Existing Bridge Pier – Scour Critical</p>  <p>Existing Bridge Scour Analysis Report: "...the bridge is scour critical due to the bridge foundations being unstable for calculated scour conditions..."</p> <p>Existing bottom of footer: 5712.41'</p> <p>100 Year Scour Profile (bottom of scour at 5709.82')</p> </div> <div data-bbox="661 576 1018 868"> <p>Schedule</p>  <table border="1"> <thead> <tr> <th>Task</th> <th>2011</th> <th>2012</th> <th>2013</th> <th>2014</th> <th>2015</th> <th>2016</th> <th>2017</th> </tr> </thead> <tbody> <tr> <td>Initiation & Feasibility</td> <td>█</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Alternatives</td> <td></td> <td>█</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>NEPA Documentation</td> <td></td> <td></td> <td>█</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Design</td> <td></td> <td></td> <td></td> <td>█</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Execute IGA's</td> <td></td> <td></td> <td></td> <td></td> <td>█</td> <td></td> <td></td> </tr> <tr> <td>Right-of-Way</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>█</td> <td></td> </tr> <tr> <td>Execute Construction Contract</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>█</td> </tr> <tr> <td>Construction</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>█</td> </tr> </tbody> </table> </div> <div data-bbox="247 876 630 1185"> <p>Funding Request</p> <p>Project items included in \$3M City funding request:</p> <ul style="list-style-type: none"> Premium landscaping – designed and constructed by City Wayfinding signage Clock tower Elevators Generator Aesthetic treatments  </div> <div data-bbox="661 876 1018 1185"> <p>Upcoming Key Milestones</p> <table border="1"> <tbody> <tr> <td>Sept 2014:</td> <td>Make ROW acquisition offer to Shell property-owner</td> </tr> <tr> <td>Oct 2014:</td> <td>Budget Request for Utility Phase</td> </tr> <tr> <td>Jan 2015:</td> <td>Budget Request for Steel Tub Fabrication</td> </tr> <tr> <td>Feb 2015:</td> <td>Complete FOR 90% level design plans;</td> </tr> <tr> <td>Mar 2015:</td> <td>Budget requests for ROW acquisition</td> </tr> <tr> <td></td> <td>Execute LLP for Steel Tub Fabrication</td> </tr> <tr> <td></td> <td>IGA's completed</td> </tr> <tr> <td>Apr 2015:</td> <td>Complete final 100% construction plans</td> </tr> <tr> <td></td> <td>Receive final environmental clearances</td> </tr> <tr> <td>May 2015:</td> <td>Negotiate Construction Agreed Price with CMGC</td> </tr> <tr> <td>Jun 2015:</td> <td>Execute Construction Contract with CMGC</td> </tr> <tr> <td>Aug 2015:</td> <td>Notice to Proceed to CMGC</td> </tr> <tr> <td>Sept 2015:</td> <td>Mobilization effort begins</td> </tr> <tr> <td>Oct 2015:</td> <td>Trout Spawning Restrictions in Colorado River</td> </tr> <tr> <td>Nov 2015:</td> <td>Trout Spawning Restrictions in Colorado River</td> </tr> <tr> <td>Dec 2015:</td> <td>Start work on South River Access</td> </tr> <tr> <td>Dec 2017:</td> <td>Project Completion</td> </tr> </tbody> </table> </div> <div data-bbox="283 1242 451 1274"> <p>Thank You!</p> </div>	Task	2011	2012	2013	2014	2015	2016	2017	Initiation & Feasibility	█							Alternatives		█						NEPA Documentation			█					Design				█				Execute IGA's					█			Right-of-Way						█		Execute Construction Contract							█	Construction							█	Sept 2014:	Make ROW acquisition offer to Shell property-owner	Oct 2014:	Budget Request for Utility Phase	Jan 2015:	Budget Request for Steel Tub Fabrication	Feb 2015:	Complete FOR 90% level design plans;	Mar 2015:	Budget requests for ROW acquisition		Execute LLP for Steel Tub Fabrication		IGA's completed	Apr 2015:	Complete final 100% construction plans		Receive final environmental clearances	May 2015:	Negotiate Construction Agreed Price with CMGC	Jun 2015:	Execute Construction Contract with CMGC	Aug 2015:	Notice to Proceed to CMGC	Sept 2015:	Mobilization effort begins	Oct 2015:	Trout Spawning Restrictions in Colorado River	Nov 2015:	Trout Spawning Restrictions in Colorado River	Dec 2015:	Start work on South River Access	Dec 2017:	Project Completion	
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<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="260 250 606 375">  <p>COLORADO Department of Transportation Region 3 Program Engineer Central 202 Centennial Drive Glenwood Springs, CO 81601</p> </div> <div data-bbox="821 388 999 428"> <p>October 3, 2014 SH 82 Grand Avenue Bridge</p> </div> <p>Dear Grand Avenue Bridge Stakeholder,</p> <p>Thank you for your continued interest in the Grand Avenue Bridge project. The following is an update on the project status and addresses a number of questions that have come up about project funding, project schedule, and project elements.</p> <p>Perhaps the biggest challenge facing the project in the last few months has been overall project cost and funding. There have been numerous articles in the paper regarding the subject. The issue and challenge are that available Colorado Bridge Enterprise funding is less than the current estimated cost to construct the project. Costs have been described as either construction costs only (around \$60M) or total costs, including planning, design, right-of-way, utilities, and other CDOT costs. This number is in the range of \$110 to \$114M for Total Project Cost.</p> <p>The project team has been working hard to refine the cost estimates based on a 60% level of design, looking for ways to save costs, and pursuing other funding options. Potential funding partners include local agencies such as Garfield, Eagle, and Pitkin Counties; the City of Glenwood Springs, and the City of Aspen; local, state and federal grants; as well as other transportation funding sources through CDOT and the Federal Highway Administration.</p> <p>Recent funding commitments have come from the City of Glenwood Springs, Garfield County, and the Intermountain Transportation Planning Region (IMTPR), made up of multiple agencies in the Colorado River and Roaring Fork Valleys. The City and the County have each committed \$3M. The IMTPR has committed \$3.3M and identified the Grand Avenue Bridge as their top priority project. Funding requests have also been made to Eagle County, Pitkin County, and the City of Aspen.</p> <p>These funding challenges have affected the project schedule. While the design team has developed preliminary plans for the Preferred Alternative, including all elements previously shown at public and agency presentations, further development of these plans was put on temporary hold as a cost saving measure pending confirmation that adequate funding is reasonably foreseeable.</p> <p>There are also a number of project approvals related to environmental clearances, right-of-way acquisition, river access permits, and intergovernmental agreements that were delayed.</p> <p>These delays affect the construction start as there are other constraints that are affected. These include periods where limited or no work can be done in the Colorado River or on the existing bridge; including fish spawning seasons, high water season, peak traffic periods, and winter construction challenges. As funding is being confirmed, the construction schedule will be updated to address the various constraints. The most critical period of construction will be when the existing Grand Avenue Bridge is closed and traffic will be</p> <div data-bbox="302 1326 938 1346"> <p>202 Centennial Drive, Glenwood Springs, CO 81601 P 970.945.7629 F 970.947.5133 www.coloradodot.info</p> </div> <div data-bbox="968 1292 1058 1377">  </div>	

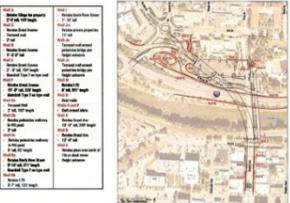
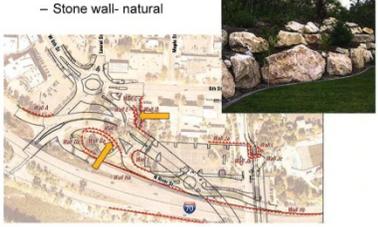
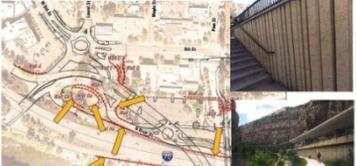
Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<p>detoured to Exit 114, Midland Avenue and a temporary 8th Street connection. This detour is currently estimated at approximately 3 months.</p> <p>As noted above, the funding concerns have also raised questions about what elements the project will include. The project elements, including the new alignment connecting directly to Exit 116, the new pedestrian bridge and attached elevators, the larger plaza area under the bridge downtown, the pedestrian underpass, and the 6th and Laurel roundabout were all developed following extensive input from affected stakeholders including business owners, residents, community groups, the City, the County, and other affected agencies.</p> <p>As documented in this process, all the project elements support the needs and goals identified early on for the project. The project team believes the extensive stakeholder input and the planning process developed the best overall solution and is moving the preferred alternative forward as previously presented. While it's possible that some elements could be delayed until future funding is secured, or revised if full funding is not available, the current plans still show all elements included.</p> <p>Assuming an acceptable funding plan is developed out of the current efforts, the Environmental Assessment should be completed and made available for public review later this fall. Following public input and a public hearing, a decision document will then be prepared, documenting the improvements to be included in the project. This decision document is currently planned for the spring of 2015. Completing the right-of-way acquisitions, final design, and all agreements to get the contractor started will take several more months.</p> <p>CDOT and the project team appreciate your continued interest and involvement and are committed to developing a project that meets the needs of all of the stakeholders while addressing the reality of limited funding and increasing construction costs.</p> <p>Sincerely,  Joseph Elsen, P.E. Program Engineer</p> <p>202 Centennial Drive, Glenwood Springs, CO 81601 P 970.945.7629 F 970.947.5133 www.coloradodot.info</p> 	

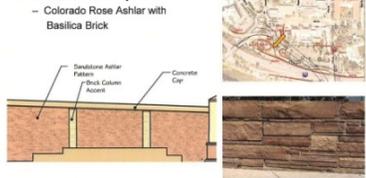
Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 250 646 526"> <p>SH 82 GRAND AVENUE BRIDGE</p> <p>Grand Avenue Bridge Aesthetics</p> <p>November 19, 2014</p> </div> <div data-bbox="653 250 1052 526"> <p>SH 82 GRAND AVENUE BRIDGE Proposed Materials</p>  </div> <div data-bbox="247 565 625 841"> <p>SH 82 GRAND AVENUE BRIDGE Proposed Materials</p>  <p>Characteristics:</p> <ul style="list-style-type: none"> •Sandstone Natural Cleft or Split Face •Color- Colorado Rose •Bond Pattern •Large scale •Stone size varies- approx size 18" x 42" <p>Elements:</p> <ul style="list-style-type: none"> •Walls </div> <div data-bbox="632 565 1031 841"> <p>SH 82 GRAND AVENUE BRIDGE Proposed Materials</p>  <p>Characteristics:</p> <ul style="list-style-type: none"> •Clay Tile Roof <p>Elements:</p> <ul style="list-style-type: none"> •Elevator Tower •Pedestrian Bridge Roof Structure </div> <div data-bbox="247 880 625 1156"> <p>SH 82 GRAND AVENUE BRIDGE Proposed Materials</p> <p>Characteristics:</p> <ul style="list-style-type: none"> •Sandstone Split Faced •Color- Colorado Rose •Ashlar Pattern •Small scale •Stone size varies- approx size 3" x 6" <p>Elements:</p> <ul style="list-style-type: none"> •Walls •Seat Walls </div> <div data-bbox="632 880 1031 1156"> <p>SH 82 GRAND AVENUE BRIDGE Proposed Materials</p>  <p>Characteristics:</p> <ul style="list-style-type: none"> •Clay Paver •Color- Iron Spot <p>Elements:</p> <ul style="list-style-type: none"> •20" Square Pavers •Hardscape Medians </div> <div data-bbox="247 1205 625 1466"> <p>SH 82 GRAND AVENUE BRIDGE Barrier Aesthetics</p>  </div> <div data-bbox="632 1205 1031 1466"> <p>SH 82 GRAND AVENUE BRIDGE Primary Barrier Aesthetics</p> <p>Option 1</p>  </div>	

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 251 604 300"> <p>Primary Barrier Aesthetics</p> </div> <div data-bbox="247 300 604 544"> <p>Option 2</p> </div> <div data-bbox="625 251 1024 300"> <p>Barrier Aesthetics</p> </div> <div data-bbox="625 300 1024 544"> <p>Option 3</p> </div> <div data-bbox="247 576 604 625"> <p>Downtown Barrier Aesthetics</p> </div> <div data-bbox="247 625 604 868"> <p>Downtown Option 1</p> </div> <div data-bbox="625 576 1024 625"> <p>Downtown Barrier Aesthetics</p> </div> <div data-bbox="625 625 1024 868"> <p>Downtown Option 2</p> </div> <div data-bbox="247 901 604 950"> <p>Downtown Barrier Aesthetics</p> </div> <div data-bbox="247 950 604 1177"> <p>Downtown Option 3</p> </div> <div data-bbox="625 901 1024 950"> <p>GAB Fence over RR</p> </div> <div data-bbox="625 950 1024 1177"> </div> <div data-bbox="247 1209 604 1258"> <p>GAB Fence over RR</p> </div> <div data-bbox="247 1258 604 1464"> <p>Option 1</p> </div> <div data-bbox="625 1209 1024 1258"> <p>GAB Fence over RR</p> </div> <div data-bbox="625 1258 1024 1464"> <p>Option 2</p> </div>	<p>Response</p>

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 248 630 527"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> </div> <div data-bbox="651 248 1033 527"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 1</p> </div> <div data-bbox="247 565 630 844"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 1</p> </div> <div data-bbox="651 565 1033 844"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 2</p> </div> <div data-bbox="247 881 630 1161"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 2</p> </div> <div data-bbox="651 881 1033 1161"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 3</p> </div> <div data-bbox="247 1198 630 1469"> <p>SH 82 GRAND AVENUE BRIDGE 8th Street</p> <p>Option 3</p> </div> <div data-bbox="651 1198 1033 1469"> <p>SH 82 GRAND AVENUE BRIDGE Monuments on the North</p> </div>	

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 240 634 527"> <p>Monuments on the North</p> </div> <div data-bbox="655 240 1041 527"> <p>Lighting</p> </div> <div data-bbox="247 560 613 847"> <p>Lighting</p> <p>Banners</p> <p>Hanging Flower Pots</p> </div> <div data-bbox="634 560 1033 847"> <p>GAB Lighting</p> </div> <div data-bbox="247 880 613 1167"> <p>Lighting</p> <p>Lighting</p> <p>Down lights</p> <p>Surface Mounted Lights on Piers</p> <p>Add 3rd option</p> </div> <div data-bbox="634 880 1033 1167"> <p>7th-8th Sidewalk</p> </div> <div data-bbox="247 1200 634 1485"> <p>7th-8th Sidewalk</p> </div> <div data-bbox="634 1200 1033 1485"> <p>7th-8th Sidewalk</p> </div>	

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div data-bbox="247 248 632 540"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>24 Walls included in the Grand Avenue Project</p>  </div> <div data-bbox="653 248 1087 540"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>■ Walls on the north side - Stone wall- natural</p>  </div> <div data-bbox="247 573 604 865"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>■ Walls on the north side - Stone walls- 15 Stone Walls *An additional 6 walls proposed to have stone veneer</p>  </div> <div data-bbox="632 573 1037 865"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>■ Walls on the south side - Stone Wall</p>  </div> <div data-bbox="247 898 604 1190"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>■ Walls on the north side - Glenwood Canyon formliner</p>  </div> <div data-bbox="632 898 1037 1190"> <p>SH 82 GRAND AVENUE BRIDGE Walls</p> <p>■ Stone Wall Options - Colorado Rose Ashlar Pattern</p>  </div>	

Comment #	Comment	Response
<p>5 (cont'd)</p> <p>Attachments to comment</p>	<div style="display: flex; justify-content: space-between;"> <div style="width: 48%;"> <p style="text-align: center;">Walls</p> <p>■ Stone Wall Options - Colorado Rose Ashlar Pattern</p>  </div> <div style="width: 48%;"> <p style="text-align: center;">Walls</p> <p>■ Stone Wall Options - Forest Blend Ashlar Pattern</p>  </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 48%;"> <p style="text-align: center;">Walls</p> <p>■ Stone Wall Options - Colorado Rose Ashlar with Basilica Brick</p>  </div> <div style="width: 48%;"></div> </div>	<p style="text-align: center;">Response</p>

Comment #	Comment	Response
6	<p>Comment # 6: City of Glenwood Springs, Community Transportation Commission</p> <p>A Letter from your Community Transportation Commission</p> <p>The Glenwood Springs Transportation Commission is a diverse group of six citizens who volunteered and were appointed by the City Council. This diverse group adds perspective and provides input to the city council and staff on many of the transportation issues that we face in our community. We meet at least monthly (first Tuesday of each month at 7:30 to 9:00 AM) in the Engineering conference room at city hall.</p> <p>With a great deal of thought, input and deliberation, we support the Grand Avenue Bridge replacement. Our primary reasons for support are:</p> <ul style="list-style-type: none"> -The current bridge is rated “poor” due to its inadequate geometry and structural deficiencies. At approximately 60 years old, the bridge is nearing the end of its useful service life. Major rehabilitation work would be required to significantly extend the long term utility of the bridge. A new bridge will also provide an opportunity to create a more attractive entrance to our city. -Funding is available from the State of Colorado Bridge Enterprise Fund which can only be used for bridge projects. These funds cannot be redirected to other non-bridge projects. If Glenwood Springs does not support building a new bridge now, CDOT will reallocate the money to other high priority bridge projects elsewhere in the state and the Grand Avenue Bridge replacement will go away for the foreseeable future. -CDOT’s process of developing this bridge design has been extensive, thorough and fair. It is time to work together and build a bridge of which we will all be proud. -The bridge replacement project, through input from Glenwood Springs citizens, will solve other safety and function issues with the old bridge. The new bridge will: <ul style="list-style-type: none"> • Improve the 6th and Laurel intersection • Eliminate the bridge pier in the Colorado River which is considered to be “scour critical” • Remove Highway traffic from 6th Street between Laurel and Pine St. • Improve the on/off-ramps at Exit 116 interchange • Allow RFTA buses to cross the Grand Avenue Bridge <p>The City’s Transportation Commission acknowledges that the bridge replacement does not solve all of the traffic issues associated with the highway in the City; however it does replace and upgrade an aging bridge that is beyond its anticipated lifespan, and provides other related benefits. For these reasons the Transportation Commission supports the proposed replacement of the Highway 82 Grand Avenue Bridge.</p> <p>On another note, the update to the Glenwood Springs Long Range Transportation Plan is currently underway. This update builds on the successes of the previous plan that was developed in 2003. The intent is to have this plan be developed by the community and be dynamic so as to be constantly current. All forms of transportation - car, truck, bike, pedestrian, and transit are being addressed. Your Transportation Commission along with the River Commission, City staff, City Council and interested citizens are currently working on this long range plan to make it relevant, useful and lasting. We encourage all citizens to get involved by visiting: http://www.glenwoodspringstransportationplan.com/ Let’s get ahead of the curve and build a better Glenwood Springs.</p> <p>Signed: Your Transportation Commission: Don Gillespie, Shelley Kaup, Sandy Lowell, Mike Fowler, Ralph Trapani, and Kathy Trauger</p>	<p>Comment #6 Response: Comment noted.</p>

Comment #	Comment	Response
<p>7</p> <p>7a</p> <p>7b</p> <p>7c</p>	<p>Comment # 7: Romero (verbal public hearing comment)</p> <p>Okay. I would like to see the existing bridge turned into a two-lane bridge, and the outer lanes turned into a pedestrian crossing. That way, there's no need for a new pedestrian bridge. And cars can go straight over to the pool, the Hotel Colorado, and those areas of town.</p> <p>If necessary, that bridge can be reinforced and raised up, either with trusses or new pilings. I know people that do that kind of work, and they thought my idea was a good one.</p> <p>My nephew's an engineer. He lives in Pennsylvania. I had him go on line and look at it. He said, Absolutely they can do that. It would maintain the town, you know, as it's been for so many years.</p> <p>Did you put the part in about reinforcing the current bridge if necessary, and even jacking it up if necessary? Even if they had to bring barges in to do that they can do that, and they might want to do that before starting the new bridge.</p> <p>I like the bridge the way it is. It adds charm to our town. It's part of our history. And I don't see any reason to destroy something as charming as that bridge.</p>	<p>Comment #7a Response: Existing traffic demand, which will increase over time, requires the SH 82/Grand Avenue Bridge to have four travel lanes, per the SH 82 Corridor Optimization Plan, and to match the existing highway. A two-lane bridge would not provide sufficient capacity to adequately accommodate existing traffic volumes. Further, the roadway that connects to the bridge is currently a four-lane roadway, and in order to maintain continuity, the bridge should also accommodate four lanes - not just two lanes as suggested.</p> <p>Comment #7b Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated and was dismissed from consideration for the following reasons:</p> <ul style="list-style-type: none"> • Rehabilitating the bridge might not save money. Because so much of the bridge needs work, rehabilitation would be a massive undertaking, requiring extensive analysis, design, and major reconstruction, for example: <ul style="list-style-type: none"> - To widen the bridge, the deck and rail would need to be replaced, and additional exterior girders would need to be installed. - Rehabilitating existing girders to meet current design standards would require major retrofitting and potential replacement of some girder sections. - The entire bridge superstructure would need to be lifted one foot to provide adequate vertical clearance over 7th Street and the UPRR, resulting in very high costs. • Rehabilitation could uncover other unanticipated issues, making the cost of bridge rehabilitation highly variable. • The rehabilitation alternative would not appreciably reduce construction impacts. • Some bridge deficiencies could not be fixed without rebuilding large parts or all of the bridge. For example, while the bridge could be widened to accommodate standard lane widths on the bridge, the piers that create safety hazards for I-70 traffic and river runners could not be replaced without taking out the piers and, therefore, the bridge. As a result, the rehabilitation alternative would still result in a functionally obsolete bridge. • A rehabilitated bridge would remain on its original piers and foundations and would have a shorter design life (approximately 30 years) than a new bridge (75 years). If a new bridge is built, major construction would not be experienced for an estimated 75 years. <p>Comment #7c Response: CDOT has and will continue to work with stakeholders to incorporate aesthetic treatments in the design of the bridges to reflect the materials and architectural style of Glenwood Springs' small town character and historic structures.</p>

Comment #	Comment	Response
8	<p>Comment # 8: Anonymous (verbal public hearing comment)</p> <p>They should be building instead of talking. Talk, talk, talk, talk. Get finally finished by now.</p>	<p>Comment #8 Response: Construction is currently targeted to begin between late 2015 and mid-2016.</p>
<p>9</p> <p>9a</p> <p>9b</p> <p>9c</p>	<p>Comment # 9: John Haines (verbal public hearing comment)</p> <p>The Highway Department told us to replace the bridge or to repair the old one would be about the same amount of money, which is about \$50-, \$60 million. As far as I can tell, the replacement cost is still the same bridge today is at 110-, 120 million, and they still don't have any access to the highway east or west that's not paid for. That, we're looking at another 10- or 15 million.</p> <p>When you look at those kinds of dollars to be spent in this community it doesn't make any sense, because what they could do is look for another route for Highway 82 to get the traffic that doesn't want to be in Glenwood Springs off Grand Avenue so it could go up Valley or come down Valley.</p> <p>Citizens of Glenwood Springs asked the city council to send out a vote or a ballot to see what the citizens thought. City council said, Oh, no. We don't need to do that. We already know.</p>	<p>Comment #9a Response: Please refer to Comment #7b Response for reasons that the rehabilitation/repair alternative was dismissed. Comment #5n Response clarifies the project funding.</p> <p>Comment #9b 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 SH 82/Grand Avenue Bridge project is also about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA, and not to remove traffic from Grand Avenue. The issue of reducing traffic on SH 82 will need to be evaluated under a separate project and carried out under a separate study. In that study, alternatives will be developed and evaluated and will consider improving traffic capacity on SH 82 as well as rerouting traffic from SH 82. CDOT and the City have worked together on the 2007 SH 82 Corridor Optimization Study (COS) and the 2010 SH 82 Corridor Optimization Plan (COP), which focused on SH 82 mobility and evaluated alternatives such as a bypass or relocation of SH 82. The 2010 COP notes the following general timeframe for planning for SH 82 improvements: 0 to 5 years - identify long-term strategy and implement immediate actions; 5 to 10 years - begin implementing moderate-cost projects to achieve long-term strategies, conduct NEPA study, if required, for long-term strategy; 10 to 25 years - obtain funding and implement long-term strategy. The Intermountain Transportation Planning Region's 2035 Long Range Transportation Plan (LRTP) includes mention of providing road bypasses to improve SH 82 mobility. Similarly, the Glenwood Springs Comprehensive Plan (2011) also calls for a study of a SH 82 relocation. The separate study to evaluate reducing traffic on SH 82 will build upon the work done under these previous studies. Regardless of whether a bypass or alternate route is constructed in the future, however, the deficiencies of the Grand Avenue Bridge need to be addressed.. The Grand Avenue Bridge project will not preclude any of the bypass options that have been studied to date.</p> <p>Comment #9c Response: 600 is a low percentage of the 4,200 ballots you distributed and the Glenwood Springs population, which, as reported on Garfield County's website, was 9,614 persons according to the 2010 Census. CDOT has</p>

Comment #	Comment	Response
	<p>So the committee that I'm a member of, Citizens to Save Grand Avenue, we spent \$2,400 of our money to send out about 4,200 ballots to people who have physical addresses in Glenwood Springs. We didn't send any to box numbers because most or some box numbers are people who don't live in Glenwood Springs. Out of those 4,200 ballots we sent out we got 700 back. And 600 people said, Tell the city and CDOT to stop construction right now and look at the future and see what they can do to solve the traffic problems.</p>	<p>received numerous comments during the comment period for the EA voicing both opposition and support for the project. However, while CDOT considers all public input received throughout the EA process, and, indeed, many design elements of the project reflect public and stakeholder input, it is important to note that consideration of public comment is not a vote-counting process in which the outcome is determined by majority opinion. CDOT and FHWA consider all public input received throughout the EA and have considered this and other data collected in making a decision in the best overall public interest. This decision was based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, State, and local environmental protection goals. The SH 82/Grand Avenue Bridge EA process involved an extensive public and agency involvement program. It included one-on-one contact with approximately 3,000 stakeholders since November 2011 through an array of outreach activities (refer to Comment #9k Response and Chapter 5 of the EA for more information).</p>
<p>9d</p>	<p>The other thing that goes along with this, CDOT has these future timelines and future projects like 2030, 2035, 2040. And what do you suppose is on the 2040 timeline? A bypass for Glenwood Springs.</p>	<p>Comment #9d Response: A bypass is not included in a 2040 plan. The Intermountain Transportation Planning Region's <i>2035 Long Range Transportation Plan</i> (LRTP) mentions the addition of roadway bypasses under its 2035 strategies. The LRTP also includes SH 82 mobility improvements from Glenwood Springs to Aspen, and safety improvements from Aspen to SH 24 in its 2035 constrained plan. If your comment pertains to the design life of the current project, it is standard practice to design new transportation facilities to meet travel demand for a future 'design year' so that new facilities do not require upgrades or retrofits soon after they are completed. Please refer to Comment #13b Response regarding the design horizon for this project. The 2035 design year is consistent with FHWA and CDOT long-range planning guidance. Please refer to Comment #9b Response.</p>
<p>9e</p>	<p>So they're going to spend \$130 million now to put a bridge in that may have no reasonable effect or add anything to what they're going to do in 2040. How stupid. These people are just like the people in Washington. They have no common sense and no brains.</p>	<p>Comment #9e Response: The Build Alternative will address the purpose and need of the project. Refer to Comment #13b Response regarding the design horizon for this project. Refer to Comment #9b Response.</p>
<p>9f</p>	<p>So we would like to see everybody stop doing what they are right now, do what they call an EIS, which is an environmental impact statement, which takes into account all the aspects of what this bridge will do. The City wants to put a bridge in south of town they call South Bridge. They also want to put a connection, a cross street at Eighth Street at Scotts Valley and another cross street at 14th Street to add connectivity. And that all also fits into this bridge, but nobody's looking at that and they need to look at that because that's part of what NEPA says: Any place state highway connects to a federal highway, they are required to do an environment impact study. And these people are not doing</p>	<p>Comment #9f Response: NEPA is required for federal actions. In this case, the project is using federal funds; therefore, it is considered a federal action that requires FHWA approval under NEPA. There are three "classes of actions" that prescribe the level of documentation required in the NEPA process: Environmental Impact Statements (EISs), Environmental Assessments (EAs) and Categorical Exclusions. FHWA determined that an EA was the appropriate class of action to evaluate impacts and comply with NEPA. Under the EA, FHWA considered many alternatives for this action and its potential effects, including cumulative impacts.</p>

Comment #	Comment	Response
	that.	
9g	They also say our bridge is dysfunctional because it's too narrow. When it was built in 1953 it had two lanes on it. CDOT are the people who made it four lanes. They're the ones who made it dysfunctional. If this were still two lanes it wouldn't carry near as much traffic, but it would be a very functional bridge.	<p>As discussed in Chapter 8 of the FONSI, FHWA has determined that the Build Alternative will have no significant impact on the environment. The FONSI is based on the analysis presented in the attached EA and consideration of public and agency comments on the EA. FHWA has determined that preparation of an EIS is not required.</p> <p>Comment #9g Response: The existing bridge was reconfigured from two lanes to four lanes as a cost-effective method to increase its ability to handle traffic. The substandard lane widths are only one of several deficiencies associated with the aging bridge structure. Refer to Chapter 1 of the EA for discussion of existing bridge deficiencies.</p>
9h	So why not look for an opportunity to put a bridge someplace else, put this back to a two-lane bridge, put a 20- or 30,000 pound load limit on it, just let local traffic use it. Keep all the trucks off it. Then you could sit downtown and have coffee, have a meal outside. Today when you try to do that in the summer you can't talk to a person three feet away from you because you can't hear them there's so much traffic there. This way would be a way to get them off Grand Avenue.	<p>Comment #9h Response: The EA evaluated several alternate locations for a bridge or bridges. Refer to Chapter 2 and Appendix A of the EA for more information about those alternatives and reasons they were eliminated. Rerouting traffic away from the existing bridge would not address the existing deficiencies of the bridge and would not meet the purpose and need of this project.</p>
9i	If they put this bridge in, they're going to have 11-foot lanes in it, and the traffic is going to come off I-70 at 65 miles an hour so they'll need to slow up a little. And eventually when it starts backing up, CDOT's going to have a problem with, What do we do with all the traffic that's backed up on I-70? The only thing they can do is raise the speed limit.	<p>Comment #9i Response: Traffic exiting I-70 will be slowed by the time it reaches the Grand Avenue Bridge. The proposed changes to the SH 82 intersection with the Exit 116 westbound off ramp intersection, along with lengthening the westbound off ramp, will address eastbound I-70 queuing issues. The off-ramp will have sufficient capacity such that traffic will not back up on I-70 under normal conditions. The new off ramp will be signalized, signing will be improved, and the local access intersection (SH 82 and 6th Street) that replaces 6th/Laurel will operate like a standard T intersection with simplified signal phasing. The flashing warning sign on westbound I-70 could be removed when the new Grand Avenue Bridge is opened. Refer to Comment #5dn Response regarding speeds under the Build Alternative.</p>
9j	There's a law in the state of Colorado that if they do a traffic monitor, and they have a 25-miles-an-hour speed limit and traffic is traveling at 30, 35, 40 miles an hour, they can raise the speed limit to 30, 35 miles an hour and that's just exactly what they'll do. They say no, but you just watch because they can't have traffic backed up on I-70. The other comment that I would like to make, they talk about public involvement. The public involvement is just like this. They come, they look. CDOT tells them what they're going to do.	<p>Comment #9j Response: We assume the comment is referring to a speed study, which collects speed data on a sample of all of the vehicles on a roadway. Speed studies can be performed to establish credible speed limits. The 25 mph speed limit on Grand Avenue has been in place for many years, and CDOT currently plans for it to remain 25 mph. The speed limit on the new bridge or Grand Avenue itself does not affect potential for traffic to back up on I-70 – that issue would be more associated with the traffic capacity of the off-ramps and associated traffic controls, which are designed under the Build Alternative to accommodate vehicles exiting I-70 and move them through the system under normal conditions (refer to Comment</p>

Comment #	Comment	Response
9k	<p>There has been no open dialogue between upper CDOT management and the citizens of Glenwood Springs. One night we tried to have that. They had it at the community center. We still had people waiting to talk. At 9:30, quarter to 10:00 the community center closed, everybody went home. No dialogue. Absolutely atrocious.</p>	<p>#5dn Response). Please refer to Comment #9k Response regarding public involvement activities undertaken for the project.</p> <p>Comment #9k Response: We believe the specific meeting to which you are referring was a City Council meeting, which was forced to end because the meeting venue had to close. The Grand Avenue Bridge EA process involved an extensive public and agency involvement program (see Chapter 5 of the EA for more detail). It included one-on-one contact with approximately 3,000 stakeholders since November 2011 through an array of outreach activities, including:</p> <ul style="list-style-type: none"> • public open houses/open forums • stakeholder workshops and one-one meetings • meetings with more than 30 business owners • meetings with public officials and community groups • event displays (such as Strawberry Days, Downtown Market) <p>Further, a public hearing was held during the formal EA comment period where the public was able to have conversations with project staff as well as speak in front of their peers. Everyone that wanted to speak at the public hearing was able to do so.</p> <p>The Build Alternative design reflects public and stakeholder input, as summarized below:</p> <ul style="list-style-type: none"> • Create a better pedestrian environment under the bridge at 7th Street. • Improve pedestrian and bicycle connections. • Minimize impacts to businesses during construction. • Simplify 6th and Laurel intersection roundabout. • Reduce the width of the bridge downtown to minimize impacts. • Maintain views across the Colorado River from the businesses on 7th Street. • Remove existing pier in the Colorado River. • Build an aesthetically pleasing bridge.
9l	<p>They cut down on the people that came to be able to express their opinion and talk to the people from CDOT. When you also look at how CDOT's done this, we have a couple of people from CDOT that live here, Joe Elsen, Roland Wagner. The rest of CDOT's, Don Hunt's in Summit County. Dave and Doug live in Grand Junction so they don't live here. They don't see what happens. They're just trying to shove this down our throat.</p> <p>And it doesn't feel good to the people of Glenwood Springs. It doesn't work well, it doesn't sit well with the people from Glenwood Springs. And I looked at this and say in the future I don't think these people have a clue of what</p>	<p>Comment #9l Response: Assuming that commenter is referring to the public hearing, the public hearing was announced in several different ways to encourage and promote participation. Over 120 members of the public attended the hearing, and all 30 people who requested to speak at the hearing were provided the opportunity to do so. Public hearing announcements methods included:</p> <ul style="list-style-type: none"> • Announcements in the Aspen Times and the Glenwood Springs Post Independent on October 31, 2014 and November 14, 2014. • Distribution of a press release on November 13, 2014. • Email distribution to the project contact lists on October 31, 2014. • Bulk mailing of postcards to the 81601 and 81602 zip codes

Comment #	Comment	Response
	<p>they're doing. The reason I say that, if you look at Glenwood Canyon, when they built it they used all asphalt. Today they're tearing it up to put concrete down. And what a huge expense to both all taxpayers and the State of Colorado. The other thing you can look at and laugh, when you look at our ski areas, Vail, Beaver Creek, Copper Mountain, Keystone, Breckenridge, A Basin, when they put I-70 through in the 1960s did they think these ski areas weren't going to grow?</p>	<p>(approximately 8,610 addresses) on October 30, 2014.</p> <ul style="list-style-type: none"> An announcement on the project website (www.coloradodot.info/projects/sh82grandavenuebridge) beginning on October 31, 2014. <p>The decision to implement the Build Alternative is being made, with CDOT and FHWA having fully considered public input provided throughout all stages of this EA process.</p>
<p>9m</p>	<p>They could've put three-lane tunnels in Idaho Springs so cheaply then compared to today it'd have been simple. Three lanes is not going to fix this program. They need four-lane tunnels at least. It will be all backed up here again shortly. Then we're going to spend more money and more money.</p>	<p>Comment #9m Response: The tunnel widening project near Idaho Springs is outside the scope of this project. The tunnel widening project went through a NEPA process. You can access the NEPA documents prepared for the tunnel widening project on the following website: https://www.codot.gov/library/studies/i70twintunnels-environmental-assessment</p>
<p>9n</p>	<p>It's like CDOT is solving yesterday's and today's problems today. They're not looking into the future. When you look at all those things that they could do to do a better job, and they're so narrow-sighted with this to spend \$130 million I think is absolutely absurd. When I look at the local people, and look at what they're trying to do, I think they're just absolutely stupid just like the people in Washington DC. When you look at the people in Washington DC they have no clue what's going on in their home states. All you have to do is ask them how much a postage stamp is they have no clue, or how much a gallon of gasoline costs they have no clue. I think the people that work for our highway department are very much the same way. When you look at what they did in Denver on US 36, put this whole financial agreement together with an Australian company with no public input, the public is outraged. And they won't do that program again I'll guarantee you. And now they also are trying to look at putting I-70 underground between I-25 and Colorado Boulevard. And the people that live there say, We're happy the way it is. We don't need to have that done. So you say is that getting shoved down their throat again because we have people that are trying to do something other people don't want?</p>	<p>Comment #9n Response: Comment noted.</p>
<p>9o</p>	<p>Another comment I'll make is that the city of Glenwood Springs, Garfield County, projects that CDOT was involved with, over the years have done what they call a corridor optimization plan. Well, one that they did I think it was like 1979 called the Centennial plan, the result of that was there needs to be another route through town. They just did another one a couple of years ago, a corridor optimization thing, and came up with the same conclusion: Another route through the city of Glenwood Springs to get the traffic off of Grand Avenue, to get the traffic out of Glenwood easier and not cause as much congestion. So this is something that appears that they haven't looked very closely at because there's nothing been done with it so far. They talk about into the future maybe</p>	<p>Comment #9o Response: As discussed in Section 1.1 of the EA, in 2010, the City of Glenwood Springs, CDOT, Garfield County, and RFTA completed the SH 82 COP (City of Glenwood Springs et al, 2010), which describes potential strategies for improving mobility in the SH 82 corridor. The strategies included the widening of the Grand Avenue Bridge, and improvements to the local street network and the I-70 interchange. The purpose of the Grand Avenue Bridge project is not to address larger traffic issues, but rather to address the deficiencies of the aging bridge structure and the related connectivity deficiencies. Also refer to Comment #9b Response.</p>

Comment #	Comment	Response
	<p>we'll look at doing something. Why not do it today and solve the future's problem now? The final comment is, if I didn't care about this, I wouldn't be here. There you have it.</p>	
<p>10</p>	<p>Comment # 10: Mehrdad Jahani (verbal public hearing comment)</p>	
	<p>Thank you. My name is Mehrdad Jahani. I've been around this area since 45 years ago. I love Glenwood Springs.</p> <p>I've been following this project from inception. And I'm here to tell you that I'm against this project based on a few things.</p>	
<p>10a</p>	<p>First of all, let's find out what is the problem. Why do we have to do what they're doing now? Naturally the first thing they mention is that the bridge is functionally deficient. Now, the question is, how did it become functionally deficient? Was it an act of God? Or was it the cars that come through here or what? Of course, they had to take the sidewalks away. And in 1961 they turned it into two lane, four and four. I mean, two and two, four. At the time they knew what size cars and trailers and everything are. So naturally they knew what they were doing was not right.</p>	<p>Comment #10a Response: The existing bridge was previously reconfigured from two lanes to four lanes as a cost-effective method to increase its ability to handle traffic. The substandard lane widths are only one of several deficiencies associated with the aging bridge structure. As described in Chapter 1 of the EA, the functional deficiencies of the bridge include narrow lanes, substandard vertical and horizontal clearances, and erosion observed below the concrete footing supporting the bridge pier in the river</p> <p>The structural deficiencies of the bridge that need to be addressed include substandard load capacity that does not meet current standards; substandard bridge rail; concrete curb and pier deterioration that is exposing reinforcing steel in places; and corrosion on the railing, girders, and bridge supports.</p>
<p>10b</p>	<p>And who was "they"? CDOT. Now who is doing this project? CDOT. Yeah. This project is forced to Glenwood Springs. They make expressway all to downtown eroding it much more than it has been already.</p>	<p>Comment #10b Response: The proposed project will not result in construction of an expressway through Glenwood Springs. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. Refer to Comment #5dn regarding speeds and #21c Responses regarding traffic increases under the Build Alternative.</p>
<p>10c</p>	<p>Let's stand up and say what it is. This is not right. Environmentally it is not right either. That design doesn't fit our environment. That is fine, the expressway alternate, but not here in Glenwood Springs.</p>	<p>Comment #10c Response: Comment noted.</p>
<p>10d</p>	<p>Another thing is, of course, if it was only a matter of bridge repair or replacement, that would be fine. But they have expanded the project; it covers much more from the, from the detour and doing all that.</p>	<p>Comment #10d Response: The Build Alternative will replace the existing bridge with an improved bridge, and also includes improvements at the north and south bridge connections. A temporary detour is necessary to fully close the bridge for approximately 90 days. Refer to Chapter 2 of the EA for more information about temporary and permanent detour improvements.</p>
<p>10e</p>	<p>So I think they should stop and do a total environmental study before they proceed. I'm going to be very short. That's it. Thank you.</p>	<p>Comment #10e Response: The comment calls for a "total environmental study." Assuming this refers to preparation of an EIS, as opposed to an EA, please refer to</p>

Comment #	Comment	Response
		Comment #9f Response.
<p>11</p> <p>11a</p> <p>11b</p> <p>11c</p> <p>11d</p>	<p>Comment # 11: Alice Hatner (verbal public hearing comment)</p> <p>I'll probably embarrass myself to death. I love this town. I love a lot of the people here. All I see is traffic on Grand Avenue has nothing to do with how you're going to do your bridge. It might be fine. Why take a bridge out that could still be used? We want bridges on south Grand. We want bridges other places. We have a bridge that can be used if it's fixed. And we can build a nice new bridge so people can live in this town.</p> <p>I'm going to say something that's going to hurt some people. This area was founded by Teddy Roosevelt without a road. This bridge, Grand Avenue, will be ruined. And this all will be the demise of this town that people love and have been coming to for years.</p> <p>You know what? When people want to walk here you can't walk on Grand Avenue. It's blocked up from the traffic. When you want to cross the street here you have to wait forever. You can't come out of a side street here. Original people knew the middle of the town was for a street. We only have one main street.</p> <p>It's just it's all wrong and everybody knows it's wrong. We need a bypass to take care of Aspen and all the areas that are really growing. And this bridge can always serve our town, fixed.</p>	<p>Comment #11a Response: Please refer to Comment #7b Response that summarizes how a rehabilitation alternative was considered and dismissed. Refer to Chapter 2 and Appendix A of the EA for more information on this topic.</p> <p>Comment #11b Response: 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 will be included on the bridge and other project elements that reflect stakeholder input and requests to be consistent with the historic mountain town character of Glenwood Springs.</p> <p>Comment #11c Response: Replacing the bridge will not induce traffic and will not exacerbate existing pedestrian issues (see Comment #152b Response). Sections 3.18.2 and 3.18.8 of the EA, discuss project effects to the pedestrian environment.</p> <p>Comment #11d Response: Please refer to Comment #9b and #7b Responses.</p>
<p>12</p> <p>12a</p> <p>12b</p>	<p>Comment # 12: Stan Speck (verbal public hearing comment)</p> <p>Maybe I'm missing something, but the CDOT plan to replace the Grand Avenue Bridge would not add, would not move one more vehicle cross the Colorado River than now. It does not take any traffic off of Grand Avenue; it does not line up with the regular corridor; it is not adding a river crossing.</p> <p>I have seen CDOT move all the traffic to the Roaring Fork valley on two lanes during the paving of Grand Avenue. Good job.</p> <p>We could use a slow but steady bypass, two lanes nonstop, especially for big semis. At slow speeds, the tires sound like a river. No gear changes, it sounds like a river.</p> <p>I say come up with a better plan for our town than that at Grand Avenue. Thank you.</p>	<p>Comment #12a Response: It is correct that 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 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 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. See Comment #13b Response regarding traffic on Grand Avenue.</p> <p>Comment #12b Response: Please refer to Comment #9b Response. 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 #	Comment	Response
13	Comment # 13: Margi Crow (verbal public hearing comment)	
	Hi. I'm Margi Crow. My husband and I have a drugstore in downtown Glenwood.	
13a	This may be our last chance to express our opinion on what the proposed Grand Avenue Bridge replacement project will do to our city, and what it will not do to deal with the steadily increasing Grand Avenue traffic congestion problem.	Comment #13a Response: Please refer to Comment #9k Response that discusses the extensive public involvement that has occurred throughout this study, and how the Build Alternative design reflects input received from the public and other stakeholders. Also, as discussed in Section 5.4 of the FONSI, CDOT will continue to coordinate with the public and agencies after the NEPA phase is completed during the final design and construction phases. Refer to Comment #12a, #13b, and #21a through #21c Responses.
13b	This Environmental Assessment focuses exclusively on the replacement of the existing bridge, and it fails to include any consideration of whether the proposed construction will be compatible with what is going to need to be built to accommodate future traffic volume. Consequently, it should be rejected as deficient, and replaced with a comprehensive EIS, Environmental Impact Study statement that addresses all future as well as present Grand Avenue-Highway 82 problems.	<p>Comment #13b Response: The study team developed and evaluated alternatives based on their ability to meet the project purpose and need documented in Chapter 1 of the EA. This purpose and need does not specifically focus on replacing the existing bridge, but does cite the need to address deficiencies with the existing bridge.</p> <p>The Build Alternative will meet traffic needs for the future design year of 2035, as discussed in Section 3.2 of the EA. Travel demand forecasts and historic trends were used to develop traffic projections for 2035. The year 2035 is the planning horizon for the EA, meaning that the improvements proposed as part of the Build Alternative have been designed to accommodate travel demand at least until 2035. A 20-year planning horizon is consistent with FHWA and CDOT long-range planning requirements.</p> <p>FHWA has determined that this project meets a specific transportation purpose and need, has independent utility (is usable even if no other transportation improvements in the area are made), and provides logical termini (rational end points of sufficient length to address the transportation need). Consequently, the alternatives considered meet NEPA regulations for the meaningful evaluation of alternatives as specified in 23 CFR 771.111(f). The need for an EIS or some other type of study to evaluate “all future as well as present Grand Avenue-Highway 82 problems” is beyond the purpose and need of this project. According to NEPA regulations and FHWA guidance, a transportation project is not required to solve all transportation needs, but is only required to solve the transportation need identified in the Project’s purpose and need statement (see Chapter 1 of the EA). However, this project will not preclude consideration of other reasonably foreseeable transportation improvements necessary to address other transportation needs. CDOT has supported and will continue to support efforts to study these larger SH 82 issues, as demonstrated through its involvement in the SH 82 Corridor Optimization Study.</p>

Comment #	Comment	Response
13c	<p>One thing I noticed, there's no traffic in these pictures. And we are bumper to bumper. And I was rear-ended last night in this traffic. So that doesn't show up in any of these pictures. Thank you.</p>	<p>Comment #13c Response: The 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 necessarily represent traffic volumes.</p>
<p>14</p> <p>14a</p> <p>14b</p> <p>14c</p>	<p>Comment # 14: Patty Daniels (verbal public hearing comment)</p> <p>I regret that it's taken me this long to weigh in on such an important matter as the bridge replacement bypass.</p> <p>I have read the articles and been to two previous meetings, open houses, and read numerous letters to the editors. Now is my turn to have my voice heard.</p> <p>My opinions are not unlike most that I have read and almost seem to be in agreement to everyone I've spoken with regarding the bridge replacement bypass.</p> <p>Let me begin by saying we have owned our home on Park Drive in Glenwood Springs since 2000. We are small business owners. And I run a small nonprofit organization.</p> <p>And I do think a bypass is more important than a new bridge. I cross the bridge almost every day. And recently as I was crossing southbound I realized that I had passed only one other vehicle. I started looking at the bridge and found myself thinking, What a great bridge with such simplicity and historic value. I thought, Does this really need to be replaced to the tune of over \$100 million?</p> <p>Obviously I am not an engineer, but it seems to me that the existing bridge could be shored up, rebuilt, reconfigured, or remodeled for a lot less money.</p> <p>The real need is for a bypass that should be a statewide project. The current bridge serves the entire state of Colorado and around the nation and the world by transporting people and goods to and from Carbondale, Redstone, Basalt, Snow Mass Village, and Aspen. And not for just the obvious reason, which is tourism. There are businesses, college campuses, farms, and ranches that provide goods and services worldwide. How awful that the tiny beautiful city of Glenwood Springs should pay the price for -- in more ways than one. I believe a bypass will save the small-town charm, and create a safer, more efficient and more sustainable route for transportation to other parts of our valley; that each municipality should support the cost as well as the State of Colorado. I believe there are several options for a bypass, and that this is the time to take action and not to kick the can further down the road. That's all.</p>	<p>Comment #14a Response: Please refer to Comment #9b Response.</p> <p>Comment #14b Response: The rehabilitation alternative was evaluated and dismissed from consideration, as discussed in Comment #7b Response, and Chapter 2 and Appendix A of the EA.</p> <p>Comment #14c Response: Refer to Comment #9b Response regarding a bypass. The State's financial contribution to the project is discussed in Comment #5n Response.</p>

Comment #	Comment	Response
15	<p>Comment # 15: Ed Rosenberg (verbal public hearing comment)</p> <p>First, I want to thank you guys. I mean, I, you know, really disagree. But I know this is a lot of work. I know this is a lot of work, and I appreciate that for what it is. But amount of time spent on a bad plan does not necessarily make it a plan to proceed on.</p>	
15a	<p>Currently, downtown Glenwood Springs has the following problems currently: too much traffic, too much speed for our town to absorb, too much noise for a town our size to absorb, too much pollution for a town our size to breathe, unsafe pedestrian crossing. Even with crossing with the "walk now" signal, it's dangerous due to lack of pedestrian crossing signs.</p> <p>Lack of the ability of buses to pull out of traffic flow into active bus stops that allow them to safely pick up and drop off passengers without totally stopping traffic flow in the right-hand lane. This causes constant traffic backup, and many times results in drivers making abrupt and unsafe maneuvers with their cars and with their hands to get around a stopped bus.</p>	<p>Comment #15a Response: It is correct that replacing the existing bridge does not solve larger traffic or regional transportation issues, as well as some of the related effects you mention (e.g., increased air and noise pollution) because that is not the purpose of this project. The purpose of this project, as stated in the EA, is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs to the historic Glenwood Hot Springs area while addressing structural and functional issues with the aging bridge structure and the related connectivity deficiencies. Air quality is assessed in the EA and will slightly improve with the Build Alternative compared to the No Action Alternative because of decreased congestion, decreased vehicle miles traveled (VMT), and reduced intersection idling under the Build Alternative. Vehicles idling for long periods of time due to congestion generate more exhaust emissions in a localized area compared to free flowing vehicles that produce less exhaust emissions. Noise levels under the Build Alternative will be similar to those that will exist under the No Action Alternative. See Comment #13b and #21c Responses regarding traffic on Grand Avenue. Replacing the bridge will not induce traffic and exacerbate existing pedestrian issues. Sections 3.18.2 and 3.18.8 of the EA discuss project effects to the pedestrian environment.</p>
15b	<p>I don't see this project solving any of these problems. I believe the concept of destroying a 61-year-old bridge to create a new entrance to our valley is irresponsible and ill conceived.</p>	<p>Comment #15b Response: Please refer to Comment #13b and Comment #15a Responses.</p>
15c	<p>I believe there are engineering and construction capabilities to reinforce and widen the existing Grand Avenue Bridge, and allow it to thrive for years to come in a safe and productive manner.</p>	<p>Comment #15c Response: The rehabilitation alternative was dismissed from consideration, as discussed in Comment #7b Response, and Chapter 2 and Appendix A of the EA.</p>
15d	<p>I believe this can be accomplished without ever totally closing the Grand Avenue Bridge by keeping two lanes open during construction, and avoid creating the resulting chaos that this project is proposing.</p>	<p>Comment #15d Response: As discussed in Comment #7b Response, a rehabilitation alternative was evaluated and dismissed for several reasons; one reason being that the rehabilitation alternative will have similar disruptive traffic impacts during construction as the other alternatives evaluated, requiring long-term lane closures or even full bridge closures when replacing critical structural elements. See Comment #140b Response regarding the duration and need for bridge closure during construction of the Build Alternative.</p>

Comment #	Comment	Response
15e	I believe that fixing the existing bridge can be done for a fraction of the cost as what this project has projected the cost if it even hits that amount.	Comment #15e Response: See Comment #7b Response regarding the costs of bridge rehabilitation.
15f	I believe that the process of construction of the proposed bridge and the resultant traffic speed and traffic flow will not only create an unacceptable hardship to our community during the construction phase, but I believe you're asking the city of Glenwood Springs, its downtown businesses and the people of Glenwood Springs to accept an unacceptable, unsafe, and unhealthy burden for the next hundred plus years.	Comment #15f Response: See Comment #5dn Response regarding the speed changes resulting from the proposed project and Comment #13b and #21c Responses regarding traffic on Grand Avenue. As described in Chapter 3 of the EA, construction of the Build Alternative will result in temporary traffic, economic, and other environmental impacts. CDOT will implement measures listed in Table 3-2 of the FONSI to minimize and mitigate those impacts. These measures include accelerating bridge construction as possible to minimize duration of total bridge closure.
15g	It appears to the layman that there are too many people focusing on the financial benefits of the construction project itself, and turning a blind eye to what you are doing to a town of 8,500 trying to solve a regional traffic problem on our main street in the heart of our town.	Comment #15g Response: Refer to Comment #15a Response regarding the purpose of this project.
15h	CDOT needs to find a better plan to improve the increasing traffic exiting off of the I-70. CDOT needs to find a better plan -- CDOT needs to find a better plan to move every piece of traffic flow to Aspen without asking the people of Glenwood to sacrifice our town.	Comment #15h Response: Refer to Comment #15a Response regarding the purpose of this project.
15i	And I believe it is totally unacceptable to the city of Glenwood Springs and Garfield County to be expected to put up \$6 million to help a regional transportation project.	Comment #15i Response: Local contributions are common for roadway and highway projects. Decisions regarding use of local government funds rest upon the local governing bodies. The elected officials for the cities and counties that are contributing funds have opted to do so based on their assessment of their respective budget situations and competing funding needs. Some of these local contributions may contribute to specific project enhancements, such as aesthetics. As discussed in Section 3.6 of the EA, investment in transportation infrastructure benefits local communities in many ways.
15j	In conclusion, I believe this project does not solve transportation problems that exist. I believe until CDOT deals with the existing transportation problems as regional, they're only creating future hardships. I believe the funds can be used for modernizing the existing bridge. Thank you.	Comment #15j Response: Refer to Comment #15a Response regarding the purpose of the project, and Comment #7b Response for reasons why the bridge rehabilitation alternative was dismissed.
16	<p>Comment # 16: Leo McKinney (verbal public hearing comment)</p> <p>Hi. I'm Leo McKinney. I'm lucky enough to be called the mayor of this awesome city. I'm only here with one message for you guys. We have asked for a 30-day extension of this public commentary because we simply need more time.</p>	Comment #16 Response: In response to this request and others received, 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 new advertisements, a press release, email blast, and the project website. Refer to Section 5.1 of the FONSI for more details.

Comment #	Comment	Response
	<p>We are a city that is constantly having things done to us. We have you guys with this project. We have the county with some of their projects. And we have Grafta [RFTA] with some of their projects. Our staff, city staff, has grown very very thin. We simply need more time to ferret out any of the issues that might be in this document.</p> <p>Just last night our planning and zoning commission was expressing the same sentiment; that they really need more time. So that's the only thing I'm going to say tonight is please give us more time. We can use another 30 days to make sure that Glenwood gets the best possible thing we can get. Thank you.</p>	
<p>17</p>	<p>Comment # 17: Suzanne Stewart (verbal public hearing comment)</p> <p>Okay. So I'm going to take a position that I guess I've taken a lot in my life, and that's being a contrarian. Contrarian. I was born and raised here. I know there's a few of you, Mike, Gamba, Angie, and Tony, and probably a number of other people that I don't know. And I just want to say, give you guys just a little bit of insight.</p> <p>South Grand Avenue when I was a kid was a two-lane highway. And had big, beautiful trees lined all the way down Grand Avenue. That was gorgeous. When those went away, there was a lot of heartache.</p> <p>And so I guess as I was sitting here listening to people talk, I thought about that. I don't think I was old enough to really pay attention to what the city fathers were talking about when that happened. But it was a really big deal going from a two lane to a four lane. Oh, my God. Well, the town was 3,500 people. So people, we have a lot more. I think we are close to 9,000, maybe 10,000 people in the town right now. So people are a problem. But that's a whole personal insight about what Glenwood was 60 plus years ago.</p> <p>What I want to say is I have served on the PLT? The Project Leadership Team and the Mission Task Force. And it hasn't been smooth; hasn't been easy; haven't agreed with everything that's happened. But the process I think is what I would like to say thank you for.</p> <p>And I'm glad all of you are here to make your opinions part of the record. But I happen to be in favor of this project. And I am, I really strongly believe that there's going to be a lot of pain and heartache and frustration and complaints. It will be about a two-year process. And when it's over, I think we will have even a cooler town than what we have right now. I have a vision of Glenwood being very different, it being bikeable, it being walkable. I see it having a more vibrant downtown, I see us having a really cool village center in north</p>	<p>Comment #17 Response: Comment noted.</p>

Comment #	Comment	Response
	<p>Glenwood. I see the downtown with more outdoor eating and vibrancy. So I'll be the contrarian. I think this is a hellova good project, and I say take a pill and go for it.</p>	
<p>18</p>	<p>Comment # 18: Jim Breasted (verbal public hearing comment)</p> <p>Hi. My name is Jim Breasted. First thing I want to do is ask for a ride back to Carbondale. If anybody's going up that way they can just drop me. My car blew up and I'm carless.</p> <p>I'll just say -- I'm not going to say it to you. I'm just going to read a letter that was written and printed in the Aspen Times September 19. It was signed by 12 valley citizens.</p> <p>"We are addressing this letter to the newspapers in Glenwood Springs, Carbondale, Aspen, Vail, and Grand Junction because we think it's time to call upon all the governments, both county and municipal, all the county and municipal in Roaring Fork and Colorado River valleys to weigh in on the question of a state Highway 82 bypass around Glenwood Springs.</p> <p>"Valleywide transportation groups should be discussed and decided upon by regional consensus. The routing of a state highway through or around any municipality should never be determined uniquely by that municipality. "We believe that over the past 60 years the continued routing of Highway 82 around Grand Avenue has not been successful.</p> <p>We believe that the time has come to put the question of a bypass to a vote of all the people who live here. We ask that the residents of Garfield, Eagle, Pitkin, and Gunnison counties be given the opportunity to vote on the question."</p> <p>"We would ask that further work on the bridge design and construction be halted until such time as we've been able to vote on whether there should be a State Highway 82 bypass."</p> <p>This letter was signed by 12 people: Ernie and Carol Gianetti, Gregory Durrett, Dean Moffatt, Melanie Cardiff, Jerry and Judy Gerbaz, Skip Bell, John Foulkrod, Bradford and Patsy Nicholson, and Mark Chain and ten others.</p> <p>How much more time? Arline Stabenou, Phil Gallagher, Keith Speranza, Steve Campbell, Cheryl Cain, Ed Rosenberg, Sherry Reed, Patrick Hunter, June and Pat Copenhaver, and Dale Reed.</p> <p>I rest my case.</p>	<p>Comment #18 Response: Refer to Comment #9b Response regarding the purpose of this project. The issue of a bypass (or relocation of SH 82) that would address traffic and transportation issues is separate from this project, which addresses deficiencies of the aging bridge. The issue of a bypass (or relocation of SH 82) that would address traffic and transportation issues is separate from this project, which addresses deficiencies of the aging bridge. Citizens can petition the City Council for a vote regarding a bypass project as they have done before, by meeting the City's population percentage representation on the petition.</p>

Comment #	Comment	Response
19	<p>Comment # 19: Dave Winsor (verbal public hearing comment)</p> <p>I'm here to talk about I oppose this project off the top of my head for a lot of reasons. My whole background has been doing environmental impact statements on transportation projects around the world and around the country.</p> <p>I moved to Glenwood Springs because of quality of life issues and the people who live here. I understand that we have an old bridge here that needs to be repaired or maybe replaced.</p>	
19a	<p>But I also know that impacts are both direct impacts, which I say are here in Glenwood, and indirect impacts of all the people who use that bridge throughout the valley and who travel up and down the I-70 corridor. Because of that, I think that we need to take a hard look and prepare an environment impact statement.</p>	<p>Comment #19a Response: Federal regulations define and categorize the different types of impacts to evaluate in NEPA studies. In accordance with NEPA regulations, an EA is done when the significance of impacts is unknown. Direct impacts are caused by the Build Alternative and occur at the same time and place. Indirect impacts are caused by the Build Alternative and are later in time or farther removed in distance, but are still reasonably foreseeable. And, cumulative impacts are impacts on the environment that result from the incremental impact of the Build Alternative when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time (40 CFR 1508). Chapter 3 of the EA provides a detailed evaluation and documentation of all three types of impacts for 19 different socioeconomic and natural resources occurring in the study area. EISs should be completed for actions that significantly affect the environment (23 CFR 771.115). After completing the impact analysis under the EA, and considering comments received on the EA, FHWA has determined that the Build Alternative will have no significant impact on the environment and, therefore, an EIS is not necessary (see Comment #9f Response).</p> <p>The project's purpose and need is to address bridge deficiencies (see Comment #13b Response). Providing capacity to address regional traffic is not part of the project's purpose and need. Regional planning efforts are underway to address long-term transportation needs outside of this project area. This project will not preclude consideration of other reasonably foreseeable transportation improvements necessary to address those regional transportation needs.</p>
19b	<p>I think it's the only way, a transportation environmental impact statement, to really look at all the alternatives. Those alternatives should not start at the city of Glenwood city limits and end at the other side of the Glenwood city limits; it should be throughout the area. I think that's the healthiest way to do it.</p> <p>Whether a bypass is an option, I'm not sure we have the land for a bypass, but</p>	<p>Comment #19b Response: CDOT and FHWA established the project limits, or termini, early in the study. In doing so, CDOT determined these limits will allow for transportation improvements to: 1) meet the purpose and need; 2) be useable from opening day (independent utility); and 3) not be reliant on other transportation improvements. These limits were deemed to serve as rational end points for transportation improvements, as well as logical limits for the review of</p>

Comment #	Comment	Response
	<p>we need to evaluate that in a formal process as opposed to saying, We're going to do an EA and we're going to restrict it to a very small area of Glenwood Springs.</p> <p>I would also hope that all of you out there, you have the chance to put your input in in writing on this, and suggest that an EIS be done, and then make a determination because this is a big determination which is going to have a major impact on the quality of life for this entire valley.</p> <p>Please be involved. Thanks for showing up on this. And stay in touch. And don't forget, we've got to get some written comments on this. That is how this process works.</p> <p>If anyone would like to talk to me about how you handle questions and stuff, give me a call. You can get to John Haines if you want to, or you can call me at 945-6493.</p> <p>I'd love to talk to you about it. Thank you.</p>	<p>the related environmental impacts (logical termini). Consequently, the EA meets NEPA regulations for the meaningful evaluation of alternatives as specified in 23 CFR 7771.111(f) and is consistent with FHWA guidance on the Development of Logical Termini (Environmental Review Toolkit, NEPA and Transportation Decision making, The Development of Logical Project Termini, Federal Highway Administration, November 5, 1993) (FHWA 1993). As noted in Comment #19a Response, EISs should be completed for actions that significantly affect the environment. An EA is done when the significance of impacts is unknown (23 CFR 771.115). After completing the impact analysis under the EA, and considering comments received on the EA, FHWA has determined that the Build Alternative will have no significant impact on the environment and, therefore, an EIS is not necessary (see Comment #9f Response).</p>
<p>20</p> <p>20a</p> <p>20b</p> <p>20c</p>	<p>Comment # 20: Dale Reed (verbal public hearing comment)</p> <p>I'm Dale Reed. And I've got a concern here maybe about two issues. And that is traffic volume, and pedestrian safety.</p> <p>As we stand right now, if you have driven in the traffic right through town at 8 o'clock in the morning or at 5:00 in the evening, you know what kind of traffic volume we have, and how hard it is often to cross Grand Avenue, whether you have to wait for the light or not.</p> <p>One of the issues that overrides both these is connectivity: How do we have this state highway right through the middle of town, and yet be able to cross back and forth. There's two things that come to mind. One is the underpass that was shown. I'm not sure if there are other underpasses involved or not. But it needs to be a very well made and attractive underpass if there is one. If you have seen the underpass near Highway 82 at Whole Foods, you know that they can build an attractive underpass, well lighted and attractive. This town has not been noted very well for keeping track of some of its underpasses. There are some underpasses and side streets for drainage and supposedly pedestrians, but they're pathetic.</p> <p>An issue that perhaps CDOT should look at is that the pedestrian overpass is listed here for 9.5 million with an elevator. I don't know about you, but I don't have a good feel about an elevator. How many bicycles, how many strollers,</p>	<p>Comment #20a Response: Refer to Comment #13b Response about traffic volumes.</p> <p>Comment #20b Response: We assume that the commenter is referring to the pedestrian/bicycle underpass that will be provided north of the river. The underpass design includes safety features such as lighting, good visibility provided at both entrances/exits, and sufficient width to accommodate emergency response vehicles. Aesthetic treatments are included in the design of the pedestrian underpass that reflect input from the public and stakeholders. This is the only underpass included with this project.</p> <p>Comment #20c Response: Many stakeholders were in favor of the elevator. A ramp or elevator option was evaluated by a special task force created by the Project Leadership Team, and concluded that there were many trade-offs between the two</p>

Comment #	Comment	Response
20d	<p>how many dogs, and loss of electricity, then what?</p> <p>How about an up and down elevator -- or escalator I should say? An escalator at that site, and would not be so restricted. Thank you.</p>	<p>options. The study team concluded that either option would work, but because the City will be responsible for both maintenance and ADA accessibility, the City’s input on these issues was critical. With City Council support of the elevator only, the study team concluded the elevator option was the best choice for the project. The elevator will be a ride-through elevator, meaning that the elevator will open on the east side at the top, and open on the west side at the bottom. This will eliminate the need for bicyclists and strollers to turn around inside the elevator car. The south pedestrian bridge connection will include stairs with a bike track, in addition to the elevator. A backup generator will be used to keep the elevator functional during electrical outages.</p> <p>Comment #20d Response: Escalators are considered unsafe for use by strollers, unsupervised children, bicyclists, and dogs. Therefore, escalators were not included in the Build Alternative. Additionally, escalators do not meet ADA accessibility requirements.</p>
21	<p>Comment # 21: Hal Sundin (verbal public hearing comment)</p> <p>21a I have a couple of quotes here that come from CDOT. Says, Because of the way this project has evolved to include a variety of other Highway 82-I-70 interchange improvements, it's now more than a simple bridge replacement. That's one of them.</p> <p>21b The second is, 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>21c These are two 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 a construction of a new bridge in an entirely different location and a complete reconfiguration of the Sixth and Laurel intersection and raises some serious questions about compatibility with what may be needed to be constructed to accommodate these new traffic volumes exceeding the carrying capacity of Grand Avenue.</p>	<p>Comment #21a 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 will replace the existing highway and pedestrian bridge and provide improvements at the southern and northern bridge connections.</p> <p>Comment #21b Response: Please refer to Comment #9b Response regarding the SH 82 Corridor Optimization Study (COS) and SH 82 Corridor Optimization Plan (COP).</p> <p>Comment #21c Response: The new highway bridge will not be built in an entirely different location. While the northern touchdown point was realigned to the west, the southern bridge touchdown point will remain at Grand Avenue. The project will provide improvements at the southern and northern bridge connections. The Build Alternative will not preclude implementation of a bypass or SH 82 relocation in the future, as illustrated on an information board at the public hearing that showed the new highway bridge with a potential bypass.</p> <p>The Build Alternative will meet traffic needs for the future design year of 2035, as discussed in Section 3.2 of the EA and Comment #13b Response. The new bridge is a connection between transportation infrastructure on both sides of the river that remains constant in its capacity, thus this bridge project will not induce new traffic. Grand Avenue to the south has capacity limited by its signalized intersections throughout the City. The capacity of the road system to the north (I-70, 6th Street) is also limited, and this project will not add capacity to those facilities that feed</p>

Comment #	Comment	Response
21d	<p>Incidentally, connectivity, this is one of the purposes of the project is to improve the connectivity from across the river. I don't see how increasing the length by 50 percent and running all the traffic through a traffic circle improves connectivity.</p>	<p>traffic into the system. The realigned project does allow the new intersections within the project area to function more efficiently than existing intersections and reduce traffic delay, particularly on the north side of the river. This is due to reducing vehicle conflicts and eliminating at-grade pedestrian crossings of SH 82, among other improvements. The number of vehicles per hour served by the Build Alternative or the No Action alternative will remain the same.</p> <p>Comment #21d Response: The project will not run “all the traffic through a traffic circle” as the commenter suggests. Refer to Figure 2-11 of the EA that illustrates the Build Alternative. Chapter 1 of the EA discusses connectivity issues and how connectivity is limited by the existing bridge and conditions. The Build Alternative will provide a four-lane bridge that meets current design standards, and the new pedestrian bridge and accesses will comply with ADA requirements, which will address existing connectivity deficiencies.</p>
21e	<p>CDOT has now joined, has now joined the 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 the best alternative. That would be the purpose of an environmental impact study, which should be done before this project proceeds any further. The EA is a segmentation of a 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 a single goal of replacing the exiting 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. 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> <p>Let's do it right.</p>	<p>Comment #21e Response: Regarding the purpose of the project and reasons that an EA was the appropriate NEPA action for this project, please refer to Comment #9f and #13b Reponses. Regarding segmentation, please refer to Comment #19b Response.</p> <p>The comment calls for a comprehensive engineering study comparing all feasible alternatives. Please note that the level of engineering design in EAs under NEPA varies, and generally is based on the design detail needed to support sound decision making. The sensitivity and physical constraints in the study area called for CDOT to advance the preliminary design beyond what is typically prepared to support NEPA studies. Consequently, the level of design detail available during the course of this study exceeded that which is typically used.</p> <p>Federal regulations require federal actions that require preparation of an EIS to rigorously explore and objectively evaluate all “reasonable” alternatives. This requirement differs from evaluation of all “feasible” alternatives. For example, an alternative could be feasible from an engineering standpoint but unreasonable because of high cost or environmental impacts. The requirement to evaluate alternatives in EAs is less broad. According to FHWA guidance, “The EA does not need to evaluate in detail all reasonable alternatives for the project, and may be prepared for one or more build alternatives.” (<i>Guidance for Preparing and Processing Environmental and Section 4[f] Documents</i>, FHWA Technical Advisory T6640.8A, Federal Highway Administration, October 30, 1987) (FHWA 1987).” In cases involving EAs/FONSI, courts have found the obligation to consider alternatives to be less than that required for an EIS, and consequently have allowed agencies to study a more limited range of alternatives (Federal Highway Administration, Office of the Chief Counsel, <i>Alternatives Analyses White</i></p>

Comment #	Comment	Response
		<i>Paper</i> , September 22, 2010) (FHWA 2010). The alternatives evaluation in the EA consisted of a three-tiered screening process involving almost twenty alternatives.
22	Comment # 22: John Haines (verbal public hearing comment)	
	Rob Anderson and Parvin gave their time, so now I have nine minutes. Thank you very much.	
22a	Joe, you and Craig and Tom ought to be ashamed of yourselves. You asked us for our input. The pictures that you show up here of the meeting where you and I stood up in front, there were lots and lots of people staying and wanted to talk. But the community center closed at 10 o'clock, so they had to go home. I hope that's not the case here either. Because this meeting is supposed to end at 9:00. You say we're a valuable part of this whole program and that you need our input, so now you need to listen.	Comment #22a Response: We believe the specific meeting to which you are referring was a City Council meeting, which was forced to end because the meeting venue had to close (see Comment #9k Response). The public hearing, during which this comment was provided, was scheduled to end at 8:00 p.m. However, it concluded at 8:15 p.m. instead to allow everyone who requested to speak the opportunity to do so.
22b	Where it says the document and the survey that you guys have done, you know, we, our group, Citizens to Save Grand Avenue asked the City to put a ballot out, a ballot issue about how they feel about this program. And the City says, Oh, no, John. We're not going to spend our money to do that. That's why I'm bringing this up now because it's public record. We spent \$2,500 of our own money, sent 4,200 ballots out to citizens with addresses in Glenwood Springs, no box numbers. Out of those 4,200 we sent out, we got 700 back. Out of that 700 -- now listen -- 600 people said, Tell CDOT and the City to stop right now. Don't do anything more. Do a joint plan where you look at the South Bridge, where you look at Eighth Street, where you look at 14th Street, where you look at this bridge, and let's come up with a plan.	Comment #22b Response: Please refer to Comment #9c Response regarding a vote. 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 also about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA. It also is about improving the connection in the several block area where the bridge currently is located. Citizens can continue to work with the City of Glenwood Springs and counties to build support for and address the area's transportation issues. CDOT will continue to work with the City to address mobility improvements and incorporate them into the Statewide Transportation Improvement Plan (STIP). However, broader regional transportation issues are separate from this project.
22c	Now, I'm not the guy who put this on. So when they put -- they didn't want anything more done until you can put this together. And that's part of this whole program, look at it, make the best thing that you can do with it. There are other opportunities to do it, and these other people have said you need to have an EIS done. Here's what a highway engineer has to say. "The text of this EA, while interesting, comes to a conclusion not meeting the requirements of the National Policy Environmental Act and NEPA since that act requires the explanation which is the examination of all alternatives to be proposed for the proposed action."	Comment #22c Response: Regarding a requirement to examine "all alternatives to be proposed for the proposed action," please refer to Comment #21e Response. Please refer to Comment #9f Response regarding the need for an EIS.
22d	The stated goal 2.11 is to improve connectivity between the south side of the Colorado River, downtown Glenwood Springs and the north side of the river, historic Glenwood Hot Springs, and the I-70. An excellent opportunity happens to exist only 200 feet downstream that meets the above stated goal.	Comment #22d Response: Various alternatives were considered as part of this study; please refer to the Comment #9b and #31b Responses.

Comment #	Comment	Response
22e	Despite repeated requests for inclusion by individuals and interested groups, part of this legal study was brushed aside during the '73, railroad corridor was an alternative included in the study, ways to reduce traffic on Grand Avenue was encouraged by the City, written request to the Department of Highways, budget money in construction.	Comment #22e Response: Please refer to Comment #9k Response regarding how public input was considered in the study. The remainder of the comment is unclear.
22f	Since that time many additional studies have been made and alternatives not acknowledged or even mentioned in the EA.	Comment #22f Response: The EA took several plans into consideration, such as the Glenwood Springs Comprehensive Plan and the SH 82 Corridor Optimization plan, which are mentioned in several places in the EA, including Sections 1.1, 1.4.1, 2.2.1, 3.2.2, 3.3.3, and 4.6.3. Also refer to Comment #9b Response regarding the SH 82 Corridor Optimization Study (COS) and SH 82 Corridor Optimization Plan (COP).
22g	You know the Centennial study. They said the same thing. Let's put an alternate route to Glenwood Springs.	Comment #22g 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.
23	Comment # 23: Gregg Vasquez (verbal public hearing comment)	Comment #23a Response: Please refer to Comment #5ep Response.
23a	Hi. I'm Gregg Vasquez. Just a couple of points that kind of concern me about this. First of all, the impacts that are going to be caused by all the traffic during the construction, the police department probably doesn't have enough guys as it is. And is CDOT going to compensate the City for that? How is that going to work? That's another impact on City tax dollars.	Comment #23b Response: Refer to Comment #15i Response.
23b	The other thing was, at the inception of this at the community center, we saw these grandiose plans with all this great design. Well, now all of a sudden they're asking the city, county, Pitkin County and everybody else for additional funds. In my opinion, if it's going to happen, CDOT needs to pay for it, and leave the local residents to use their tax dollars as they need to.	Comment #23a Response: Please refer to Comment #5ep Response.
24	Comment # 24: Bob Gish (verbal public hearing comment)	Comment #24a Response: Comment noted.
24a	Hello. I'm Bob Gish. I'm not as passionate as you guys are. I've only lived here a year. I believe CDOT. I believe maybe CDOT has a temporary solution. But I don't really see anything feasible for any kind of a bypass. So I take the position that I inherited this traffic. Now, what can we do to make it better? And I honestly do believe Joe and CDOT, they came up with the best solution.	Comment #24a Response: Comment noted.

Comment #	Comment	Response
24b	I made plenty of notes. Talked to David, I talked to the city council, talked to the mayor. I believe CDOT is going to do it, will minimize the impact to us, okay?	Comment #24b Response: CDOT is committed to minimizing impacts during construction as much as practicable. This includes minimizing full bridge closure by accelerating bridge construction and temporary detours. Pedestrian access will be maintained throughout the construction phase, and construction areas will be fenced to protect pedestrians and bicyclists from construction activities. Please refer to Table 3-2 of the FONSI for a full list of mitigation measures that will be employed during construction.
24c	I'm asking for enhanced pedestrian safety during this period of time. I don't think people know what's going to happen downtown. The impact, businesses downtown, the impact to us as citizens -- I live in the 800 block of Pitkin.	Comment #24c Response: As discussed in Comment #5by Response, CDOT is developing a pedestrian plan for construction. Impacts from construction of the Build Alternative were evaluated and presented in Chapter 3 of the EA. Construction will result in temporary impacts, including traffic, economic, and various environmental impacts, such as noise. Measures to minimize these impacts are detailed in Table 3-2 of the FONSI.
24d	I believe CDOT is going to do it. I think it's just a matter of let's do the best we can to make it as easy on us.	Comment #24d Response: Comment noted.
24e	I do believe it will help us in the long run. Some of the things I talked to him about was, How much of that \$5.5 million can we use for a permanent Eighth Street? How much of that 5.5 million could we, can we work with the city council on just don't put it in; take it back out. Let's make it a positive. Let's keep that a permanent amenity, enhance the pedestrian safety, make sure the emergency and sheriff egress in and out of Eighth Street,	Comment #24e Response: Although a permanent 8th Street extension is not part of the purpose and need of this project, CDOT has coordinated extensively with the City of Glenwood Springs about building the 8th Street detour to potentially accommodate the City's planned 8th Street Extension project. However, the City continues to evaluate alignment options and funding for the permanent extension. Due to the uncertainty of the City's preferred alignment and timing of their decision, the 8th Street detour for this project is intended to be temporary. However, if the City can identify a preferred alignment and funding in a timely manner, accommodation could perhaps be made for a permanent extension. Permanent emergency access improvements to 8th Street will depend on the permanent extension.
24f	we need physical barriers to keep them from going through our downtown at Pitkin and Colorado Avenue. I apologize I'm not passionate like you folks are. I'm just looking for a solution.	Comment #24f Response: As described in Section 2.4.2 of the EA, to address higher traffic volumes during operation of the "square about," 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. As discussed in Comment #5x Response, measures now are being included for Pitkin Avenue.
24g	I'm concerned about the stores downtown, the stores with having the one-way traffic all the way around it. Let's look at that. Let's make it positive. Let's go through that two years and let's get it over with. I think it's going to make our city better.	Comment #24g Response: Businesses will be impacted during construction, including impaired access and visibility, construction noise, and parking, as described in Section 3.6.2 of the EA. CDOT will employ measures detailed in Table 3-2 of the FONSI to minimize these temporary impacts.

Comment #	Comment	Response
25	<p>Comment # 25: Bobbi Hodge (verbal public hearing comment)</p> <p>Hello. I'm Bobbi Hodge. I want to focus my comments on the removal of the trees in the 700 block of Grand.</p>	
25a	<p>Our citywide comprehensive plan addresses street trees as having historic value. The code, the current code requires replacement of street trees more than 14 inches. These trees are 14 inches in diameter. I'm sympathetic to the issue of the utilities being buried, and a concern of the roots growing into the utilities. But in my opinion, I would think it would be of less of an environmental impact if these utilities were placed under the shoulder of the road so that there would be more room for the roots.</p>	<p>Comment #25a Response: Refer to Comment #5ap Response regarding tree impacts and mitigation and Section 4.1 of the FONSI for more information. The contribution of street trees to the area's historic setting was noted during the Section 106 process. CDOT is consulting on mitigating loss of street trees that contribute to the historic setting of the area through the Section 106 process as outlined in the Memorandum of Agreement between CDOT, SHPO, and Glenwood Springs, which is appended to the FONSI.</p>
25b	<p>My concerns are further increased after learning this last week how much water trees absorb, which is imperative to prevent erosion from the runoff that comes down the street.</p>	<p>Comment #25b Response: Because the existing street trees are located within a paved urban environment, road runoff in this area is directed to gutters and storm water drainage systems. Therefore, erosion from roadway runoff is not a concern in this area.</p>
25c	<p>I've also learned about how trees filter the air. They catch pollutants that come from the cars. And I think it's important to get these pollutants caught in the trees before they land on our historic buildings.</p>	<p>Comment #25c Response: Comment noted. Because of the small number of street trees in the 700 block of Grand Avenue, any filtering benefit would be limited.</p>
25d	<p>Another point is trees are cooling. Lots of people like to sit out front in the restaurants. So we need a cool place to sit. The trees also serve as a sound barrier for those who live in the apartments above the street level.</p>	<p>Comment #25d Response: Existing street trees in the 700 block of Grand Avenue and the shade they provide will be removed during construction of the project due to the widened bridge. Please refer to Comment #5ap Response regarding tree removal and discussion of measures that will be undertaken to mitigate the loss of street trees. CDOT will continue to work with the City to minimize the loss of landscaping along Grand Avenue. Vegetation would need to be very tall and very thick to provide a noticeable reduction in noise. Because of the small number and low density of street trees in the 700 block of Grand Avenue, they provide little to no noise reduction.</p>
25e	<p>Trees have been shown to attract more shoppers. Studies have shown that shoppers view stores having trees that they have superior products.</p>	<p>Comment #25e Response: Please refer to Comment #5e and #5ap Responses. Please refer to Table 3-2 in the FONSI for measures to mitigate the permanent street tree removal in the 700 block of Grand Avenue.</p>
25f	<p>I would also like to recommend, as a final thought, wrought iron fencing as a choice for the rail on the bridge. Thank you.</p>	<p>Comment #25f Response: Based on input from the Design Elements Issues Task Force, handrails on the pedestrian bridge will consist of black wrought iron. Refer to Section 4.1 of the FONSI for more information.</p>

Comment #	Comment	Response
<p>26</p> <p>26a</p>	<p>Comment # 26: Michael Blair (verbal public hearing comment)</p> <p>I am Michael Blair, a resident of Glenwood Springs.</p> <p>I am a member of the city planning commission also, but I speak as a citizen. And my background is land use planning. I'm a geographer by education. I'm looking at the larger picture if you will rather than the engineering pictures, which the EA seems to consider.</p> <p>My interests are in the effects of the regional area. And I think that the EA is not sufficient in considering the larger picture if you will of the effects on our nontechnical environment. The effects of the livability of our community, and the circulation of pedestrians and traffic within our overall community, and how the general livability of our community is affected.</p> <p>The engineers I think have done a great job. I admire them for doing the engineering work. But we have a community that needs to be engineered if I can put it that way, hopefully not by engineers.</p> <p>I have two particular concerns. One, the City has not considered, in my initial review of it -- because I really have not had time to review the whole thing, and I hope I don't have to review the whole thing -- because it doesn't consider the regional aspects other people have brought up. More people in this region from the top of the Roaring Fork valley to clear down the Colorado River etvalley 25 and up to the Continental Divide, all that traffic affects the City of Glenwood Springs and the entire Roaring Fork valley in my view.</p> <p>I think that the EA should not be accepted, and it should be reconsidered to consider the entire region, and a lot more people in the community and agencies within the community, and they should participate.</p>	<p>Comment #26a Response: Refer to Comment #9f and #13b Responses regarding the purpose of the project and reasons that an EA was the appropriate NEPA action for this project. Also, Section 3.2 of the EA discusses transportation conditions for the study area. Traffic modeling completed for this project does consider traffic generated outside of the study area and is consistent with other long-range traffic forecasts and plans for local roads as well as regional transportation facilities (I-70 and SH 82).</p>
<p>26b</p> <p>26c</p>	<p>I also feel that the CDOT bridge design, wherever it might be located, should have a very favorable and interesting design that fits with the city of Glenwood Springs, not just a rail and guardrail design. But if the city and people in the city want to add a few embellishments just for the sake of the city, I don't object to my tax money helping to pay for that a little bit. That would be only fair I think.</p> <p>Thirdly, other people have said what I want to say. I appreciate those considerations. But we need to consider this as a regional effect, and the downtown area should not be affected as it appears to be affected.</p>	<p>Comment #26b Response: 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. See Comment #5b Response.</p> <p>Comment #26c Response: Regarding the scope and types of impacts evaluated in the EA, please refer to Comment #13b and #19a Responses.</p>

Comment #	Comment	Response
	<p>traffic, and we could be a lovely place again. Thank you.</p>	<p>in the future, the deficiencies of the Grand Avenue Bridge need to be addressed.</p>
<p>28</p> <p>28a</p> <p>28b</p> <p>28c</p> <p>28d</p>	<p>Comment # 28: Don Bernes (verbal public hearing comment)</p> <p>I'll start off by saying my main 3 concerns about the new project, nothing ever comes in on budget. I'm concerned about if it goes over budget who's going to pick up the additional cost of this bridge? Is Glenwood writing a check or has this already been planned out ahead of time?</p> <p>I've got concerns about the mitigation that will have to take place when they take the old bridge out. And I haven't seen this in any document in terms of who's going to pay to put that area where the old bridge is going to be removed back into an attractive area.</p> <p>My major concern about the bridge is that I don't think historically it visually fits into the appearance of the town. If you go back in history and look at all the pictures of the town, what you see is the bridge runs north and south that looks like a railroad bridge. What we're proposing is a great engineering solution, which I agree makes great sense to run the bridge where they plan to run it. But in terms of how it fits into the town, it's going to have a major impact in terms of what this town's going to look like in the future.</p> <p>And Sixth Street, Sixth Street actually at the present time it may not be the best street in the world, but it does act as a traffic calming device. And people know when they leave I-70 and hit Sixth Street, it changes their environment.</p> <p>I think that pretty much says it. Thank you.</p>	<p>Comment #28a Response: Every effort will be made to avoid cost overruns. In fact, one of the advantages of the Construction Manager/General Contractor process being used is that it provides more information to the contractor to better identify, minimize, and anticipate risks and include contingencies for them in the project costs. If there are construction cost overruns in spite of this, the responsibility will depend on the cause, but will typically be between CDOT and the contractor. CDOT will have budget for minor cost changes and minor contract revisions for the construction contract.</p> <p>Comment #28b Response: Please refer to Comment #5g Response that notes property ownership of this area is currently being contested. This area will be restored as part of this project, including removal of pavement, regrading, and reseeded. Details will be included in project design plans. Others may develop landscape and redevelopment plans for the area, depending on property ownership resolution.</p> <p>Comment #28c Response: Section 3.1 of the EA discusses visual effects from the Build Alternative. Other bridge types were evaluated but dismissed largely because of public concern that they did not fit into the context of the downtown. The aesthetic treatments included with the Build Alternative reflect public and stakeholder input, and are consistent with the city's historic mountain town setting.</p> <p>Comment #28d Response: Please refer to Comment #5dn Response regarding speeds under the Build Alternative.</p>
<p>29</p>	<p>Comment # 29: Dave Sturges (verbal public hearing comment)</p> <p>I have plenty of opportunity to speak my opinions. I'm pleased to see so many citizens.</p> <p>Thank you for coming.</p>	<p>Comment #29 Response: Comment noted.</p>

Comment #	Comment	Response
<p>31b</p> <p>31c</p>	<p>I think the exit at 116 off of Highway 70, off of the interstate, where Laurel comes down from the hill, it would be an ideal location to put a bridge onto the location where the railroad track is. You can look at that.</p> <p>So I'm kind of new to this. This is my first meeting. But I think you can see from the drawings and the maps that it's really an issue of the abandoned railway. What we can do -- Royal had an idea about building a tunnel, which I think could work. We could build a tunnel underneath Grand Avenue for the people who want to continue through. That's one wild idea.</p> <p>The idea of using the railroad now, the railroad corridor, if we look at the map, whether we have to go cross over the river again, over the Roaring Fork and build along Midland Avenue and that space -- the homeowners there would be unhappy with that -- that's an issue that might not cost \$100 million, but would save the downtown in addition.</p> <p>That's all I have to say at this point. I would like to see some more creative solutions and things that may have been thrown out earlier, and take a look at those again.</p>	<p>Comment #31b Response: Various alternatives were considered as part of this study, including involving bridge alignments at Exit 116 and Laurel Street. To review all alternatives considered and reasons that they were eliminated from further consideration, please refer to Chapter 2 and Appendix A of the EA. The Build Alternative was selected because it best met the purpose and need of the project and project goals, while minimizing environmental impacts.</p> <p>Comment #31c Response: Using the railroad corridor or building a tunnel as you propose would be part of a discussion regarding a bypass, or relocation of SH 82, which would be a separate project to address a separate issue from that addressed by this project. Refer to Comment #9b Response.</p>
<p>32</p>	<p>Comment # 32: Bill Lockwood (verbal public hearing comment)</p> <p>I went to the library to read the environmental report. And I initially got the sense that I couldn't compete with you guys. It was over my head. I'm not bright enough. But here I am after all to speak.</p>	
<p>32a</p>	<p>Page 2 of the appendix talks about context sensitivity. That sounds promising. And indeed they talked about a project that is collaborative, has a collaborative interdisciplinary approach in order to preserve the scenic, aesthetic, historic, and environmental resources of the bridge. It seemed a bit ironic considering that the focus seems to be on the beauty of the structure, of the concrete in the highway, which seems to have been made the main focus of the presentation that I saw. There is no actual regional context that would include scenic, aesthetic, historic, and environmental resources in the whole interconnective valley in which I live. When I speak of the whole region, I'd like to include my own region, which is living downtown on the east side of Grand Avenue where we need to cross Grand Avenue to get to the post office, to get to the rec center, to do our business downtown.</p>	<p>Comment #32a Response: The Build Alternative will replace a four-lane bridge with a new four-lane bridge according to current design standards. In order for the project to be consistent 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. For a discussion of the project's regional context, refer to Comment #12a Response.</p>

Comment #	Comment	Response
32b	<p>And it's become very difficult. I mean, getting over to Margi's drugstore now becomes a big deal and not so much fun, and it's not going to be much funner when the traffic accelerates, as it promises to do.</p>	<p>Comment #32b Response: Please refer to Comment #5dn Response regarding traffic speeds under the Build Alternative.</p>
32c	<p>The other page that I want to refer to is page 54 of the visual impact study. It talks about the visual impact. And they make much of equal value of the view from the Grand Avenue -- I'm sorry, the area around Laurel to Colorado Avenue and the Hot Springs resort and the city center unit, which means, translates Grand Avenue. With Grand Avenue, they talk about motorists, quote, Changes would be indiscernible to motorists driving along the road. Local motorists are predicted to have a neutral response to the visual changes. We people on the east side live and walk down there and so forth. We're not just motorists, you know, driving through the area to get us through as quickly as possible. So I wish that the neighborhoods in this town could get more credit. We're not very vociferous over on the east side of town, politically powerful, but we are the group of people who I think one consultant in an earlier meeting who was from Boulder talked about the values of our town. And he talked about the sense of authenticity in the town. I think my neighborhood has that. You look down the side streets, as I first did when I visited here 13 years ago looking for a place to live, I looked down the side streets and I saw Victorian houses, places close together relatively on city lots, and trees in the front of them and so forth. That's irreplaceable.</p>	<p>Comment #32c Response: The visual impact assessment evaluated the reaction to visual change by all viewer groups, including residents and pedestrians. For the specific viewpoint from 8th Street looking north along Grand Avenue, the <i>Visual Impact Assessment Technical Report</i> states that viewer response is predicted to be neutral because visual changes for this viewpoint resulting from the Build Alternative would be almost indiscernible and would not change the visual quality rating of the viewpoint. As described under "Predicted Viewer Response by Landscape Unit:" For the City Center Landscape Unit, which includes the downtown area south of the river, the wider Grand Avenue roadway and bridge will create narrower sidewalk and plaza areas, and the slightly higher bridge structure will block views across the street to a greater degree than the existing bridge. However, the design options for the new Grand Avenue Bridge will create more open views under the bridge at 7th Street and remove the existing Grand Avenue wing street east of the bridge to accommodate the wider bridge, allowing for a wider pedestrian/sidewalk area along the east side of Grand Avenue and improving the visual quality of this area. Overall, the response to these visual changes by tourists, bicyclists and pedestrians, and employees/patrons of area commercial and retail businesses is predicted to be neutral. The response of residents on Grand Avenue between 7th and 8th Streets is predicted to be negative because the new Grand Avenue Bridge will partially block views of the river.</p>
32d	<p>We need to take, I would hope, take some consideration beyond the technical expertise that you guys have that's just below the guys like me to try to read about it to humanize the matter, put it into a really regional context since what you're involved in, as how some people says, is not just replacing the bridge, you're replacing the whole bridge and park and whole area of the town point of view. Thank you.</p>	<p>Comment #32d Response: Refer to Comment #32a Response. The Build Alternative will result in minor temporary impacts to one access point for Vogelaar Park, and no permanent impacts to parks.</p>
33 33a	<p>Comment # 33: Gay Moore (verbal public hearing comment)</p> <p>My name is Gay Moore. And I've lived here about 15 years. First five years were on Grand Avenue and 11th Street. Traffic was pretty horrendous back then. I have asthma. So it was really hard for me to breathe down there. We did eventually move to north Glenwood. I now live up above Antlers. My asthma was immediately improved. So that's one thing that a lot of people don't think about when they think about traffic is that the respiratory problems that people have are exacerbated. And you even, if you don't have asthma, you may end up with respiratory problems you don't even know about it. That's one thing I wanted to mention that isn't being brought up here.</p>	<p>Comment #33a Response: The EA acknowledges that air pollutants are known to cause adverse health effects. Compared to the No Build Alternative, implementation of the Build Alternative will not notably increase traffic volumes but will reduce total vehicle miles traveled. SH 82 traffic will move more efficiently due to the removal of one traffic signal (6th Street and Pine Street) and removal of a pedestrian stop phase (due to pedestrian underpass) at 6th Street and Laurel Street. Traffic will be distributed more efficiently through a roundabout, which will reduce traffic congestion (emissions) and lower the potential for adverse health effects.</p>

Comment #	Comment	Response
<p>33b</p>	<p>The traffic, the trucks would roll down Grand Avenue. My house on Grand Avenue would shake every night they would go so fast.</p> <p>I was walking here. I walked down to north Glenwood to this meeting because I felt like, first of all, traffic would be bad. It was. The parking would be not very good. I decided to just walk, which I love to do. That's one of the reasons why I live here.</p> <p>On the way down, right next to the bridge, I see a truck go up Grand Avenue Bridge just woosh, as fast as he could go.</p> <p>That was one of the things that I was thinking about what I wanted to speak about tonight is to say that you guys have never addressed the speed of the traffic that's going to be coming. So if they're coming down the bridge fast right -- and I'll admit I'm a fast one. Don't get me for that. I think everybody goes fast on the bridge. You get on that bridge you've even more time to go as fast as you can, and then it gets to Eight Street and there's a light for now, and you've got people trying to cross.</p> <p>A lot of them don't know how to cross because they're visitors here. Someone very nicely just put some signs up I noticed that says, Look, the button's behind you. You got to push the button.</p> <p>A lot of people that visit here, they don't know you have to push the button before you get a walk signal. I've seen them sit there for two light cycles before they start looking around, Whoa, what do I do?</p> <p>Well, you know, that is not going to be any better; as a matter of fact it's going to be even worse. And I foresee there's going to be some day a young child, a mother with a stroller or an old person who happens to be someone like my 82-year-old mother -- I'm not so spry anymore -- get hit by a car because they've been speeding across Grand Avenue Bridge, you know, don't stop for the light. That's just not going to be -- we're not going to be happy about that at all 'cause that's going to be ourselves, our mother, our child. That's not going to be a good thing. I have not seen that get addressed.</p>	<p>Comment #33b Response: Please refer to Comment #5dn Response regarding traffic speeds under the Build Alternative. The Build Alternative will provide an improved pedestrian crossing of Grand Avenue under the new bridge, about 230 feet north of 8th Street. The signal equipment at 8th Street, some of which dates to the early 1980s, will be replaced with new modern equipment, including pedestrian push buttons more conveniently located to the crosswalks they serve. Signal timing adjustments will be considered by CDOT and the City during or after the bridge construction project.</p>
<p>33c</p>	<p>The other thing I want to talk about was as far as the wishes of the community. So they say, Look, we want to hear what you want to say. We want to hear your thoughts. Then they go ahead and do whatever they want to do because they just are giving us lip service.</p>	<p>Comment #33c Response: Comment noted. Please refer to Comment #9k Response regarding how public input is considered.</p>

Comment #	Comment	Response
33e	<p>I think that this is going to continue. They did this -- now, granted the canyon looks great and they've done that with the canyon. But I know that in part of the canyon, they did that little rock thing, whatever that is down to No Name, it's horrible.</p> <p>So this thing has just moved quickly. I know I'm running out of time, but I want to say this. This is where we're talking about the bypass, because the paper teased us today, Come to this meeting because they're going to talk about a bypass. Who has a bypass? Durango has a bypass. Basalt has a bypass now. Redstone has a bypass, if I may say so. Estes Park has a bypass. Why can't we have a bypass? The money has to be there. There's coalitions. They can get into the regional section. They can work with all kinds of people to get a bypass. I think it's overdue.</p> <p>Thank you very much.</p>	<p>Comment #33e Response: Refer to Comment #9b Response regarding a bypass.</p>
34	<p>Comment # 34: Mark Adler (verbal public hearing comment)</p> <p>Hello. I moved here in 1971. And I think the town has probably doubled in population since then. We always had a traffic problem. It's not been really addressed because we need cooperation from the City and from CDOT.</p> <p>Now, we're actually in a marriage that we can't be divorced from. They own 82. It goes through our town. But like any good marriage, we need to make this so we can all get along now to the future, 50 years from now, when everybody in this room is gone. We're just looking out for our kids and grandkids.</p>	<p>Comment #34a Response: Refer to Comment #9b Response regarding a bypass.</p> <p>Comment #34b 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 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 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.</p>
34a	<p>So I can remember back in the mid '90s John Shift and I put a power point presentation together -- it was on the city council's site for a while -- about a cut and cover tunnel. We bought the railroad right of way; we own -- we can do it under Grand Avenue, a cut and cover tunnel like they do in Europe. Now, it's expensive. But you're spending money, a lot of money all around the state. I think we need to spend some here.</p>	
34b	<p>Glenwood Springs is a confluence of two rivers. We have a wonderful community but unfortunately we are the neck of the funnel that serves the rest of the valley. We have traffic coming from Silt, Rifle, going all the way to Aspen every single day. And we take the brunt of it. It's about time that we just get together and work out something for a long range solution.</p>	

Comment #	Comment	Response
34c	Granted, as has been said, the engineering on the bridge is beautiful. But wouldn't it be better to fix what we have and take all that money and put it into something that would be a long range solution?	Comment #34c Response: Refer to Comment #7b Response for reasons that the rehabilitation alternative was dismissed from consideration.
34d	You know, we can always drill a tunnel in the pass there. But I think if we really look at this, and if CDOT would look at it, it's not a Glenwood problem; it's a big regional problem. Let's do something for the whole Roaring Fork valley. And I think that this marriage could be quite enjoyable.	Comment #34d Response: Refer to Comment #9b Response regarding a bypass.
35	<p>Comment # 35: Cheryl Cain (verbal public hearing comment)</p> <p>My name's Cheryl Cain. I live on Grand Avenue. I've been a neighbor of CDOT for 25 years. It hasn't been a happy relationship. And it's frustrating to me that CDOT claims to be our partner, but they don't behave like a good neighbor.</p> <p>I can speak to the details of that. I think this has always been a question as to whether Glenwood wants to be a community, or if it wants to be a thoroughfare. And my position is that I want Glenwood to be a community.</p>	<p>Comment #35a Response: Refer to Comment #9b Response regarding a bypass.</p> <p>Comment #35b Response: Please refer to Chapter 1 of the EA for reasons that the bridge needs to be replaced. CDOT has involved the City of Glenwood Springs and other stakeholders and communities throughout the EA process, as detailed in Chapter 5 of the EA. Further, the Project Leadership Team formed for the project included representatives from Garfield, Eagle, and Pitkin Counties.</p> <p>Comment #35c Response: The area under the highway bridge at 7th Street includes improvements that will result in a more inviting and pedestrian friendly setting in this area. The hardscape and landscape in this area, designed with input from the DDA and other local stakeholders, will improve the visual quality of this area and provide an area for future neighborhood events, such as farmers' markets, etc., if the city and other organizations wish to promote such activities.</p> <p>Comment #35d Response: Regarding regional transportation issues, please refer to Comment #22b Response. Please note that several entities routinely conduct transportation planning for the area, as discussed in Comment #160c Response. The Grand Avenue Bridge project was prioritized as part of this process.</p>
35a	There's been numerous studies done. We've spent all kinds of money on various studies that have indicated that a bypass, a different route, is the solution here.	
35b	I don't see that the bridge needs to be replaced. But what I do see is that we need to decide what we want to be when we grow up. I've been saying all of this time this is a regional problem. And I'm finding it a little bit ironic that the only time that CDOT talked to any of the other communities was when they wanted some money to pay for the road. Seems to me like we're being sold a bill of goods. Seems to me like this is a situation where we're expected to believe that the emperor's fully dressed except he happens to be naked.	
35c	We're told all kinds of different benefits come from this road. Under the bridge is going to be bigger, and somehow that's more wonderful. I suppose it is for the pigeons. But I don't know even a smaller area is that great, so what are we going to do with a bigger area?	
35d	I think there's so many downsides to this. And it's unfortunate because I think there's a lot of people within this community and throughout the valley who have said, We want to be part of a complete regional transportation solution planning process, and they have been rejected in that.	

Comment #	Comment	Response
35e	<p>So I think that everybody who's come up here, with the exception of a couple of people, have talked about this being a regional problem. And it is a regional problem. It's more than just a bridge, and we all know that. And there's clearly a vocal majority of people who are here who believe that we need to stop, we need to regroup, and we need to decide exactly which direction we want to go, and that this is a much bigger problem.</p>	<p>Comment #35e Response: Refer to Comment #22b Response regarding regional issues. While most of the comments received at the public hearing voiced opposition to the project, CDOT has also received numerous comments during the comment period for the EA voicing support for the project. Public input is factored into the decision-making and, indeed, many design elements of the project reflect public and stakeholder input. Refer to Comment #9k Response. CDOT and FHWA consider all public input received throughout the EA and have considered this and other data collected in making a decision in the best overall public interest. This decision was based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, state, and local environmental protection goals. Also refer to Comment #9c.</p>
35f	<p>And then there's all the details. What does it look like when it hits Eighth Street? I have additional concern, since I live on Grand, that the reason that it was chosen to be the way it is is because it's easier for oil and gas to go on a curve rather than a 90-degree turn. Frankly, I don't want oil and gas trucks going in front of my house or anywhere in Glenwood Springs.</p>	<p>Comment Response #35f: Design of the southern bridge touchdown point at 8th Street is described in Section 3.1 of the EA, and many design elements of the project were displayed at the public hearing. The curved bridge alignment landing at Grand Avenue on the south and 6th and Laurel Streets on the north was chosen because it will result in improved traffic flow and transportation operations near Exit 116 and improved 6th Street multimodal connections. As discussed in Comment #21c Response, the project will not induce additional traffic.</p>
35g	<p>I think we need to stop. And I certainly think we need to take more time to look at this assessment. There was only two copies available. One at the library, one at CDOT. Neither one are very easy to access. And they take a long time to read. I printed the entire thing. It's three and a half reams of paper. So people need to be able to go to it, look at it, and spend some thoughtful time and make comment. There's no reason for this plan should be pushed down our throats.</p> <p>We need to be able to make comments as we're able. I think my time is out. Thank you.</p>	<p>Comment Response #35g: Hard copies of the EA were provided at several viewing locations that were listed in the EA. The EA is also available electronically on the project website. 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>
36	<p>Comment # 36: Terry Stark (verbal public hearing comment)</p>	
36a	<p>Thank you. My name is Terry Stark. I live at 809 Blake Avenue. I've listened to a lot of this. And my real question is how do we stop the city council from going forward and letting CDOT do what they want to do. They've got to be stopped.</p>	<p>Comment #36a Response: Comment noted.</p>

Comment #	Comment	Response
36b	<p>The other thing is the quality of life of the citizens of Glenwood Springs has really got to be considered big time.</p> <p>There was something else. Oh, yes. I forgot about it.</p>	<p>Comment #36b Response: Quality of life can be defined in many different ways, but many considerations commonly associated with quality of life have factored heavily into decisions made on this project. For example, the purpose and need of this project includes community values such as multimodal travel and safety. Project goals established early in the study relating to aesthetics, historic character, and minimizing impacts are reflected in the criteria used to evaluate different alternatives and design options.</p>
<p>37</p> <p>37a</p> <p>37b</p>	<p>Comment # 37: Nick Kelly (verbal public hearing comment)</p> <p>Thanks. My name is Nick Kelly. I'm new to Glenwood Springs. I've only lived here for two years. But I got to say I'm really pleased with all the people here who are standing up for what they believe. That's great. I believe the same thing.</p> <p>We don't need more traffic in Glenwood Springs. We don't need to have a better bridge for people to go up valley. The people up valley need a better way to get there. They don't need necessarily to have a new bridge in Glenwood Springs over Grand Avenue.</p> <p>There's got to be a way, even though I appreciate that CDOT is limited by what the state legislature allows it to do and how they appropriate money, there's got to be a way for CDOT to go back to the governor, the legislature, all of the politicians and tell them that Glenwood Springs doesn't need a new bridge now; we need a bypass somewhere that they have to figure out.</p>	<p>Comment #37a Response Please refer to Comment #9b Response regarding a bypass.</p> <p>Comment #37b 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, which are detailed in Chapter 1 of the EA. Please refer to Comment #9b Response.</p>
<p>38</p> <p>38a</p> <p>38b</p>	<p>Comment # 38: John Duvon (verbal public hearing comment)</p> <p>I'm a county resident. I used to live in Glenwood Springs for about eight years. A couple comments. First thing is, you know, the bridge that's there right now is really adequate for Glenwood Springs. It's really what we're doing with the upper valley towns that do need this bridge improved because of the traffic that's going up there.</p> <p>This new bridge doesn't fix one problem except an inadequate bridge. It doesn't fix pollution, doesn't take one car off the road, the noise and the smell will still be on Grand Avenue.</p>	<p>Comment #38a Response: Solving traffic or regional transportation issues 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 project is also about addressing the structural and functional issues with the aging bridge structure, which are detailed in Chapter 1 of the EA.</p> <p>Comment #38b Response: Please refer to Comment #15a Response regarding traffic, air quality, and noise under the Build Alternative.</p>

Comment #	Comment	Response
38c	<p>This new bridge -- and it's hard to see on this model. But there's a computer over there, one of the laptops. There's still three lighted intersections, there's three stoplights that are going to make you stop, traffic flow. One of them's on I-70 to Sixth Avenue west. You'll get off of I-70 and go west. You'll head kind of over the bridge and take a left-hand turn and go back westbound on Sixth Avenue. Those things are not going to help the traffic flow. It's not going to be like it looks on that where the traffic's just going to flow through. There's going to be stops.</p>	<p>Comment #38c Response: The Build Alternative includes traffic control at certain intersections. The widened bridge lanes and new 6th Street and Laurel Street roundabout will improve traffic flow.</p>
38d	<p>I guess one other question I had, I just found this out that the Highway 82 access plan was already approved I guess. You all need to look at that and see what that does to Grand Avenue.</p>	<p>Comment #38d Response: CDOT coordinated extensively with the Access Control Plan team and Downtown Development Authority so that design of the Build Alternative will be consistent with the Access Control Plan that was being developed.</p>
38e	<p>It takes a lot of intersections out. It takes a lot of access to stores and moves some stoplights. Please look at that. Basically what we're going to have is a freeway off of I-70 all the way through Glenwood to 27th Avenue. Take a look at that. See what we can do. This bridge, Glenwood Springs doesn't need it. Glenwood Springs is doing fine.</p>	<p>Comment #38e Response: The proposed project will not result in construction of an expressway through Glenwood Springs; all project changes take place in the 0.4 mile of SH 82 north of 8th Street. The existing four-lane bridge will be replaced with a four-lane bridge that meets current design standards. As such, the new bridge by itself will not increase traffic capacity. The reconfigured SH 82 tie into I-70 will increase traffic capacity and reduce delay and congestion in this limited area. 8th Street and all intersections to the south will not have additional capacity. Refer to Comment #5dn Response regarding traffic speeds. The roadway will be designed to current standards and will be posted at 25 mph, which is consistent with the urban area and the roadways at both ends of the bridge.</p>
39	<p>Comment # 39: Jim Denton (verbal public hearing comment)</p> <p>I want to add one thing briefly. I have no doubt that CDOT, that our guys have worked hard creating this. But the solution is the regional solution, and it does require a bypass much more than a bridge.</p> <p>I remember two or three years ago talking to John Haines. He had been in Snow Mass at the meeting that John Hickenlooper attended. He tried to talk with the governor about this issue. And I remember him telling me the governor blew him off and said, the people of Glenwood Springs want more than they can afford. I'd like for him to see what they can afford to do for Estes Park right now. They're rebuilding three highways in a town of 7,500 people. They're building a new highway to Heaven in Estes Park that will cost in excess of \$300 million that will include beautiful new parks, everything imaginable. It is something that will really deserve to have his name on it. The person, the one person who's not here tonight who should be here listening and doing something about this to help us is the governor. We need a political solution and we need political support for this.</p>	<p>Comment #39 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. Please refer to Comment #9b Response regarding a bypass.</p>

Comment #	Comment	Response
40	<p>Comment # 40: Sherry Reed (verbal public hearing comment)</p> <p>I live in Glenwood Springs. My heart is in Glenwood Springs. I work and commute up to Aspen. I've had to endure Highway 82 for 25 years on my commute, and especially at Briarwood Canyon. It was supposed to make Highway 82 safer.</p> <p>It's a nightmare.</p> <p>So I see nothing that we're gaining by putting something faster, because we're going to have more lanes to drive us through town.</p> <p>That's basically it. Thank you. We're not gaining a thing.</p>	<p>Comment #40 Response: The project will not add additional lanes on SH 82. Please refer to Comments #5dn and #12a Responses.</p>
41	<p>Comment # 41: John Haines (verbal public hearing comment)</p> <p>My name is John Haines. This probably won't take 30 seconds.</p> <p>As much as Joe and Craig and the folks at city council would like to think that these are all plants that I have here tonight, none of them are. These are honest to goodness citizens of Glenwood Springs that have come out to share what's in their heart with you people.</p> <p>You talk about all the people that you talked to at the market. I'm not sure where they are tonight, but they certainly aren't here.</p> <p>You guys, look at what's going on. I think you need to revisit it. I asked Don Hunt to come tonight so that he would hear this forum. But he has another meeting so he couldn't come.</p> <p>And I just hope you'll take some of this back to him and the other people that are involved in city council, and listen to what these citizens are saying. They're not here for fun; this comes from their heart. Please listen.</p> <p>Thank you.</p>	<p>Comment #41 Response: CDOT has reviewed and considered all comments received during the EA comment period, including those provided at the public hearing.</p>

Comment No.	Comment	Response
42	<p>Comment # 42: Jerry Law</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>Comment #42a Response: CDOT is working with the Hot Springs Lodge and Pool and evaluating several options to replace parking. CDOT will mitigate parking impacts as a result of the project.</p>
42a	<p>A.) Far too many parking spaces lost at the pool's west lot!!</p>	<p>Comment #42b Response: A parking garage was an option considered for mitigating parking impacts. Although a garage was not selected as the best solution, it was considered. This project does not preclude future consideration of a parking garage, but it will not be included in this project.</p>
42b	<p>1) The pool, town, and surrounding businesses would benefit from a parking garage west of the Grand Ave. bridge on the pool's lots</p>	<p>Comment #42c Response: See Comment #42b Response. While a parking garage was considered, the proposed surface lot was selected as the best solution to mitigate impacts to existing parking.</p>
42c	<p>2) The bridge project would benefit from the parking garage!!</p>	
42d	<p>3) The surrounding neighborhood already suffers greatly from pool parkers & tourists. End the abuse & share in the cost of the garage and use the top floor as a bridge staging/office area.</p>	<p>Comment #42d Response: The purpose of the project is to improve multimodal connectivity across the river and address structural and functional issues with the bridge. We recognize that parking issues are an existing condition. CDOT will mitigate parking lost as a result of the project, but cannot provide mitigation to address an existing condition. A parking structure was considered to address parking issues; however through the stakeholder coordination process, funding was not identified for cost sharing.</p>
42e	<p>B.) The existing bridge can be fixed/upgraded/replaced without much disruption:</p>	
	<p>1) Build concrete arches similar to Howard's "Tillman bridge"; arches can be built outside the existing footprint.</p>	
	<p>2) The arch super structure is appealing to the eye, can touch down at the river's edges, accommodate the I-70 EB on-ramp lengthening, etc.</p>	
	<p>3) The existing bridge only needs to be widened 2' in each lane to attain 11'-4" lanes; or do 10'-6" lanes like Rifle's RR Ave. and make a narrow shoulder.</p>	
42f	<p>4) Use design/build, not architects/engineers trying to get an award!</p>	
42g	<p>5) see attached ages of historical bridges - why could the old-timers make a bridge last 136 yrs to 650 yrs? Why can't we?</p>	
	<p>Optional Information</p>	
	<p>Name: Jerry Law, P.E.</p>	
	<p>Address: 335 Donegan Road, GWS, 81601-266b</p>	
	<p>Phone: 945-2769</p>	
	<p>E-mail: Jerry@TownofGypsum.com</p>	
	<p>Mail to address on back, or e-mail Joseph.elsen@state.co.us, or fax to 970.947.5133.</p>	
42h	<p>c) A smart plan would find the \$ for a bypass, then rebuild the existing bridge.</p>	
42i	<p>d) Encourage housing south of Glenwood to work in Aspen!! Right!</p>	
	<p>All comments must be received by December 1, 2014</p>	
	<p>See attachments</p>	
	<p>SAVING millions in I-70</p>	
	<p>SAVING \$ in Relat.</p>	
	<p>9'-4" x 4" = 37'-4"</p>	

Comment No.	Comment	Response
		<p>Comment #42h Response: Please refer to Comment #9b Response regarding a bypass.</p> <p>Comment #42i Response: See Comment #12a Response regarding the purpose of this project. CDOT does not have jurisdiction over land use decisions.</p>
<p>42 (cont'd)</p> <p>42k</p> <p>42l</p> <p>42m</p> <p>42n</p> <p>42o</p> <p>42p</p> <p>42q</p> <p>42r</p> <p>42s</p> <p>42t</p> <p>42u</p> <p>42v</p> <p>42w</p>	<div style="display: flex; justify-content: space-between;"> <div style="width: 20%;"> <p>Brooklyn Bridge (1883) is 131 years old.</p> <p>Golden Gate Bridge 1937 is 77 years old.</p> <p>London Bridge (1832 to 1968) was 136 years old.</p> <p>London Bridge (1176 to 1832) was 656 years old.</p> </div> <div style="width: 20%; text-align: right;"> <p>11/19/14 Jerry Lee</p> </div> </div> <p style="text-align: center;">GRAND AVENUE BRIDGE REPLACEMENT: PROS AND CONS</p> <p>Arguments for:</p> <p>1952</p> <ol style="list-style-type: none"> The Grand Avenue bridge is 60 years old, and will need to be replaced at some time in the future. <i>Maybe the British can build us another 656 year old bridge?</i> The bridge has been declared by CDOT as "functionally obsolete" for the following reasons: <ol style="list-style-type: none"> The lanes are 9'- 4" wide compared to the current highway standard of 12'. The clearance over the railroad is one foot less than the current standard of 23'- 6" for new construction. <i>So use lower beams and more of them!</i> The clearance over 7th Street is 4" less than the current standard of 14'. <i>so lower 7th street!!</i> Scouring action is occurring around the base of the bridge pier in the Colorado River. <i>So do a clear-span arch from bank-to-bank to reinforce/renovate the existing bridge.</i> The location of the north and south bridge piers compromises the function of one I-70 off-ramp and one on-ramp. <i>Big safety concern-- Fix it, or merge all EB traffic to left lane.</i> <p><i>* The current bridge has not been classified as "structurally unsafe", and CDOT has not posted any load limits on trucks using the bridge. Save money and upgrade it.</i></p> <p>Arguments against:</p> <ol style="list-style-type: none"> A new bridge will continue to deliver Hwy. 82 traffic onto Grand Avenue, and will do nothing to resolve the increasing Grand Avenue traffic congestion; it only perpetuates it. The new entrance to downtown Glenwood Springs, as currently proposed, is too grandiose, and is not in keeping with the character of our community. Also, its 12' wide lanes will encourage Grand Avenue traffic to move at excessive speeds. During the closure of the present bridge for an estimated two months during construction, Midland Avenue will have to carry all of the traffic through town, including semi-trailer trucks. This will create gridlock of all vehicular traffic, disrupting school operations, emergency vehicle response, and the functioning of local businesses and Glenwood Springs and RFTA buses.* Traffic will be severely impeded during construction of the reconfiguration of the 6th and Laurel (Village Inn) intersection, which could require closure of I-70 Exit 116.* <i>Ridiculous design...looking for an award to litter their wall???</i> <p><i>* Before any of this construction is started, another route through town adequate to accommodate traffic with a minimum of inconvenience needs to be made available.</i></p> <p>5. Absolutely no respect for private property, pool parking, nor visual impact.</p> <p>6. Absolutely no respect for my tax dollars. The existing bridge could likely be widened and all the items above addressed for less than \$40M, if an innovative design/build firm was hired, rather than the percentage-of-final-cost designers.</p> <p><i>room for widening EB I-70 on-ramp</i></p> <p><i>remove pier at end CONCRETE AREA Looking East</i></p>	<p>Comment #42k Response: Please refer to Comment #7b Response for reasons that a rehabilitation alternative was dismissed.</p> <p>Comment #42l Response: The substandard clearance over the railroad is only one of the many structural and functional deficiencies of the existing bridge. Please refer to Comment #7b Response for reasons that a rehabilitation alternative was dismissed.</p> <p>Comment #42m Response: The substandard clearance over 7th Street is only one of the many structural and functional deficiencies of the existing bridge. Lowering 7th Street would create issues with a number existing utilities in 7th Street, and would not address the other bridge deficiencies.</p> <p>Comment #42n Response: The scour issue with the bridge pier in the middle of the river is only one of several bridge deficiencies. Please refer to Comment #7b Response for reasons that a rehabilitation alternative was dismissed.</p> <p>Comment #42o Response: One of the bridge's functional deficiencies is the substandard horizontal clearance caused by the location of bridge piers related to I-70 travel lanes. However, that is only one of several deficiencies of the existing bridge. Please refer to Comment #7b Response for reasons that a rehabilitation alternative was dismissed.</p> <p>Comment #42p Response: Please refer to Comment #7b Response for reasons that a rehabilitation alternative was dismissed.</p> <p>Comment #42q 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 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.</p> <p>Comment #42r Response: Design of project elements, such as entrances, roundabout, and bridges, has incorporated input received from stakeholders,</p>

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		<p>including aesthetic treatments that reflect the city’s historic and mountain town setting. Please refer to the Comment #5dn Response regarding traffic speeds.</p> <p>Comment #42s Response: The Midland Avenue to 8th Street detour route will be carrying substantial truck volume, and key locations such as turning intersections will be modified to accommodate truck turning. CDOT recognizes that the Midland Avenue and 8th Street detour route has less traffic capacity than existing SH 82. As a result, existing traffic flows will create more congestion on the detour unless Travel Demand Management (TDM) strategies are put in place to both reduce the demand and increase the capacity during peak hours. (TDM strategies include measures such as voluntary shifting of travel times to off-peak periods; use of carpooling; and use of alternate travel modes, such as public transportation, walking, and biking. Please refer to 3.2.3 of the EA for more information about TDM measures.) Therefore, part of the detour work will include a substantial TDM element that will provide publicity about travel alternatives for all users of SH 82. Part of this effort is to provide ways for RFTA vehicles to have a time advantage through the use of exclusive lanes where feasible.</p> <p>Comment #42t Response: Refer to Comment #5r Response regarding the construction phasing for the 6th Street and Laurel Street intersection, which is geared toward minimizing traffic disruption.</p> <p>Comment #42u Response: There is an existing and established regional transportation planning process that considered all regional and local transportation needs. Another route through town has been considered and studied as part of several studies but has not resulted in any regional or local agreement of either the need or alignment of such a route. The regional planning process has identified addressing the Grand Avenue Bridge problems as a high priority need. The Grand Avenue Bridge project has identified a temporary detour along with enhanced transit and TDM tools for use during the bridge closure period. Establishment of a new route for the detour is not considered a cost effective option.</p> <p>Comment #42v Response: The study team is committed to minimizing impacts to property, parking, and visual impacts as a result of the project. The design of the Build Alternative minimizes these impacts to the extent practicable. Section 3.5 of the EA evaluates right-of-way impacts; Sections 3.2, 3.3, 3.4, 3.5, and 3.6 evaluate parking impacts; and Section 3.1 of the EA evaluates visual impacts. Measures to mitigate impacts are outlined in Table 4-2 of the FONSI.</p> <p>Comment #42w Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to fix the existing bridge by repairing or replacing many of the known functional and structural deficiencies. The</p>

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		rehabilitation alternative was dismissed from consideration for reasons summarized in Comment #7b Response.
43	<p>Comment # 43: Sandy Boyd</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> <hr/> <p>43a <i>• This project replaces a bridge that could be repaired.</i></p> <p>43b <i>• This project does not address the main problem — volume of traffic. Even CDOT has said Grand Ave / Hwy 82 cannot handle the volume.</i></p> <p>43c <i>• The volume of traffic needs to be diluted by having other routes through town. (additional)</i></p> <p>43d <i>• CDOT and City of Glenwood have conflicting goals. CDOT wants to hasten traffic flow through town. Glenwood wants a pleasant walkable town. Both could be achieved but not this way.</i></p> <p>43e <i>• The planned traffic detour during construction is unsafe and unacceptable unacceptable.</i></p> <p>Optional Information Name: <i>Sandy Boyd</i> Address: <i>1109 Red Mtn Dr Glenwood</i> Phone: <i>970 945 5900</i> E-mail: <i>Sandy@glenwoodsew.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 #43a Response: As discussed in Section 2.2.2 of the EA, a rehabilitation alternative was evaluated to 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.</p> <p>Comment #43b 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 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. Traffic on Grand Avenue and a bypass are discussed in Comment #13b, #21c, and #9b Responses.</p> <p>Comment #43c Response: The EA evaluated several alternate locations for a bridge or bridges that involved the use of other roadways through town. Refer to Chapter 2 and Appendix A of the EA for more information about those alternatives and reasons they were eliminated. Rerouting traffic away from the existing bridge would not address the existing deficiencies of the bridge and would not meet the purpose and need of this project.</p> <p>Comment #43d Response: The purpose of this project, as stated in the EA, is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs to the historic Glenwood Hot Springs area while addressing structural and functional issues with the aging bridge structure and the related connectivity deficiencies. The purpose of this project is not to hasten traffic flow through Glenwood and, as discussed in the Comment #5dn Response, is not expected on appreciably increase traffic speeds. Also, the Build Alternative includes improvements to bike and pedestrian facilities.</p> <p>Comment #43e Response: Options for detour routes are limited. Detour routes described in the EA represent the most reasonable solutions to accommodate traffic during construction. Working with the City on potential detour routes resulted in the addition of the temporary 8th Street connection as a way to mitigate traffic impacts on Midland south of 8th Street.</p>

Comment No.	Comment	Response
44	<p>Comment # 44: Marlis Laursoo</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 HAVE LIVED HERE 14 YEARS + the BRIDGE has BEEN TALKED ABOUT the ENTIRE TIME - The longer we talk the MORE expensive it gets + it has to be replaced - it is crumbling - Stop the talk + get it DONE.</p> <p>Optional Information</p> <p>Name: MARLIS LAURSOO</p> <p>Address: 3954 Sky Rowel Dr GWS 81601</p> <p>Phone: 970-947-9572</p> <p>E-mail: marlis1001@msn.com</p> <p>Mail to address on back, or e-mail Joseph.eisen@state.co.us, or fax to 970.947.5133.</p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #44 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>

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45	<p>Comment # 45: Ken Jones</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>THANK YOU TO JOE EISEN, CRAIG GASKILL AND EVERYONE ELSE WITH CDOT FOR ALLOWING PUBLIC INPUT ON MULTIPLE OCCASIONS.</p> <p>I LIKE THE PLAN FOR THE NEW BRIDGE ON GRAND AVENUE AND HOPE WE CAN PROCEED AS SOON AS POSSIBLE WITH THIS PROJECT</p> <p>Optional Information</p> <p>Name: <u>KEN JONES</u></p> <p>Address: <u>189 ORCHARD DRIVE, GLENWOOD SPRINGS CO</u></p> <p>Phone: _____</p> <p>E-mail: <u>K.S.JONES189@GMAIL.COM</u></p> <p><small>Mail to address on back, or e-mail Joseph.eisen@state.co.us, or fax to 970.947.5133.</small></p> <p>All comments must be received by December 1, 2014</p>	<p>Comment #45 Response: Comment noted. Construction is anticipated to begin between late 2015 and mid-2016.</p>