

## **Appendix D: Comments and Coordination**

## Table of Contents

Date	Subject
Agency Coordination	
Not applicable	Scoping letter and meeting invitation recipients
January 22, 2008	Invitation for scoping meeting
May 8, 2008	Request for additional scoping comments based on a changed to the study area
January 30, 2008	CDOT Environmental Programs Branch scoping meeting minutes
February 7, 2008	CDOT Region 3 scoping meeting minutes
February 7, 2008	Resource Agency scoping meeting minutes
May 13, 2008	Section 6(f) letter to Colorado State Parks,
May 28, 2008	Section 6(f) response from Colorado State Parks
February 11, 2008	Public Utilities Commission scoping comments
May 13, 2008	CDPHE scoping comments
May 9, 2008	USFWS scoping comments, personal communication memo
July 16, 2008	CDOW scoping comments
February 18, 2009	USFWS concurrence of Ute Ladies-tresses Orchid Survey Report,
March 16, 2009	City of Glenwood Springs letter to CDOW regarding the wetlands
Section 106 and Section 4(f) Coordination	
February 1, 2008	SHPO scoping comments
May 12, 2008	SHPO response to agency scoping meeting minutes
October 8, 2008	CDOT letter to SHPO requesting review, comments, and concurrence of APE
October 31, 2008	SHPO letter to CDOT regarding APE concurrence
Not applicable	Tribal Consultation Mailing List
September 15, 2008	Sample letter and packet for tribal Section 106 consultation
December 10, 2008	CDOT letter to Frontier Historical Society regarding Section 106 consultation
December 10, 2008	CDOT letter to Historic Preservation Commission regarding Section 106 consultation
December 10, 2008	CDOT letter to Garfield County regarding Section 106 consultation
December 12, 2008	Glenwood Springs Historic Preservation Commission request to be a consulting party
March 24, 2009	CDOT memo regarding the NRHP eligibility of the Steuben Property
September 7, 2010	CDOT letter to Historic Preservation Commission for review of revised APE

Date	Subject
September 7, 2010	CDOT letter to Garfield County for review of revised APE
September 7, 2010	CDOT letter to Frontier Historical Society for review of revised APE
September 7, 2010	CDOT letter to SHPO for review, comments and concurrence of revised APE
September 17, 2010	SHPO letter to CDOT regarding revised APE concurrence
June 13, 2011	FHWA letter to City of Glenwood Springs regarding joint planning at the rodeo grounds parcel, signed by City staff on June 21, 2011
<b>Project Working Group Meeting Minutes</b>	
December 14, 2008	<ul style="list-style-type: none"> <li>• Kickoff meeting, project overview, roles and responsibilities, protocols, expectations, project issues</li> </ul>
January 22, 2008	<ul style="list-style-type: none"> <li>• Discussion of projects goals, project needs, public involvement program and environmental documentation</li> </ul>
February 8, 2008	<ul style="list-style-type: none"> <li>• Review of the public scoping meeting and first CAG meeting</li> <li>• Discussion of initial alternatives development</li> <li>• Review of transportation planning</li> <li>• Review of measures of effectiveness</li> </ul>
February 29, 2008	<ul style="list-style-type: none"> <li>• Project status update of major tasks</li> <li>• Summary of other project related meetings</li> <li>• Alternatives development, including Level 1 Screening (fatal flaw)</li> </ul>
March 18, 2008	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Summary of other project related meetings</li> <li>• Discussion of the upcoming public meeting</li> <li>• Level 2 alternatives evaluation</li> </ul>
April 10, 2008	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Review of CAG recommendations regarding Level 2 Screening</li> <li>• Public meeting preparation</li> </ul>
April 29, 2008	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Public meeting debrief</li> <li>• Level 2 screening</li> </ul>
May 22, 2008	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Discussion of Section 4(f) impacts</li> <li>• Right-of-entry for field surveys</li> <li>• Level 2 screening summary</li> </ul>
July 1, 2008	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Discussion of right-of-entry progress and field work</li> <li>• Plans for an upcoming field trip with both PWG and CAG members</li> </ul>
July 30, 2008	<ul style="list-style-type: none"> <li>• A joint field trip with CAG members to view alternatives.</li> </ul>
September 16, 2008	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Discussion of CAG input</li> <li>• Level 3 screening (detailed)</li> </ul>
October 23, 2008	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Public meeting debrief</li> </ul>

Date	Subject
July 7, 2009	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Glenwood Springs City Council and Garfield County Board of County Commissioners joint workshop debrief</li> </ul>
November 5, 2009	<ul style="list-style-type: none"> <li>• Project status update</li> </ul>
May 5, 2010	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Discussion of analyzing two alternatives in the EA</li> </ul>
August 20, 2010	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Update on the revised scope of work and methodologies.</li> </ul>
October 16, 2010	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• City Council meeting debrief</li> </ul>
April 15, 2010	<ul style="list-style-type: none"> <li>• Project status update</li> <li>• Review refinements to Alternative 10b and confirm Preferred Alternative</li> </ul>

## **Agency Coordination**

The following agencies received project scoping letters:

- Bureau of Land Management Glenwood Springs Field Office
- Carbondale & Rural Fire Protection District
- CDOT Aeronautics Division
- CDOT Transit
- Colorado Department of Public Health and Environment Hazardous Materials and Waste Management
- Colorado Department of Public Health and Environment Water Quality Control Division
- Colorado Division of Wildlife
- Colorado Division of Natural Resources Colorado State Parks
- Colorado Historical Society Office of Archaeology and Historic Preservation
- Colorado Public Utilities Commission
- Federal Railroad Administration
- Frontier Historical Society
- Garfield County
- Glenwood Springs Fire Department
- Glenwood Springs Parks and Recreation
- Glenwood Springs River Commission (PWG)
- USDA Forest Service White River National Forest Sopris Ranger District
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency Region 8
- U.S. Fish and Wildlife Service Western Colorado Field Office
- U.S. Fish and Wildlife Service USFWS Ecological Services

# City of Glenwood Springs

Engineering Department

101 West 8th Street, P.O. Box 458

Glenwood Springs, CO 81601

(970) 384-6435 Fax 970-945-8582



January 22, 2008

## Agency Address

**Re: Glenwood Springs—South Bridge Environmental Assessment  
Agency Scoping Meeting**

Dear \_\_\_\_\_ :

The City of Glenwood Springs in conjunction with Garfield County, the Colorado Department of Transportation, and the Federal Highway Administration, is preparing an Environmental Assessment for a potential connection between the Cardiff/Four-Mile area and State Highway 82 in south Glenwood Springs.

**We have scheduled a resource agency scoping meeting on February 7, 2008, from 1:00 p.m. until 3:00 p.m.** to be held **at the Glenwood Community Center on 100 Wulfsohn Road** (see map below). At the meeting we will provide information on the project purpose and need, a preliminary assessment of environmental issues present within the study area, and project schedule. We would like to hear from you about any issues of concern or areas of analysis you believe will require special consideration as we prepare this project. We will also ask for your help in identifying the resources that should be evaluated for cumulative effects.

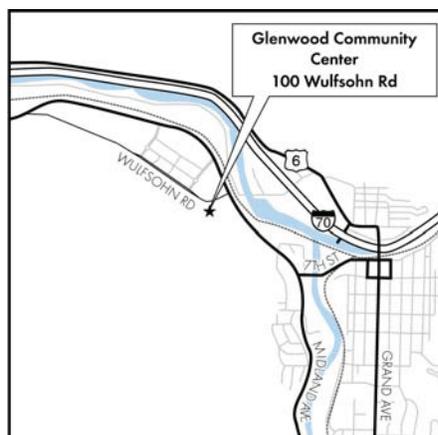
Please respond to Wendy Wallach at 303-820-4807 or [wendy.wallach@jacobs.com](mailto:wendy.wallach@jacobs.com). If you are unable to attend, please designate another person from your agency to attend or submit written scoping comments by February 21<sup>st</sup> to Ms. Wallach at Jacobs Carter Burgess, 707 17<sup>th</sup> Street, Suite 2300, Denver, CO 80202.

We look forward to seeing you or your representative on February 7, 2008. If you have any questions, please feel free to call Wendy Wallach at 303-820-4807.

Sincerely,

Mike McDill, P.E.  
City Engineer

cc: Jeff Hecksel, City Manager  
Eva LaDow, FHWA  
Tammie Smith, CDOT – Region 3  
C. Gaskill, Jacobs Carter Burgess  
W. Wallach, Jacobs Carter Burgess



## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** EPB Scoping Meeting

**Date Held:** January 30, 2008

**Location:** CDOT-Shumate Building (Denver)

**Attendees:**

**City of Glenwood Springs:** Mike McDill  
**FHWA:** Eva LaDow  
**CDOT:** Tracey MacDonald, Tammie Smith, Leland Dong,  
Steve Wallace, Jeff Peterson, Dan Jepson,  
Andy Flurkey, Jennifer Olander,  
Sheble McConnellogue, Vanessa Henderson,  
Lisa Schoch, F.Yates Oppermann, Mehdi Baziar,  
Brad Beckham, Juan Robles, Becky Pierce,  
Zac Graves  
**C&B:** Craig Gaskill, Wendy Wallach, Shonna Sam

**Copies:** Attendees, Distribution List, File

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### SUMMARY OF DISCUSSION:

#### 1. Introduction/Project Overview

Shonna welcomed attendees and facilitated introductions.

Craig provided an overview of the project. Glenwood Springs has become a destination community so population has shifted to the south. In the 1970's several studies looked at improving mobility on SH 82. Previous studies looked at providing additional access to SH 82 from South Glenwood.

The major impetus for the project was the 2002 Coal Seam Fire which caused evacuations of thousands of residents from southwest Glenwood. The evacuation process was difficult, and resulted in congestion on the Sunlight Bridge area. Had the fire reached the community, emergency response would have been difficult since there is only one access point to the south Glenwood community. Following the fire the City of Glenwood Springs

re-evaluated emergency service access needs. This process eventually resulted in the city obtaining a federal earmark to construct a second access to south Glenwood.

Tammie mentioned CDOT met with FHWA on site and decided that an EA would be the appropriate level of documentation for this project.

## **2. Purpose and Need/Project Goals**

- a. Craig reviewed the draft purpose and need for the project.
- b. The two needs currently identified include emergency access and local access. The Citizen Advisory Committee (CAG) questioned the local access used.
- c. There is nothing unique to this project as far as goals. Community cohesion and neighborhood integrity are goals that came out of our Citizens Advisory Group.
- d. There is a multi-modal goal to encourage multi-modal travel and will not preclude future multi-modal improvements in the area. Craig indicated that this goal particularly pertains to the planning efforts of the Roaring Fork Transportation Authority (RFTA). The project working group includes a member of RFTA. Coordination will continue throughout the project.

## **3. Upcoming Scoping Meetings**

Scoping meetings that are planned for this project include:

- a. Resource Agencies - February 7th
- b. CDOT Region 3 - February 7th
- c. Public - February 7th
- d. In addition, there is an emergency service providers meeting on February 11th

## **4. Project Photos/Videos**

- a. Shonna walked through photos of the project area. Craig pointed out that the vertical terrain is a limiting factor for the area. On the east side there are bluffs in the canyon.
- b. Several videos were reviewed. Craig explained the RFTA corridor (currently used as a trail)-RFTA is currently working on BRT on SH 82 and is considering a station in the project area.

## **5. Documentation**

- a. The goal for this project is an issue-focused, reader friendly document, similar to the 29 Road EA, I-70B West EA and the I-70 Parachute Interchange EA. Resources that are not present in the study area or are not impacted by the project would be presented in a Technical Report. Initial indications are that most resources will need to be included in the EA. We will make this determination once environmental survey is complete and alternatives have been developed.

b. Anticipated issues for the project include:

- ▶ **Land Use:** Additional access could result in indirect growth effects. The extent to which the project would contribute to growth in the area will be investigated.
- ▶ **Farmland:** No prime or unique farmlands or farmland of statewide importance are located in the preliminary study area. If the study area is widened to the north there could be some interaction with protected soils.
- ▶ **Social/Economic:** The Cardiff Glen neighborhood is particularly concerned about traffic impacts. Glenwood Springs Airport will be a primary issue for the project. Alignments that do not result in airport closure will consider impacts to clear zones and approach surfaces. Minority populations have been identified in the study area. Specialized outreach is being conducted. A special effort will be made to coordinate with emergency service providers in the area, since this is a key issue for the project.
- ▶ **Right-of-Way:** Acquisition will be expected. Again, Glenwood Springs Airport will be a key consideration.
- ▶ **Noise:** Noise sensitive receivers have been identified in the area and include the mobile home park, Buffalo Valley Motel, Mountain View Church, and the Cardiff Glen neighborhood.
- ▶ **Air Quality:** Garfield County is in attainment. A Mobile Source Air Toxics (MSAT) analysis will be conducted.
- ▶ **Transportation:** RFTA has long-term plans for a commuter rail line between Glenwood Springs and Aspen. Craig noted that the commuter rail is a desired condition; it is not identified in the RTP. RFTA currently manages a multi-modal trail that is currently paved and will eventually extend between Glenwood Springs and Aspen.
- ▶ **Hazardous Materials:** Potential sites with recognized environmental conditions have been identified. An EDR report will be obtained. A Phase I MESA will be prepared.
- ▶ **Historic Properties:** TBD. Survey has not yet been conducted. Known properties include Coke Ovens and Denver & Rio Grande Railroad. Lisa Schoch brought up the Carter Jackson Ranch as potentially eligible property.
- ▶ **Archaeological Resources:** TBD. Metcalf will conduct surveys.
- ▶ **Paleontological Resources:** TBD. Rocky Mountain Paleo will conduct surveys.
- ▶ **Wildlife, Vegetation/Noxious Weeds, T&E Species:** TBD. Surveys will be conducted. There are T&E fish species identified for Garfield County that could be present in the Roaring Fork River. Coordination with the USFWS and appropriate agencies will occur.
- ▶ **Water Resources/Water Quality:** The Roaring Fork River is a Gold Medal Trout stream. Andy Flurkey asked about the trout status. Does it cover entire Roaring Fork? Yates asked if the river is publicly owned. Mike McDill said generally not, property lines extend into the middle of the river. Andy Flurkey indicated

that the stream may have a natural salt issue. Tammie noted that it is not an MS4. She also suggested that there could be fishing agreements in place.

Tammie Smith asked if there is active rafting in this reach of the Roaring Fork. Mike mentioned that bridge piers in the river are not desirable due to recreational activities. Sheble McConnellogue asked if there are hot springs there. There are none along the Roaring Fork. Hot springs occur at the Roaring Fork and Colorado River.

- ▶ **Floodplains:** The 100 year floodplain for the Roaring Fork River does occur in the preliminary study area.
- ▶ **Fisheries:** Fisheries are present within the study area.
- ▶ **Wetlands:** TBD. Becky asked who will be conducting wetland surveys. Claffey Ecological is the sub consultant responsible for the wetland analysis.
- ▶ **Visual:** There are high quality viewsheds.
- ▶ **Parks and Recreation:** The Roaring Fork River is important for recreation. There is also a Rodeo Arena, the RFTA trail, and a conservation easement held by the Aspen Valley Land Trust. Sheble McConnellogue asked if the road be an allowed use. We won't know until we review easement language.
- ▶ **Indirect Effects:** Induced growth is a concern for this project and will be evaluated in the land use section of the EA.
- ▶ **Cumulative Effects:** Shonna asked for input on the resources that should be considered for cumulative effects. Shonna will be writing the section and has identified the potential for water resources due to a history of actions in the area and the sensitivity of the Roaring Fork River.

## 6. Discussion

- a. Tammie offered to do a site visit during the next RPEM on April 8<sup>th</sup> and April 9<sup>th</sup>.
- b. Leland asked that we look into the potential for Uranium tailings. Wendy is coordinating with the CDPHE.
- c. Jennifer conducted a file search for historic properties and noted the coke ovens and three railroads: Aspen Western, Denver Railroad, and Colorado Midland. We should also evaluate the Ranch and the Rodeo grounds.
- d. Dan Jepson reminded us that Historic and Archaeological resources are both historic properties. They should be addressed as such in the EA.
- e. Lisa Schoch asked that we consult with SHPO on the APE and make sure that Metcalf is aware of the study area once it is established. It may change and currently does not include all of Jackson Ranch.
- f. Yates brought up the Purpose and Need. He is concerned about the Purpose and Need Statement as it relates to 4(f). The purpose and need may need to include something about growth in the area. Yates also asked who was doing our public

involvement. Craig replied that Tom Newland of Newland Resources was leading this effort. He is the local face for the project.

- g. Leland asked about adhering with the FAA regulations. Wendy noted that we invited Scott Brownlee to the Resource Agency Scoping meeting to help us coordinate.
- h. Eva LaDow suggested that we could document resources not present/not affected in a separate technical report. Right now it doesn't look like there will be many resources that fall into this category.
- i. Leland Dong asked about the level of controversy. Craig talked about the controversy regarding an alternative route to Grand Avenue. He talked about the Corridor Optimization Study. Residents on Midland Avenue are concerned about a bypass.
- j. Mike said he expects up to 200-300 people at the public meeting.
- k. Sheble asked if the preliminary study area is within the city. Mike indicated that the area east of the Roaring Fork River is under Garfield County's jurisdiction. Garfield County is a partner in this project. We are not sure of Garfield's land use plans or urban growth boundary, but will look into this.
- l. Pete Mertes is CDOT's Project Manager.
- m. Yates asked if the purpose was a new connection between Airport Road and SH 82. Craig said yes, the Purpose and Need is to provide both emergency access and secondary access to the southwest Glenwood area. There is a lot of potential development in this area. 27th Street to the north is the next bridge providing access to SH 82.
- n. Tammie reiterated that the earmark is for the South Bridge but we will be providing connections to and from this bridge as well.
- o. Craig said although there have been earlier studies; we are starting from Purpose and Need. Yates asked if we can build upon these studies. We will be to the extent possible, but we aren't precluding other alternatives.

## **7. Project Schedule**

Craig reviewed the schedule. We are going all the way to ROW acquisition. The EA is on a 22 month schedule, which includes review process and a FONSI in 2009. We will include EPB on review process schedule.

## **8. CDOT Scoping Form**

- a. Shonna asked about the scoping form. Tracey said they are currently revising/updating the form process. Tracey will accept our list of anticipated issues attached to the meeting minutes. Tracey and Vanessa asked that we add anticipated deliverables to the issues list.
- b. Tracey asked that we talk to Rick Willard and ask what his concerns are.

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**Comments Received Following the Meeting:**

Dan Jepson will be handling all aspects of tribal consultation (with FHWA) for the project. To begin the process Dan will need an electronic version (pdf) of the project area map to include with the letters we send to potential consulting tribes. Dan provided an example. Shonna will forward map to Dan.

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**Action Items:**

**Jacobs Carter Burgess**

***Due Date***

- |   |         |
|---|---------|
| 1. Revise anticipated issues handout and return to Tracey with meeting minutes. | 2/13/08 |
| 2. Coordinate with Rick Willard to get input on water issues (Jill Schlaefer)   | 2/22/08 |
| 3. Provide Dan Jepson with a map for tribal consultation (Shonna)               | 4/7/08  |

## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** CDOT Region 3 Scoping Meeting

**Date Held:** February 7, 2008

**Location:** Glenwood Springs Community Center (Glenwood Springs)

**Attendees:**

**City of Glenwood Springs:** Mike McDill

**CDOT:** Dwight Burgess, Joe Elsen, Pete Mertes, Jack Messenger, Tammie Smith, Tim Woodmansee

**Jacobs Carter Burgess:** Jay Brasher, Craig Gaskill, Scott Jones, Shonna Sam, Wendy Wallach

**Copies:** Attendees, Eva LaDow, File

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### SUMMARY OF DISCUSSION:

#### 1. Introduction/Project Overview

- a. Wendy welcomed everyone to the meeting and facilitated introductions.
- b. Craig gave an overview of the project. During the 2002 Coal Seam fire, evacuation of the South Glenwood area proved difficult. After the fire, emergency evacuation needs were evaluated which led to the federal earmark for the project.
- c. Several studies have been conducted in the past that looked at a crossing of the Roaring Fork River. The focus of these studies was bypassing SH 82. Both the 1996 and 2002 study concluded that the best location for a bridge was just south of the airport.
- d. Our project will use this general area as a starting point, but our focus will be emergency evacuation and emergency access. In the scoping we've conducted so far, there has been some concern about the extent of our study area. Some feel that it should be larger to allow for alternatives to the north and south. We will be evaluating a larger area during our preliminary screening of

alternatives. We will also be considering a wider range of alternatives than what was considered in previous studies.

- e. There is an on-going study that is evaluating alternatives that would relieve congestion on SH 82. This study is called the SH 82 Corridor Optimization Plan. One solution that this study is considering is a bypass of SH 82. The public is sensitive about this issue. Some confuse the two different efforts.
- f. In the early 2000s, CDOT started a feasibility study to identify an appropriate location for an intersection and to address access management. The study was discontinued as a result of limited funding and the federal earmark.

## **2. Project Photos/Videos**

- a. Wendy reviewed several video clips and photos of the project area.
- b. Craig asked if there had been a plan for a roundabout at the Four Mile Road/Midland Avenue intersection. Mike said that they did look at it, but there were right-of-way issues with the School District.
- c. Tammie asked who owned the property with the coke ovens. Mike thought the city might own some of the land. Jacobs Carter Burgess will investigate this issue.
- d. Tammie asked if there were a lot of wildlife in the area. Joe indicated that there were some deer.
- e. Joe asked if paint ball would qualify the Rodeo grounds as 4(f). Someone was leasing the property, but several people thought that the lease had been terminated. Strawberry Days may be moved to Rifle.
- f. RFTA plans to pave the rail corridor to Carbondale this summer. The trail is already paved through the study area.

## **3. Purpose and Need/Project Goals**

- a. Craig reviewed the purpose and need for the project; a critical second route for emergency evacuation and emergency access.
- b. Craig reviewed the project goals.
- c. Tammie asked how the timing of the Corridor Optimization Plan factored in to our project. There is a public meeting for this process on February 27<sup>th</sup>. Craig responded that our project is a separate process. The goal of the Corridor Optimization Plan is to address mobility issues. Our goal is to address emergency access/evacuation.

#### 4. Anticipated Issues

a. Anticipated issues for the project include:

- ▶ **Land Use:** The community and the Environmental Programs Branch (EPB) of CDOT have expressed concerns about the potential for induced growth. We will evaluate this issue as part of our land use analysis.
- ▶ **Farmland:** We have looked at the NRCS data and no prime or unique farmland soils are present in our initial study area.
- ▶ **Social/Economic:** There are several socio-economic issues to consider including the airport and neighborhood impacts. Two areas have been identified as minority – the mobile home park and a census block in the western portion of the study area.
- ▶ **Right-of-Way:** We anticipate acquisitions for this project.
- ▶ **Noise:** Noise sensitive receptors have been identified. These include the mobile home park, Buffalo Valley Motel, Mountain View Church, and the Cardiff Glen neighborhood.
- ▶ **Air Quality:** Garfield County is currently in attainment. We will conduct a qualitative MSAT analysis.
- ▶ **Transportation:** We are coordinating with the Roaring Fork Transportation Authority. They have a representative on our project working group. We plan to meet with emergency service providers to get their input on Monday, February 11<sup>th</sup>, 2008.
- ▶ **Hazardous Materials:** Potential sites with recognized environmental conditions have been identified. These will be evaluated and a Phase I MESA evaluation will be conducted for impacted properties.
- ▶ **Cultural Resources:** Identified historic properties include the coke ovens and several railroads. CDOT EPB suggested looking into the Rodeo grounds and the Carter Jackson ranch.
- ▶ **Wildlife, Vegetation/Noxious Weeds, T&E Species:** The Fish and Wildlife Service indicated a concern for migratory birds. There is an active bald eagle nest in the project area. Although they have been de-listed they are still protected under the Bald Eagle Protection Act and the Migratory Bird Treaty Act. There are several T&E Species that could be present in the river. Surveys will be conducted.
- ▶ **Water Resources/Water Quality:** We anticipate that this will be a key issue for the project. The Roaring Fork River is a Gold Medal Trout Stream. Dwight asked if there are any irrigation ditches in the area. Joe

brought up the Atchison Ditch. We will evaluate irrigation ditches and other water resources (e.g., Three Mile Creek) in the study area.

- ▶ **Floodplains:** The 100-year floodplain for the Roaring Fork River is located in the project area. The Citizen's Advisory Group expressed some concern over flooding and the ability to evacuate residents during a flood event.
- ▶ **Wetlands:** We assume wetlands are present in the study area. Wetlands will be evaluated when the weather improves this spring.
- ▶ **Visual:** There are high quality views in this area. These will be documented and impacts will be assessed.
- ▶ **Parks and Recreation:** There are several resources in the study area. River recreation and the Rodeo grounds are key concerns.
- ▶ **Indirect Effects:** Indirect effects will be evaluated for each resource. Induced growth will be assessed in the land use section.
- ▶ **Cumulative Effects:** We have identified water as an issue that warrants a cumulative effects analysis. We would like your input on any other resources we should consider.

## 5. Project Schedule

- a. Craig reviewed the project schedule. The goal is to have a preferred alternative by the end of May, 2008 and a decision document by the end of November, 2009.

## 6. Discussion

- a. Dwight asked if there is a need to coordinate with the utility companies to get a better understanding of their concerns/needs. We will coordinate with them and check to see if there are any plans for expansion.
- b. Control survey is important at the beginning of design. We want to be sure that we are working on the right geodesic data.
- c. Tammie asked Tim and Jack how they would like to be involved. They indicated that they would like to be involved prior to design. Tim asked for a review of conceptual design, similar to I-70B West EA project.

## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** Resource Agency Scoping Meeting

**Date Held:** February 7, 2008

**Location:** Glenwood Community Center (Glenwood Springs)

**Attendees:**

**City of Glenwood Springs:** Mike McDill, Tom Barnes

**Garfield County:** Ed Green, Jeff Nelson

**FHWA:** Stephanie Popiel (via phone)

**CDOT:** Scott Brownlee, Joe Elsen, Pete Mertes, Tammie Smith

**Glenwood Springs**

**River Commission:** Jeremy Heiman

**Frontier Historical Society:** Willa Soncarty

**CDOW:** John Groves, Sonia Marzec

**C&B:** Craig Gaskill, Wendy Wallach, Scott Jones, Shonna Sam

**Copies:** Attendees, Eva LaDow, Anne McKibbin, Michael Claffey, Jonathan Lowsky, File

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### SUMMARY OF DISCUSSION:

#### 1. Introduction/Project Overview

- a. Wendy welcomed everyone to the meeting and facilitated introductions.
- b. Craig provided an overview of the project. A number of studies have been done in the past that looked at a crossing of the Roaring Fork River. These studies were primarily concerned with access and congestion relief. The South Bridge project evolved out of the emergency service access/evacuation needs identified after the 2002 Coal Seam fire. The purpose of the South Bridge project is emergency evacuation and emergency access, not congestion relief or a bypass.

## 2. Project Photos/Videos

- a. Wendy reviewed several video clips and photos of the project area.
- b. Tammie asked if the Historical Society owns the coke ovens. Willa responded that they own the last 11 or 12 on the south end. The rest on the north are held by private property owners. All of the coke ovens are listed on the State Register of Historic Places.
- c. The City of Glenwood Springs owns the Rodeo grounds. A paint ball company did hold a lease on the property, but the lease has been terminated. An application has not been made for the annual rodeo/Strawberry Days. The property may be abandoned in the near future. Stephanie indicated that if the city were to provide a letter stating that the site had been abandoned, it would not be an issue from a recreational standpoint. It could, however, still be considered a historic property.

## 3. Purpose and Need

- a. Craig reviewed the purpose and need for the project. Emergency access consists of two primary needs: emergency evacuation and emergency response provider access.
- b. Craig reviewed the project goals. The goals for the project go beyond the purpose and need. Goals are more general in nature.
- c. The Corridor Optimization Plan is addressing congestion relief on Grand Avenue. Some options presented in this plan include a bridge. The South Bridge project needs to not address mobility and congestion.
- d. Stephanie suggested including something about accommodating local access in the purpose and need. If we don't, we may limit ourselves to an alternative that doesn't meet all of our needs. An example is a one lane bridge with a gate.
- e. Mike noted that the airport issue will be decided separately from this project. The airport is only used for private aircraft. The community voted against airport closure a few years ago. The airport is not federally funded. Scott noted that if airport closure is on the table, it will likely trigger greater interest and concern from the aviation community.
- f. Craig re-iterated that the EA will document the pros and cons of alternatives for the decision makers. The airport is one of several constraints on this project.

## 4. Anticipated Issues

- a. Anticipated issues identified to date for this project include the following:

- ▶ **Land Use:** We will evaluate impacts to identified land uses. We will also evaluate the potential for induced growth.
- ▶ **Farmlands:** No prime or unique soils have been identified in the project area.
- ▶ **Socio-economic:** The airport, emergency access, and neighborhood impacts will be key issues.
- ▶ **Environmental Justice:** Environmental justice evaluates impacts to minority and low-income populations as directed by Executive Order.
- ▶ **Right-of-Way:** We do anticipate acquisitions.
- ▶ **Noise:** Noise sensitive receptors have been identified. Impacts will be assessed.
- ▶ **Transportation:** Stephanie pointed out that we should discuss the airport under transportation, since it provides a transportation use. We will coordinate with the Roaring Fork Transportation Authority and evaluate the potential for impacts to their plans for a fixed guideway. We will assess traffic impacts for a 20 year horizon.

Ed Green asked if improvements at the intersection at Four Mile Road and Midland Avenue will be included in the traffic analysis.

- ▶ **Hazardous Materials:** Some land uses indicate the potential for sites with recognized environmental conditions. Wendy has coordinated with the CDPHE and determined that uranium tailings are not an issue.
- ▶ **Historic:** Properties identified thus far include historic coke ovens and three railroads (Aspen Western, Denver Railroad, and The Midland). At a previous scoping meeting with CDOT's Environmental Programs Branch we were asked to evaluate the Carter Jackson Ranch and Glenwood Springs Rodeo grounds. Tammie asked that Metcalf also evaluate ditches for historic significance.
- ▶ **Wildlife:** The USFWS indicated that the Ute Ladies Tresses are present near the study area. Paula Durkin can conduct a rare plant survey to determine if they are present in our study area.  
  
There is also an active bald eagle nest in the area. Migratory birds are a concern.
- ▶ **Threatened and Endangered Species:** We've identified the potential for Threatened and Endangered fish species. Placing piers in the river is not desirable

The Roaring Fork River Commission also does not want to see piers in the river. They are concerned about impacts to recreation and overall disturbance.

- ▶ **Fisheries:** Stephanie asked if there are commercial fisheries in the study area? No, but there is the potential for impacts to outfitters. Stephanie pointed out that fisheries do not need to be addressed separately. We will address impacts to fishing and local outfitters under recreation and wildlife.
- ▶ **Wetlands:** A survey will be done when the weather improves. The 404 merger process will not be used on this project.
- ▶ **Visual:** We will document and assess impacts to viewsheds.
- ▶ **Parks and Recreation:** There are several recreation resources in the study area. The conservation easement will be addressed as a land use issue.
- ▶ **Indirect Effects:** We will evaluate indirect effects for all resources. The potential for induced growth will be addressed in the land use section.
- ▶ **Cumulative Effects:** We have identified water, but would like your input on what resources should be considered.

## 5. Schedule

- a. Craig reviewed the schedule. Plan is to have a preferred alternative by the end of May. The decision document is anticipated in the end of November. The schedule includes the EA, preliminary design, and right-of-way.
- b. Stephanie pointed out that we should document avoidance alternatives up front to facilitate the 4(f) analysis.
  - a. Stephanie expressed concern that we won't have enough information to assess impacts if the Preliminary Design starts two-thirds of the way through the EA. Craig responded that we will have conceptual design for impact analysis and will go more in depth in other aspects of design as needed (e.g., hydraulics).

## 6. Discussion

- a. **FHWA:** Stephanie would like to see us evaluate wildlife and wetlands for cumulative effects.
- b. **Glenwood Springs Historical Society:** Willa's primary concern is to protect the structural integrity and maintain access to the coke ovens. There were originally up to 250 coke ovens in the area. Most of these were destroyed. The remaining coke ovens are listed on the State Register of Historic Places. The historical society owns the last 11 or 12 on the south end, where there is an

interpretive sign. Residents of Cardiff Glen frequent the area. Some parking is currently available. Some access control to limit cars in sensitive areas is desirable.

The airport has been in its current location since 1936. We should evaluate this for historic significance. The Cardiff School and the Old Lodge are listed structures. Cardiff School was recently relocated outside of the Park East neighborhood. The Old Lodge is a 9,000 sq.ft. building constructed in 1936, located in the nearby park. The Hideaway flourmill and cottages are also a concern, but are most likely outside of our project area.

- c. **Garfield County:** Ed Green noted that the county commissioners will be concerned with the cost of the selected alternative.
- d. **CDOT Aviation:** Scott asked if there were any stipulations as to the number of alternatives we can consider. Craig responded that we will start with the full range of alternatives and include the alternatives that have been considered in previous studies. Scott asked if there are any feasible alternatives that don't go through the airport. Craig responded that there are.

Scott noted that we should anticipate great interest from the aviation community if airport closure is recommended.

There are approximately 70 airplanes operating out of the airport.

Clear zones, safety zones, and approach surfaces are not federally mandated since there is no federal funding. The existing road is already in the approach zone.

- e. **Colorado Division of Wildlife:** There are spawning areas for Rainbow Trout and Brown Trout just north of the study area. If in-stream construction were to occur, CDOW would request seasonal restrictions: March 15<sup>th</sup> through May 15<sup>th</sup> for Rainbow Trout and October 30<sup>th</sup> through May 30<sup>th</sup> for the Brown Trout (these dates will be verified by the CDOW).

Migratory birds are a concern for the project. The bald eagle uses the entire corridor. More viable bald eagle habitat is present south of the study area. Lewis woodpecker is a state species of concern. There is some Osprey nesting and a Heron rookery at Cattle Creek. Bald eagles have attempted to nest nearby - we will need to evaluate for suitable habitat.

CDOW does not see Elk as a big issue; they primarily winter in the steeper areas in the western portion of the project area. Other species to consider: Townsends big-eared bats (most likely not in the study area), river otter (a state threatened species), and lynx (may pass through, but most likely do not

reside in our study area). We should consider the CNHP list of aquatic and terrestrial species.

CDOW requested that bear proof dumpsters be provided during construction. They also asked that we do not place piers in the river. They suggested we look for ways to construct the lower decking of the bridge so that it does not provide habitat for pigeons.

- f. **City of Glenwood Springs Parks and Recreation Department:** Tom identified the potential for new synthetic multipurpose athletic fields near the Rodeo grounds. A donor with funding has been identified. Currently there are no concrete plans. The field would be publicly owned and open to the public. If funding is available and planning progresses, this facility could qualify as 4(f). Regardless of whether the athletic fields are constructed or not, the Rodeo may be demolished as a result of ADA and other liability issues.
- g. **Glenwood Springs River Commission:** The river commission is a citizen board that reports to the City Council. The commission would like to see that pedestrian and bicycle facilities are protected and not interrupted during construction. The commission is concerned with alternate modes and asks that bicycle and pedestrian facilities be incorporated into the bridge design.

Jeremy identified several trails in the area: New Park East Trail (a small concrete trail with two existing river access points), trail along 3-mile creek (may be paved in the near future), and a planned trail along Atkinson canal (construction may begin this year).

The river commission does not want to see piers in the river. River access is important at or near right-of-way. They would like to encourage access to the river and provide adequate parking for fishing. Andrew MacGregor may be able to provide a trail map.

Jeff identified several ditches (e.g., historic headgate near 4-mile and Midland). Metcalf will locate and evaluate ditches in the study area.

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### Comments Received Following the Meeting:

Stephanie Popiel noted that if there is an adverse effect to any historic resources, they would have to be evaluated under cumulative effects. If there is a lesser finding (no adverse effect or no historic properties affected) they do not need to be considered in the cumulative effects analysis.

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**Action Items:**

**Jacobs Carter Burgess**

*Due Date*

1. Confirm seasonal restrictions for Brown Trout with CDOW  
(Shonna Sam)

4/7/08

J:\\_Transportation\072564 South Bridge\manage\mtgs\minutes\Agency Scoping\_mtg minutes\_020708ss.doc

**From:** Fischhaber, Pamela [Pamela.Fischhaber@dora.state.co.us]  
**Sent:** Monday, February 11, 2008 10:22 AM  
**To:** wendy.wallach@jacobs.com  
**Subject:** Glenwood Springs - South Bridge Environmental Assessment Scoping comments  
Good Morning Wendy,

I am sorry that I was not able to attend the Glenwood Springs - South Bridge Environmental Assessment Agency Scoping Meeting due to previously scheduled conflicts. I appreciate receiving the meeting material for review.

The following are scoping comments for the Glenwood Springs - South Bridge Environmental Assessment from the PUC

- 1) Clarification of the status of the RFTA corridor. My review of the Surface Transportation Board decisions indicates the line is abandoned and the right-of-way has been rail banked under RFTA for future use as a commuting corridor (either light-rail or commuter rail).
- 2) Depending on the status of the RFTA corridor and future rail uses of the corridor, a PUC application may be necessary if a new crossing of the RFTA corridor is necessary. The PUC will work with the team during the EA process to explain and identify when an PUC application would be necessary.
- 3) The last time I drove along the RFTA corridor between Glenwood Springs and Carbondale, it looks as if the rail, ties and ballast have been pulled, and only the roadbed of the corridor remains. Given the removal of the rail line and the likelihood that the current status of the line is abandoned, RFTA should close those crossings that no longer have connection to the rail line. Without closing the crossings, certain types of vehicles (school buses, hazard materials vehicles, etc.) are still required, by law, to stop at these crossings, creating delay on the roadway network. Unless RFTA has plans in the immediate future to utilize the corridor for rail operations, it is in the public interest to close the crossings now. Closing the public crossings will require an application or applications with the PUC. Closure of the private crossings will require RFTA to work with the private crossing license holder. Any public crossings that are closed now will not preclude RFTA from applying to reopen/reconfigure these crossings in the future should rail operations be reinstated along the corridor.
- 4) RFTA needs to update the crossings on its line/corridor in the FRA database. The crossings on the corridor are still shown as Union Pacific crossings.
- 5) The 7th Street crossing at the wye is currently the only crossing in the area that is grade separated. Because emergency vehicle access and emergency evacuation are specifically mentioned in the draft purpose and need as reasons for looking at an additional bridge crossing of the Roaring Fork River, any proposed new crossing or use of an existing crossing for that access should consider a grade separation of the roadway with the RFTA corridor as an option. A blocked crossing by any RFTA operations would impede any emergency operations. Any proposed rail operations by RFTA on the rail corridor, specifically train headways, should be considered in this review.

If you have any questions or need any clarification on these scoping comments, please do not hesitate to call or email.

Thanks,  
Pam

Pam Fischhaber, P.E.  
Chief of Rail/Transit Safety and Water  
Colorado Public Utilities Commission  
1560 Broadway, Suite 250  
Denver, CO 80202  
Phone: 303-894-2529  
Fax: 303-894-2065  
pamela.fischhaber@dora.state.co.us

---

**From:** Brock, Frances A. [mailto:Frances.Brock@c-b.com]  
**Sent:** Wednesday, February 06, 2008 3:00 PM  
**To:** Fischhaber, Pamela  
**Subject:** Glenwood South Bridge Meeting Material (Attached)

Hello,

Attached are the meeting materials for the Glenwood Springs-South Bridge EA Project Agency Scoping Meeting that will be held on Thursday, February 7, 2008 from 1:00 p.m. to 3:00 p.m. at the Glenwood Community Center on 100 Wulfsohn Road for your review.

Frances Brock  
**Jacobs Carter Burgess**  
Administrative Assistant | Environmental Planning | Transportation | Denver  
720.359.3056  
fax 303.820.2402  
[Frances.Brock@jacobs.com](mailto:Frances.Brock@jacobs.com)

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# City of Glenwood Springs

Engineering Department  
101 West 8th Street, P.O. Box 458  
Glenwood Springs, CO 81601  
(970) 384-6435 Fax 970-945-8582



May 6, 2008

## Agency Address

**Re: Glenwood Springs—South Bridge Environmental Assessment  
Agency Scoping Comments**

Dear \_\_\_\_\_ :

The City of Glenwood Springs in conjunction with Garfield County, the Colorado Department of Transportation, and the Federal Highway Administration, is preparing an Environmental Assessment for a potential connection between the Cardiff/Four-Mile area and State Highway 82 in south Glenwood Springs.

A resource agency scoping meeting was held on February 7, 2008. Since that meeting both the purpose and need and the study area have been revised. Attached you will find an information packet containing the updated materials, as well as the minutes from the meeting. Once again, we would like to hear from you about any issues of concern or areas of analysis you believe will require special consideration in light of the revised purpose and need and study area.

Please submit your written comments to Wendy Wallach via email at [wendy.wallach@jacobs.com](mailto:wendy.wallach@jacobs.com), or via U.S. mail to Ms. Wallach, Jacobs Carter Burgess, 707 17<sup>th</sup> Street, Suite 2300, Denver, CO 80202. All comments are requested received no later than May 20, 2008.

We look forward to your comments. If you have any questions, please feel free to call Wendy Wallach at 303-820-4807.

Sincerely,

Mike McDill, P.E.  
City Engineer

cc: Jeff Hecksel, City Manager  
Eva LaDow, FHWA  
Tammie Smith, CDOT – Region 3  
C. Gaskill, Jacobs Carter Burgess  
W. Wallach, Jacobs Carter Burgess



**From:** Beazley, Sandy  
**Sent:** Tuesday, May 13, 2008 5:05 PM  
**To:** Beazley, Sandy  
**Subject:** FW: Glenwood Springs-South Bridge Hazardous Waste Comments

-----Original Message-----

From: Paul Oliver [mailto:poliver@smtpgate.dphe.state.co.us]  
Sent: Tuesday, May 13, 2008 4:49 PM  
To: Wallach, Wendy A.  
Subject: Glenwood Springs-South Bridge Hazardous Waste Comments

Wendy,

I believe you and I spoke several months ago about this project proposed on the south side of Glenwood Springs. I took a look at my files for of possible uranium mill tailings being used in the area, and found no evidence to indicate they were ever used in Glenwood Springs.

I hope this comment is sufficient for your purpose.

Good luck on your project,

Paul Oliver  
Hazardous Materials and Waste Management Division Colorado Department of Public Health and Environment

May 13, 2008

Greg Monroe  
Colorado State Parks  
1313 Sherman Street, Room 618  
Denver, CO 80203

Dear Mr. Monroe,

Jacobs Carter Burgess has been retained by the Colorado Department of Transportation to provide environmental consulting services to complete a transportation study and environmental documentation for the South Bridge project in Glenwood Springs, Colorado. The purpose of the South Bridge project is to provide a critical second route between State Highway 82 and the west side of the Roaring Fork River in southern Glenwood Springs.

As part of the environmental impact assessment process we consider the impacts to parks, recreations areas, trails, and any other parcels that have received Land and Water Conservation funding. We have attached two maps, one showing the general vicinity, and another which shows the parks within the study area. The legal description of the area is Township 6S, Range 89W and the following sections: 21, 22, 26, 27,34 and 35. We would appreciate if you could confirm whether or not any Land and Water Conservation Funds [6(f)] were used at any of these locations. A map or land description to accompany any results would be useful.

Please respond at your earliest convenience. If you have any questions, feel free to call me at 303-820-4807 or email me at [wendy.wallach@jacobs.com](mailto:wendy.wallach@jacobs.com).

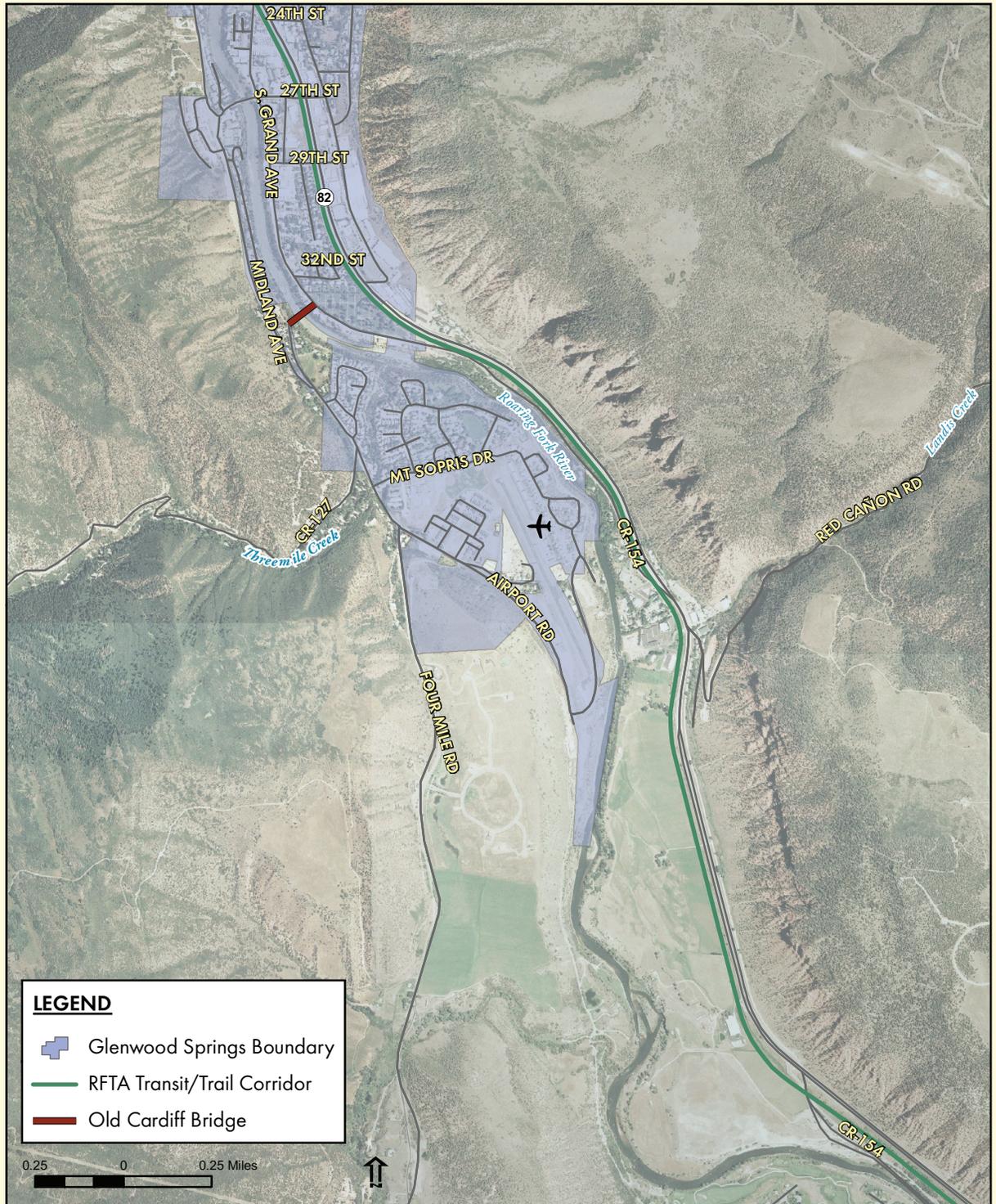
Sincerely,

Wendy Wallach  
Jacobs Carter Burgess

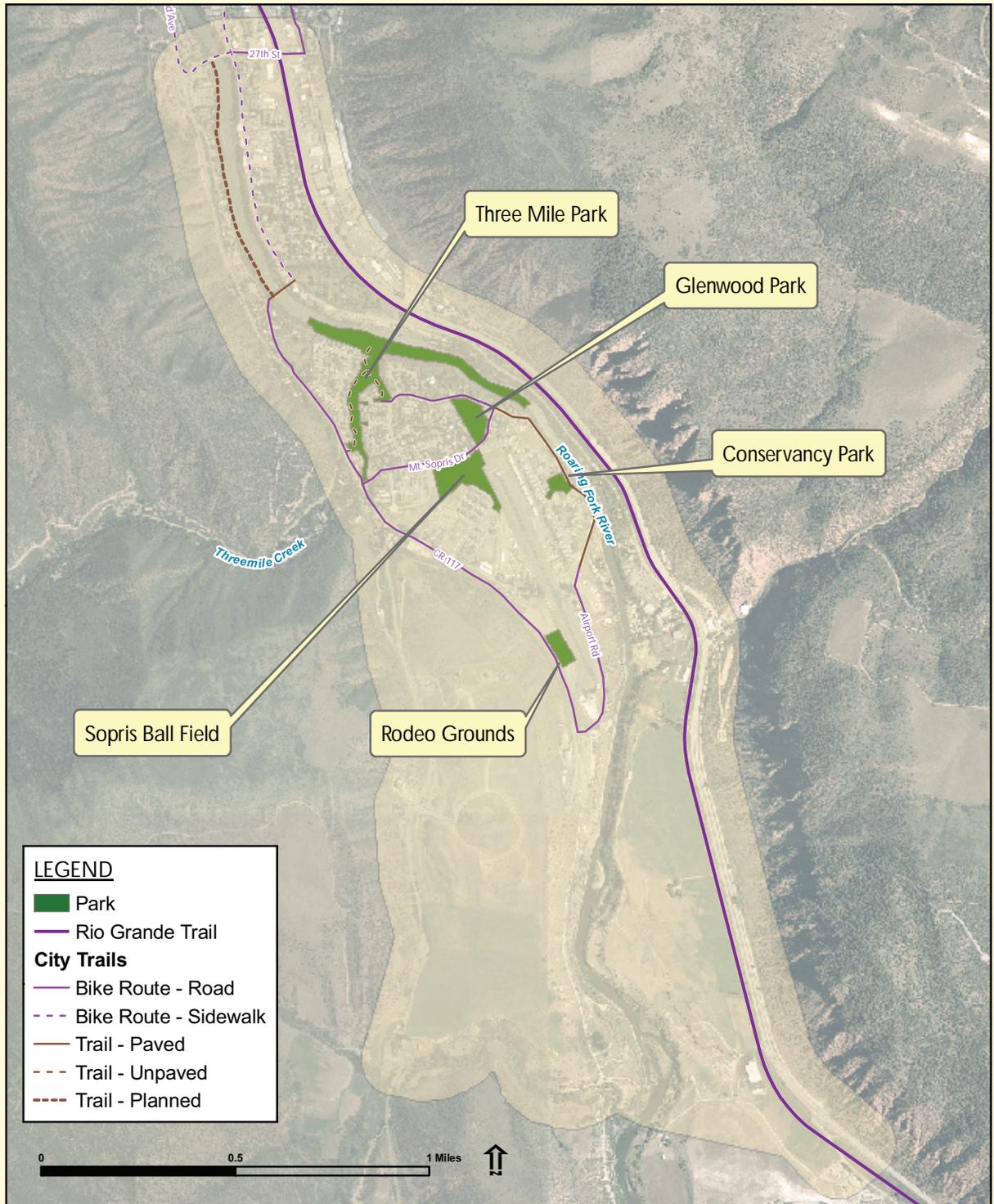
attachments

Cc: Project File

# Project Vicinity



# Park and Recreation Facilities



**From:** Wallach, Wendy A.  
**Sent:** Wednesday, May 28, 2008 4:34 PM  
**To:** Monroe, Greg  
**Cc:** Beazley, Sandy  
**Subject:** RE: South Bridge project, Glenwood Springs - LWCF inquiry  
[Thanks very much.](#)

Wendy Wallach, AICP | Jacobs Carter Burgess | Senior Project Manager,- Transportation Program,  
Environmental Planning, Denver | 303.820.4807 | 303.820.2401 fax | [wendy.wallach@jacobs.com](mailto:wendy.wallach@jacobs.com) | [www.c-b.com](http://www.c-b.com)

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**From:** Monroe, Greg [<mailto:Greg.Monroe@state.co.us>]  
**Sent:** Wednesday, May 28, 2008 4:18 PM  
**To:** Wallach, Wendy A.  
**Subject:** South Bridge project, Glenwood Springs - LWCF inquiry

Wendy,  
There are no LWCF 6(f) projects within your study area.

Greg Monroe  
Real Estate Coordinator  
Colorado State Parks  
303-894-2585 x11

**COLORADO WILDLIFE SCIENCE, LLC**  
*Ecological Research, Management, & Consulting*

June 2, 2008

John Groves  
Colorado Division of Wildlife  
50633 Highways 6 & 24  
Glenwood Springs, Colorado 81601

Re: State Threatened, Endangered, and Species of Special Concern

Dear Mr. Groves:

The purpose of this letter is to request a list of state Threatened and Endangered species plus Species of Concern for project planning and preparation of an Environmental Assessment for the Glenwood Springs South Bridge Project in Glenwood Springs, Colorado.

The project area is approximately 1,357 acres and is roughly centered on the Roaring Fork River and County Road 163 in Sections 21, 22, 26, 27, 34, and 35 of Township 6 South, Range 89 West of the 6<sup>th</sup> PM (See Exhibit A – attached). The purpose of the South Bridge project is to provide a critical second route between SH 82 and the western side of the Roaring Fork River in the southern portion of Glenwood Springs. This new access would provide for improved transportation access to land uses as well as provide emergency evacuation and emergency services such as public safety and medical calls. This second route would respond to the congressional earmark for the Glenwood Springs South Bridge (new, off system bridge), Public Law 109-59, 109th Congress.

Draft Project Goals:

1. Minimize environmental impacts to scenic, aesthetic, historic, and natural resources;
2. Provide an improvement that preserves community cohesion and neighborhood integrity;
3. Provide a practical and financially realistic improvement;
4. Minimize private property impacts;
5. Safely accommodate traffic on area roadways;
6. Provide an improvement that is consistent with local plans, regional plans, and current studies; and
7. Provide a design that encourages multi-modal travel and does not preclude future multi-modal improvements in the study area.

Based on site assessments and GIS analyses our initial conclusion is that habitat for the following species listed as Threatened, Endangered, or Species of Special Concern by the State of Colorado occur within the proposed trail corridor:

**Bald Eagle**     *Haliaeetus leucocephalus*

It is our understanding that northern river otters (*Lontra canadensis*), Colorado River cutthroat (*Oncorhynchus clarki pleuriticus*), bonytail (*Gila elegans*), Colorado pikeminnow (*Ptychocheilus lucius*), humpback chub (*Gila cypha*), and razorback sucker (*Xyrauchen texanus*) do not occur in the reach of the Roaring Fork River within the study area. Our assessment also revealed that there is no

appropriate habitat for Canada lynx (*Lynx canadensis*) or black-footed ferrets (*Mustela nigripes*) in the project corridor and that development of a bridge that spans the river will not affect any of these species. Given the Gold Medal status of the river reach within the study area should rainbow (*Oncorhynchus mykiss*) and brown (*Salmo trutta*) trout be considered in our analysis?

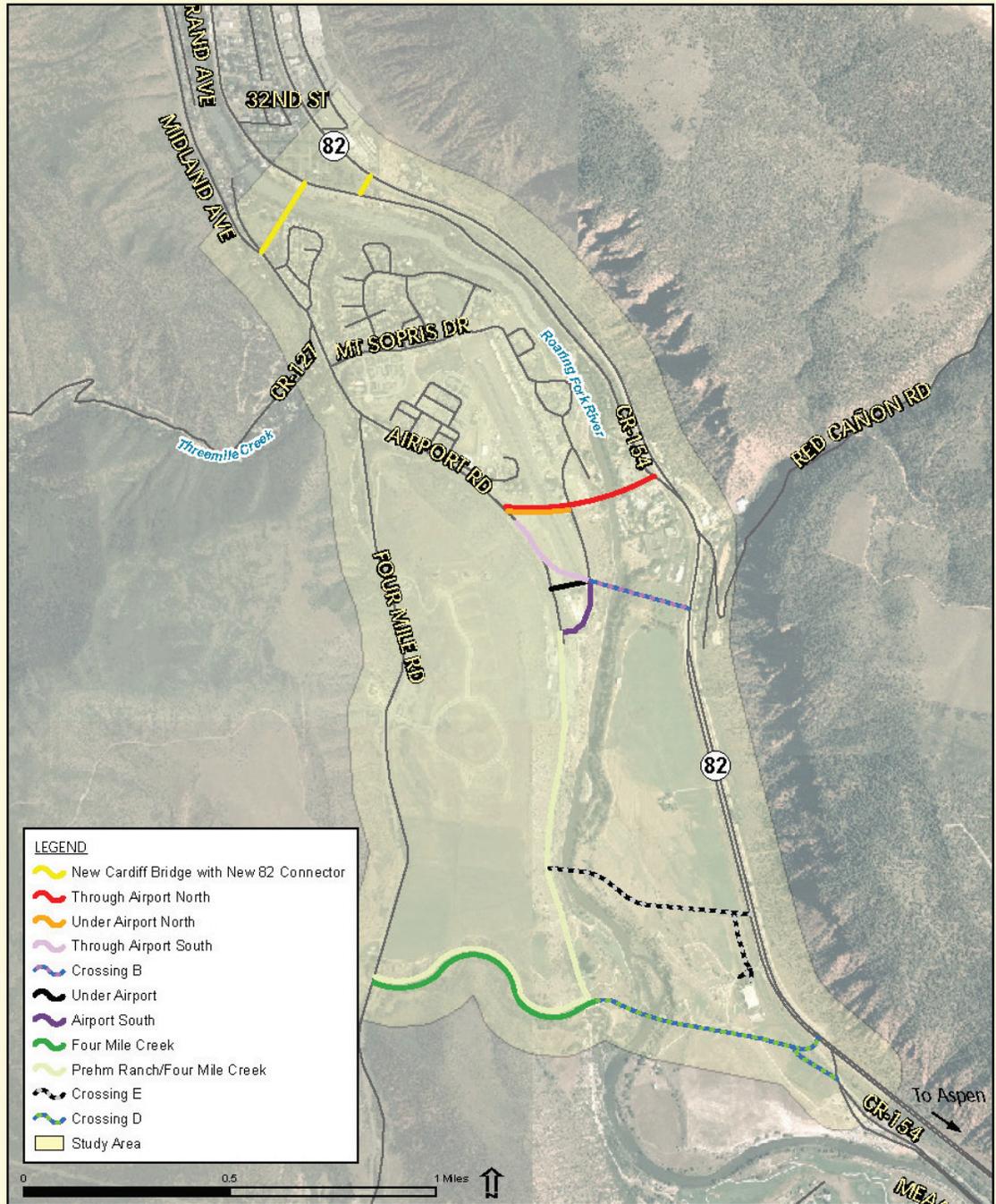
At your convenience, please reply with your concurrence. A copy of this letter has been sent to you via email as well.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Lowsky', with a large, stylized initial 'J'.

Jonathan Lowsky  
Wildlife Biologist/Principal

# Level 3 Alternatives



DRAFT



Wednesday, May 21, 2008 7:16:51 AM  
 Q:\Jobs\GlenwoodSprings\mxd\GlenwoodSprings\_CA6\_Recommendations.mxd

Exhibit 1. Glenwood Springs South Bridge Project Area

**COLORADO WILDLIFE SCIENCE, LLC**  
*Ecological Research, Management, & Consulting*

June 2, 2008

Allan R. Pfister  
U.S. Fish and Wildlife Service  
Ecological Services  
764 Horizon Drive, Building B  
Grand Junction, Colorado 81506-39466

Re: List of federally threatened, endangered, proposed, and candidate species

Dear Mr. Pfister:

The purpose of this letter is to request a list of federally threatened, endangered, proposed, and candidate species for project planning and preparation of an Environmental Assessment for the Glenwood Springs South Bridge Project in Glenwood Springs, Colorado.

The project area is approximately 1,357 acres and is roughly centered on the Roaring Fork River and County Road 163 in Sections 21, 22, 26, 27, 34, and 35 of Township 6 South, Range 89 West of the 6<sup>th</sup> PM (See Exhibit A – attached). The purpose of the South Bridge project is to provide a critical second route between SH 82 and the western side of the Roaring Fork River in the southern portion of Glenwood Springs. This new access would provide for improved transportation access to land uses as well as provide emergency evacuation and emergency services such as public safety and medical calls. This second route would respond to the congressional earmark for the Glenwood Springs South Bridge (new, off system bridge), Public Law 109-59, 109th Congress.

Draft Project Goals:

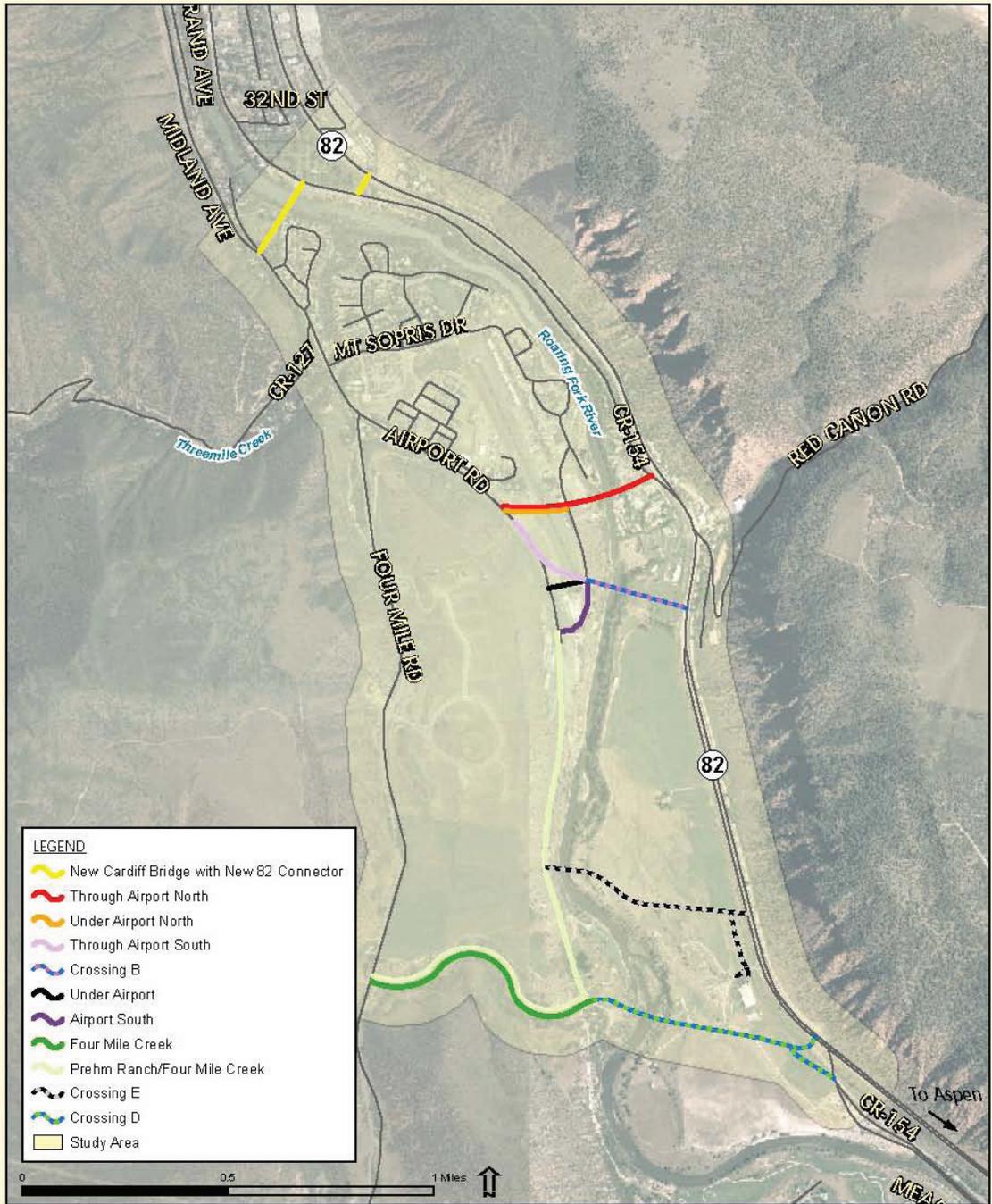
1. Minimize environmental impacts to scenic, aesthetic, historic, and natural resources;
2. Provide an improvement that preserves community cohesion and neighborhood integrity;
3. Provide a practical and financially realistic improvement;
4. Minimize private property impacts;
5. Safely accommodate traffic on area roadways;
6. Provide an improvement that is consistent with local plans, regional plans, and current studies; and
7. Provide a design that encourages multi-modal travel and does not preclude future multi-modal improvements in the study area.

Sincerely,



Jonathan Lowsky  
Wildlife Biologist/Principal

# Level 3 Alternatives



DRAFT



Wednesday, May 21, 2008, 7:18:51 AM  
 Q:\Jobs\GlenwoodSprings\mxd\GlenwoodSprings\_CAG\_Recommendations.mxd

Exhibit 1. Glenwood Springs South Bridge Project Area

-----Original Message-----

From: [Patty\\_SchraderGelatt@fws.gov](mailto:Patty_SchraderGelatt@fws.gov) [mailto:[Patty\\_SchraderGelatt@fws.gov](mailto:Patty_SchraderGelatt@fws.gov)]

Sent: Wednesday, July 02, 2008 13:13

To: [info@coloradowildlifescience.com](mailto:info@coloradowildlifescience.com)

Subject: South Bridge Project

Jonathan:

This responds to your recent letter requesting a species list for the Glenwood Springs South Bridge Project. You can find species lists by county at the following website:  
[http://www.fws.gov/mountain%2Dprairie/endspp/name\\_county\\_search.htm](http://www.fws.gov/mountain%2Dprairie/endspp/name_county_search.htm).

Patty

Patty Schrader Gelatt, Fish and Wildlife Biologist  
U.S. Fish and Wildlife Service, Ecological Services  
764 Horizon Drive, Building B  
Grand Junction, Colorado 81506

Phone: 970-243-2778 ex. 26

FAX: 970-245-6933

## Colorado Field Office County List Updated August 2007

<p>Symbols:</p> <p>* Water depletions in the Upper Colorado River and San Juan River Basins, may affect the species and/or critical habitat in downstream reaches in other states.</p> <p>▲ Water depletions in the South Platte River may affect the species and/or critical habitat in downstream reaches in other states.</p> <p>© There is designated critical habitat for the species within the county.</p> <p>T Threatened</p> <p>E Endangered</p> <p>P Proposed</p> <p>X Experimental</p> <p>C Candidate</p>		
<p><i>For additional information contact: U.S. Fish and Wildlife Service, Colorado Field Office, PO Box 25486 DFC (MS 65412), Denver, Colorado 80225-0486, telephone 303-236-4773</i></p> <p><i>U.S. Fish and Wildlife Service, Western Colorado Field Office, 764 Horizon Drive, Building B, Grand Junction, Colorado 81506, telephone 970-243-2778</i></p>		
<b>Species</b>	<b>Scientific Name</b>	<b>Status</b>
<b>ADAMS</b>		
Black-footed ferret	Mustela nigripes	E
Least tern (interior population)▲	Sternula antillarum	E
Mexican spotted owl	Strix occidentalis lucida	T
Pallid sturgeon▲	Scaphirhynchus albus	E
Piping plover▲	Charadrius melodus	T
Preble's meadow jumping mouse	Zapus hudsonius preblei	T
Ute ladies'-tresses orchid	Spiranthes diluvialis	T
Whooping crane▲	Grus americana	E
<b>ALAMOSA</b>		
Black-footed ferret	Mustela nigripes	E
Canada lynx	Lynx canadensis	T
Mexican spotted owl	Strix occidentalis lucida	T
Southwestern willow flycatcher	Empidonax traillii extimus	E
Yellow-billed cuckoo	Coccyzus americanus	C
<b>ARAPAHOE</b>		
Black-footed ferret	Mustela nigripes	E
Least tern (interior population)▲	Sternula antillarum	E
Mexican spotted owl	Strix occidentalis lucida	T
Pallid sturgeon▲	Scaphirhynchus albus	E

Piping plover ▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	T
Ute ladies'-tresses orchid	<i>Spiranthes diluvialis</i>	T
Whooping crane ▲	<i>Grus americana</i>	E
<b>ARCHULETA</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Pagosa skyrocket	<i>Ipomopsis polyantha</i>	C
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>BACA</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Lesser prairie chicken	<i>Tympanuchus pallidicinctus</i>	C
<b>BENT</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Least tern (interior population)	<i>Sternula antillarum</i>	E
Lesser prairie chicken	<i>Tympanuchus pallidicinctus</i>	C
Piping plover	<i>Charadrius melodus</i>	T
<b>BOULDER</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Colorado butterfly plant	<i>Gaura neomexicana</i> spp. <i>coloradensis</i>	T
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	T
Least tern (interior population) ▲	<i>Sternula antillarum</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Pallid sturgeon ▲	<i>Scaphirhynchus albus</i>	E
Piping plover ▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	T
Slender moonwort	<i>Botrychium lineare</i>	C
Ute ladies'-tresses	<i>Spiranthes diluvialis</i>	T
Whooping crane ▲	<i>Grus americana</i>	E
<b>BROOMFIELD</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Colorado butterfly plant	<i>Gaura neomexicana</i> spp. <i>coloradensis</i>	T
Least tern (interior population) ▲	<i>Sternula antillarum</i>	E
Pallid sturgeon ▲	<i>Scaphirhynchus albus</i>	E

Piping plover ▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	T
Ute ladies' -tresses orchid	<i>Spiranthes diluvialis</i>	T
Whooping crane ▲	<i>Grus americana</i>	E
<b>CHAFFEE</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E
<b>CHEYENNE</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Lesser prairie chicken	<i>Tympanuchus pallidicinctus</i>	C
<b>CLEAR CREEK</b>		
Bald eagle	<i>Haliaeetus leucocephalus</i>	T
Canada lynx	<i>Lynx canadensis</i>	T
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	T
Least tern (interior population) ▲	<i>Sternula antillarum</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Pallid sturgeon ▲	<i>Scaphirhynchus albus</i>	E
Piping plover ▲	<i>Charadrius melodus</i>	T
Slender moonwort	<i>Botrychium lineare</i>	C
Whooping crane ▲	<i>Grus americana</i>	E
<b>CONEJOS</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>COSTILLA</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>CROWLEY</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Least tern (interior population)	<i>Sternula antillarum</i>	E
Lesser prairie chicken	<i>Tympanuchus pallidicinctus</i>	C

Piping plover	<i>Charadrius melodus</i>	T
<b>CUSTER</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	T
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
<b>DELTA</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Bonytail	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Clay-loving wild buckwheat	<i>Eriogonum pelinophilum</i>	E
Colorado pikeminnow©	<i>Ptychocheilus lucius</i>	E
Humpback chub	<i>Gila cypha</i>	E
Razorback sucker©	<i>Xyrauchen texanus</i>	E
Uinta Basin hookless cactus	<i>Sclerocactus glaucus</i>	T
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>DENVER</b>		
Least tern (interior population) ▲	<i>Sternula antillarum</i>	E
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	T
Ute ladies' -tresses orchid	<i>Spiranthes diluvialis</i>	T
Whooping crane▲	<i>Grus americana</i>	E
<b>DOLORES</b>		
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>DOUGLAS</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Colorado butterfly plant	<i>Gaura neomexicana</i> spp. <i>coloradensis</i>	T
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	T
Least tern (interior population) ▲	<i>Sternula antillarum</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Pawnee montane skipper	<i>Hesperia leonardus montana</i>	T

Piping plover ▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse©	<i>Zapus hudsonius preblei</i>	T
Ute ladies'-tresses orchid	<i>Spiranthes diluvialis</i>	T
Whooping crane ▲	<i>Grus americana</i>	E
<b>EAGLE</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>ELBERT</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Least tern (interior population) ▲	<i>Sternula antillarum</i>	E
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover ▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	T
Whooping crane ▲	<i>Grus americana</i>	E
<b>EL PASO</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	T
Least tern (interior population) ▲	<i>Sternula antillarum</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover ▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	T
Slender moonwort	<i>Botrychium lineare</i>	C
Ute ladies'-tresses orchid	<i>Spiranthes diluvialis</i>	T
Whooping crane ▲	<i>Grus americana</i>	E
<b>FREMONT</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
<b>GARFIELD</b>		
Bonytail	<i>Gila elegans</i>	E

Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow©	<i>Ptychocheilus lucius</i>	E
De Beque phacelia	<i>Phacelia submutica</i>	C
Humpback chub	<i>Gila cypha</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Parachute beardtongue	<i>Penstemon debilis</i>	C
Razorback sucker©	<i>Xyrauchen texanus</i>	E
Uinta Basin hookless cactus	<i>Sclerocactus glaucus</i>	T
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>GILPIN</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Least tern (interior population) ▲	<i>Sternula antillarum</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover▲	<i>Charadrius melodus</i>	T
Whooping crane▲	<i>Grus americana</i>	E
<b>GRAND</b>		
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Osterhout milkvetch	<i>Astragalus osterhoutii</i>	E
Penland beardtongue	<i>Penstemon penlandii</i>	E
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Slender moonwort	<i>Botrychium lineare</i>	C
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>GUNNISON</b>		
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>HINSDALE</b>		
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E

Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>HUERFANO</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Canada lynx	<i>Lynx canadensis</i>	T
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	T
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
<b>JACKSON</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Least tern (interior population) ▲	<i>Sternula antillarum</i>	E
North Park phacelia	<i>Phacelia formosula</i>	E
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover▲	<i>Charadrius melodus</i>	T
Whooping crane▲	<i>Grus americana</i>	E
<b>JEFFERSON</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Colorado butterfly plant	<i>Gaura neomexicana</i> spp. <i>coloradensis</i>	T
Least tern (interior population) ▲	<i>Sternula antillarum</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Pawnee montane skipper	<i>Hesperia leonardus montana</i>	T
Piping plover▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse©	<i>Zapus hudsonius preblei</i>	T
Ute ladies'-tresses orchid	<i>Spiranthes diluvialis</i>	T
Whooping crane▲	<i>Grus americana</i>	E
<b>KIOWA</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Least tern (interior population)	<i>Sternula antillarum</i>	E
Lesser prairie chicken	<i>Tympanuchus pallidicinctus</i>	C
Piping plover	<i>Charadrius melodus</i>	T
<b>KIT CARSON</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
<b>LAKE</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	T
Penland alpine fen mustard	<i>Eutrema penlandii</i>	T
Slender moonwort	<i>Botrychium lineare</i>	C
Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E

<b>LA PLATA</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Knowlton cactus	<i>Pediocactus knowltonii</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>LARIMER</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado butterfly plant	<i>Gaura neomexicana</i> spp. <i>coloradensis</i>	T
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	T
Least tern (interior population)▲	<i>Sternula antillarum</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
North Park phacelia	<i>Phacelia formosula</i>	E
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse©	<i>Zapus hudsonius preblei</i>	T
Ute ladies'-tresses orchid	<i>Spiranthes diluvialis</i>	T
Whooping crane▲	<i>Grus americana</i>	E
<b>LAS ANIMAS</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
<b>LINCOLN</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Least tern (interior population)▲	<i>Sternula antillarum</i>	E
Lesser prairie chicken	<i>Tympanuchus pallidicinctus</i>	C
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover▲	<i>Charadrius melodus</i>	T
Whooping crane▲	<i>Grus americana</i>	E
<b>LOGAN</b>		
Least tern (interior population)▲	<i>Sternula antillarum</i>	E
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover	<i>Charadrius melodus</i>	T

Whooping crane ▲	<i>Grus americana</i>	E
<b>MESA</b>		
Bonytail©	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow©	<i>Ptychocheilus lucius</i>	E
De Beque phacelia	<i>Phacelia submutica</i>	C
Humpback chub©	<i>Gila cypha</i>	E
Razorback sucker©	<i>Xyrauchen texanus</i>	E
Uinta Basin hookless cactus	<i>Sclerocactus glaucus</i>	T
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>MINERAL</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>MOFFAT</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Bonytail©	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow©	<i>Ptychocheilus lucius</i>	E
Humpback chub©	<i>Gila cypha</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Razorback sucker©	<i>Xyrauchen texanus</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>MONTEZUMA</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Mancos milkvetch	<i>Astragalus humillimus</i>	E
Mesa Verde cactus	<i>Sclerocactus mesae-verdae</i>	T
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Sleeping Ute milkvetch	<i>Astragalus tortipes</i>	C
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>MONTROSE</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E

Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Clay-loving wild buckwheat	<i>Eriogonum pelinophilum</i>	E
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Uinta Basin hookless cactus	<i>Sclerocactus glaucus</i>	T
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>MORGAN</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Least tern (interior population)	<i>Sternula antillarum</i>	E
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	T
Ute ladies'-tresses orchid	<i>Spiranthes diluvialis</i>	T
Whooping crane▲	<i>Grus americana</i>	E
<b>OTERO</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Least tern (interior population)	<i>Sternula antillarum</i>	E
Piping plover	<i>Charadrius melodus</i>	T
<b>OURAY</b>		
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>PARK</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	T
Least tern (interior population)▲	<i>Sternula antillarum</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Pawnee montane skipper	<i>Hesperia leonardus montana</i>	T
Penland alpine fen mustard	<i>Eutrema penlandii</i>	T
Piping plover▲	<i>Charadrius melodus</i>	T
Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E
Whooping crane▲	<i>Grus americana</i>	E

<b>PHILLIPS</b>		
None		
<b>PITKIN</b>		
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocnema</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>PROWERS</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Least tern (interior population)	<i>Sternula antillarum</i>	E
Lesser prairie chicken	<i>Tympanuchus pallidicinctus</i>	C
Piping plover	<i>Charadrius melodus</i>	T
<b>PUEBLO</b>		
Arkansas darter	<i>Etheostoma cragini</i>	C
Black-footed ferret	<i>Mustela nigripes</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Greenback cutthroat trout	<i>Oncorhynchus clarki stomias</i>	T
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
<b>RIO BLANCO</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow©	<i>Ptychocheilus lucius</i>	E
Dudley Bluffs bladderpod	<i>Lesquerella congesta</i>	T
Dudley Bluffs twinpod	<i>Physaria obcordata</i>	T
Graham beardtongue	<i>Penstemon grahamii</i>	C
Humpback chub*	<i>Gila cypha</i>	E
Razorback sucker*	<i>Xyrauchen texanus</i>	E
White River beardtongue	<i>Penstemon scariosus</i> var. <i>albifluvis</i>	C
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>RIO GRANDE</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T

Razorback sucker*	<i>Xyrauchen texanus</i>	E
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocne</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>ROUTT</b>		
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>SAGUACHE</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocne</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>SAN JUAN</b>		
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocne</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>SAN MIGUEL</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Southwestern willow flycatcher	<i>Empidonax traillii extimus</i>	E
Uncompahgre fritillary butterfly	<i>Boloria acrocne</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C

<b>SEDGWICK</b>		
Least tern (interior population)	<i>Sternula antillarum</i>	E
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover	<i>Charadrius melodus</i>	T
Whooping crane▲	<i>Grus americana</i>	E
<b>SUMMIT</b>		
Bonytail*	<i>Gila elegans</i>	E
Canada lynx	<i>Lynx canadensis</i>	T
Colorado pikeminnow*	<i>Ptychocheilus lucius</i>	E
Humpback chub*	<i>Gila cypha</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Penland alpine fen mustard	<i>Eutrema penlandii</i>	T
Razorback sucker*	<i>Xyrauchen texanus</i>	E
Slender moonwort	<i>Botrychium lineare</i>	C
Uncompahgre fritillary butterfly	<i>Boloria acrocneuma</i>	E
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	C
<b>TELLER</b>		
Least tern (interior population)▲	<i>Sternula antillarum</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Pawnee montane skipper	<i>Hesperia leonardus montana</i>	T
Piping plover▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse©	<i>Zapus hudsonius preblei</i>	T
Whooping crane▲	<i>Grus americana</i>	E
<b>WASHINGTON</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Least tern (interior population)▲	<i>Sternula antillarum</i>	E
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover▲	<i>Charadrius melodus</i>	T
Whooping crane▲	<i>Grus americana</i>	E
<b>WELD</b>		
Black-footed ferret	<i>Mustela nigripes</i>	E
Colorado butterfly plant	<i>Gaura neomexicana</i> spp. <i>coloradensis</i>	T
Least tern (interior population)▲	<i>Sternula antillarum</i>	E
Mexican spotted owl	<i>Strix occidentalis lucida</i>	T
Pallid sturgeon▲	<i>Scaphirhynchus albus</i>	E
Piping plover▲	<i>Charadrius melodus</i>	T
Preble's meadow jumping mouse	<i>Zapus hudsonius preblei</i>	T
Ute ladies'-tresses orchid	<i>Spiranthes diluvialis</i>	T
Whooping crane▲	<i>Grus americana</i>	E

<b>YUMA</b>		
None		T

Laurie\COSpeciesbyCountyLstforWebPage08-07.doc:080907

STATE OF COLORADO

Bill Ritter, Jr., Governor  
DEPARTMENT OF NATURAL RESOURCES  
**DIVISION OF WILDLIFE**

AN EQUAL OPPORTUNITY EMPLOYER

Thomas E. Remington, Director  
6060 Broadway  
Denver, Colorado 80216  
Telephone: (303) 297-1192  
[wildlife.state.co.us](http://wildlife.state.co.us)



*For Wildlife-  
For People*

July 16, 2008

Jonathan Lowsky  
Colorado Wildlife Science, LLC  
0100 Elk Run Drive, Suite 128A  
Basalt, CO 81621

**RE: State Threatened, Endangered, and Species of Special Concern**

Dear Mr. Lowsky:

I have reviewed your request for a list of state Threatened and Endangered species and Species of Special Concern within the Glenwood Springs South Bridge scoping area. Based on a review of our records and field observations, the bald eagle is the only T&E or SC species having habitat within the project area. The habitat includes winter range and winter foraging areas within the project area and roost sites and an active nest site located approximately 2.25 -4.5 miles south of the project area.

Given the location of the project area and the Gold Medal Status of the Roaring Fork River, your analysis should include rainbow and brown trout. The bridge design being a single span structure will eliminate most concerns however if any in-stream work is needed timing restrictions on construction activity will need to be addressed with the DOW and ACOE.

Please feel free to contact DWM John Groves for any further questions at 970-947-2933.

Sincerely,

Perry Will  
Area Wildlife Manager

Cc: DOW – R.Velarde, J.Groves, file



# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Ecological Services  
Colorado Field Office  
P.O. Box 25486, DFC (65412)  
Denver, Colorado 80225-0486

IN REPLY REFER TO:

ES/CO: T&E/*Spiranthes*/Garfield County  
TAILS: 65412-2009-I-0202

FEB 18 2009

Jeff Peterson  
Colorado Department of Transportation  
4201 East Arkansas Avenue, Shumate Building  
Denver, Colorado 80222

Dear Mr. Peterson:

Based on the authority conferred to the U.S. Fish and Wildlife Service (Service) by the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 *et seq.*), the Service reviewed your Ute ladies'-tresses orchid, *Spiranthes diluvialis* (orchid) survey report dated January 15, 2009, regarding the **Glenwood Springs South Bridge** project in Glenwood Springs, Garfield County, Colorado.

The project is located within a drainage known to support a population of the orchid and although you did not find the orchid during your survey, the potential for it to occur is high given the site's proximity to a known population as well as the presence of suitable habitat. Given the site location and your survey of the area, the Service finds the report acceptable and agrees with your recommendation to survey the site for two more years.

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.

Sincerely,

Susan C. Linner  
Colorado Field Supervisor

cc: CDOT, Region 3 (Paula Durkin)  
Michael

Ref: Alison\H:\My Documents\CDOT 2007+\Region 3\Glenwood South bridge orchid concur.doc

# City of Glenwood Springs

Engineering Department  
101 West 8th Street, P.O. Box 458  
Glenwood Springs, CO 81601  
(970) 384-6435 Fax 970-945-8582



March 16, 2009

Mr. John Groves  
District Wildlife Manager  
Colorado Division of Wildlife  
50633 Highways 6 and 24  
Glenwood Springs, CO 81601

*RE: GLENWOOD SPRINGS SOUTH BRIDGE PROJECT – WETLANDS*

Dear Mr. Groves:

Thank you for your email dated January 9, 2009 regarding the wetlands found on the eastern shore of the Roaring Fork River, located on the Holy Cross Energy and Lazy H Slash Eleven LLC properties. We have also noted this high quality wetland in the wetland delineation work we have done so far. As you are aware, the development of the South Bridge project is designed to comply with the National Environmental Policy Act (NEPA). As such, the project is undergoing a comprehensive environmental assessment process. This process includes analysis examining existing wetlands, potential wetland impacts, development of avoidance and minimization measures and mitigation measures in coordination with the Colorado Department of Transportation (CDOT), the Federal Highway Administration (FHWA) and the U.S. Army Corps of Engineers (USACE). A part of this process includes comparative analysis of alternatives to make sure that if we have direct fill in a wetland, we look at all practicable alternatives to avoid that fill.

Coordination between federal and state agencies has been, and will continue to be, ongoing. A Wetland Delineation Report, Functional Assessment and Spiranthes Survey have all recently been completed for the wetland in question. We would be happy to provide you these studies. As additional information becomes available, such as the selection of a preferred alternative and the determination of potential construction impacts, we feel we can better respond to your comments. In the interim we would be happy to meet with you, on site if needed, to discuss in greater detail your concerns regarding the wetland. Please call me with any additional concerns and/or questions you might have. Once again, thank you for commenting.

Sincerely,

Michael G. McDill, P.E.  
City Engineer

cc: Tammie Smith, Paula Durkin, Gina McAfee, Craig Gaskill, Sandy Beazley, Jim Clarke, Robert Rutherford, Project File



707 17th Street, Suite 2300  
 Denver, CO 80202  
 Phone: 303.820.4818  
 Fax: 303.820.2402  
 www.jacobs.com

May 12, 2011

Ms. Karla Ware  
 US Department of Agriculture  
 Natural Resources Conservation Service  
 P.O. Box 2168  
 Glenwood Springs, Colorado 81602-2168

**Re: South Bridge Environmental Assessment**

Dear Ms. Ware:

Jacobs Engineering is providing environmental consulting services for transportation improvements to provide a critical second route between SH 82 and the western side of the Roaring Fork River in the southern Glenwood Springs area. We are currently compiling the necessary documentation to prepare an Environmental Assessment for the project.

We have downloaded soil data for Garfield County from the NRCS Soil Data Mart. This data indicates the presence of four soil types in the study corridor that could potentially qualify as farmland of Statewide Importance or Prime Farmland. These soils are:

Soil	Farmland Type	Acreage that Falls Within the Study Corridor
Atencio-Azeltine complex, 1 to 3 percent slopes	Farmland of Statewide Importance	660.13
Ascalon fine sandy loam, 1 to 6 percent slopes	Prime farmland if irrigated	33.51
Ascalon fine sandy loam, 6 to 12 percent slopes	Farmland of Statewide Importance	202.02

*Source: Natural Resource Conservation Service, Soil Survey Geographic Data (SSURGO), 2008.*

Further analysis indicates that much of the study area is located within the boundaries of a 2000 Census Urbanized Area. According to the FPPA, lands within a 2000 Census Urbanized Area are not considered “farmland.” However, 287.10 acres of the above listed farmlands are found within the study area, not in a census-identified urban area. Of these farmlands, 1.7 acres of identified farmland fall within the Preferred Alternative alignment, and would potentially be impacted by the proposed improvements (see figure below).

Attached is the Farmland Impact Conversion Rating Form. I would appreciate if you could fill out sections II, IV, and V of the form and mail, fax (303-820-2402) or scan and email (Jennifer.Wolchansky@jacobs.com) them back to me at your earliest convenience.



We would greatly appreciate a written response from you at your earliest convenience. A map of the study corridor showing identified farmlands, the boundaries of the US Census Bureau Urbanized Area and the location potential project impacts is attached for your review.

Thank you for your assistance. If you have any questions or require additional information, please contact me at 303-820-4818.

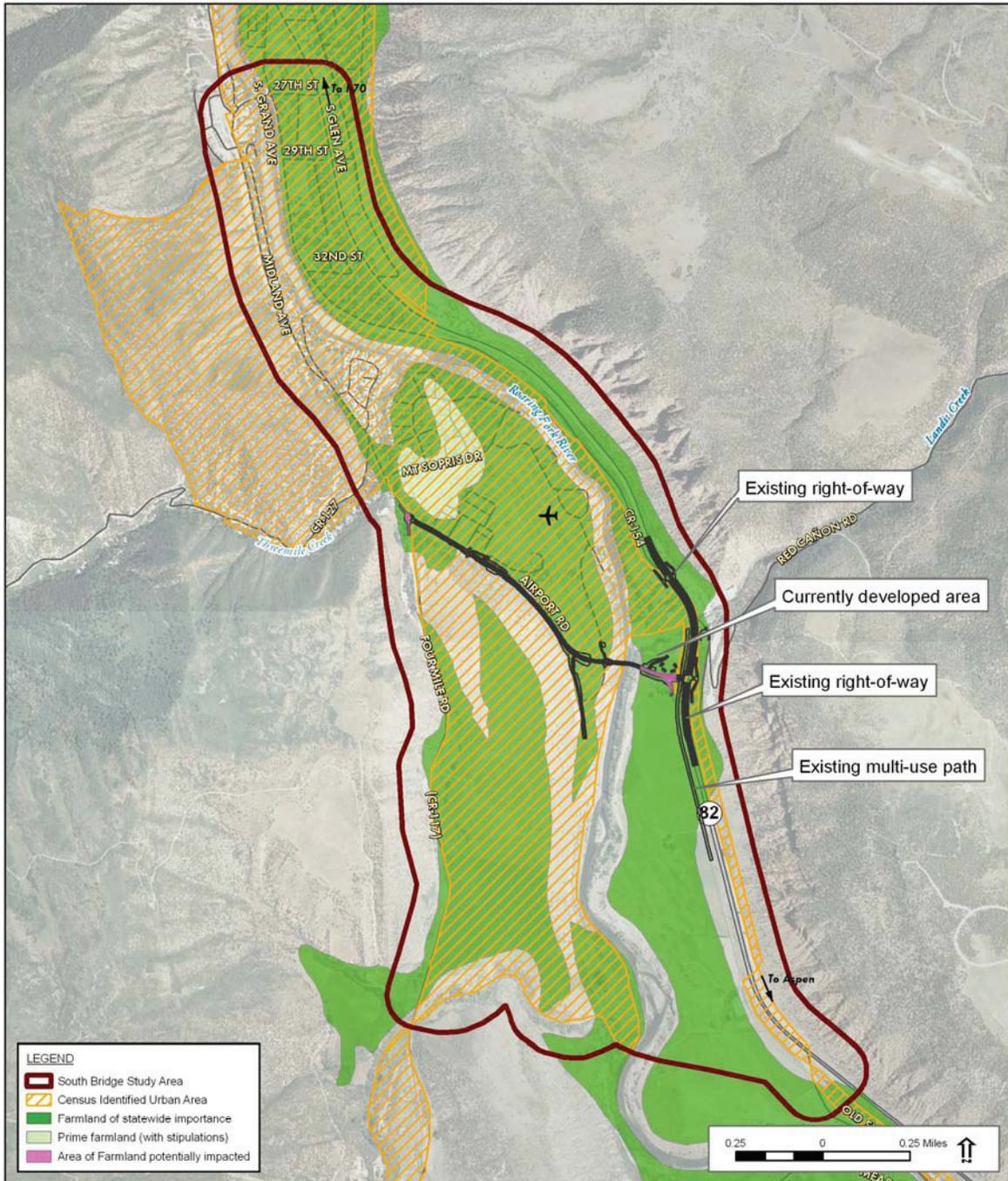
Sincerely,

A handwritten signature in black ink, appearing to read "Jen Wolchansky".

Jen Wolchansky  
Environmental Planner

# Farmlands

## South Bridge Environmental Assessment



# FARMLAND CONVERSION IMPACT RATING

<b>PART I</b> (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project	South Bridge Environmental Assessment	Federal Agency Involved	City of Glenwood Springs + FHWA
Proposed Land Use	Transportation	County And State	Garfield County, CO

<b>PART II</b> (To be completed by NRCS)		Date Request Received By NRCS	
Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply -- do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input type="checkbox"/>
Major Crop(s)		Farmable Land In Govt. Jurisdiction Acres: %	Acres Irrigated Average Farm Size
Name Of Land Evaluation System Used		Name Of Local Site Assessment System	Date Land Evaluation Returned By NRCS

<b>PART III</b> (To be completed by Federal Agency)	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	1.7			
B. Total Acres To Be Converted Indirectly	1			
C. Total Acres In Site	0.0	0.0	0.0	0.0

<b>PART IV</b> (To be completed by NRCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

<b>PART V</b> (To be completed by NRCS) Land Evaluation Criterion Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	0	0	0	0
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<b>PART VI</b> (To be completed by Federal Agency) Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points				
1. Area In Nonurban Use		15			
2. Perimeter In Nonurban Use		5			
3. Percent Of Site Being Farmed		15			
4. Protection Provided By State And Local Government		15			
5. Distance From Urban Builtup Area		0			
6. Distance To Urban Support Services		0			
7. Size Of Present Farm Unit Compared To Average		0			
8. Creation Of Nonfarmable Farmland		0			
9. Availability Of Farm Support Services		5			
10. On-Farm Investments		20			
11. Effects Of Conversion On Farm Support Services		0			
12. Compatibility With Existing Agricultural Use		0			
<b>TOTAL SITE ASSESSMENT POINTS</b>	160	0	75	0	0

<b>PART VII</b> (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	0	0	0	0
Total Site Assessment (From Part VI above or a local site assessment)	160	0	0	0	0
<b>TOTAL POINTS (Total of above 2 lines)</b>	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:  
 This alternative minimizes environmental impacts and meets the purpose and need of the proposed improvements.

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## MEMO

**TO:** Mike Vanderhoof **DATE:** May 16, 2013

**CC:** Keith Borsheim, Jim Clarke, project file

**FROM:** Sandy Beazley

**SUBJECT:** Traffic Analysis: existing traffic counts and HCM 2000 and HCM 2010 **Project No.:** WVXV9900

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### Introduction

The purpose of this memo is to provide information to support discussions between CDOT Region 3 and FHWA regarding the traffic analysis presented in the EA. Discussed below are two elements relating to this analysis:

- A comparison of the 2008 traffic counts versus the most recent readily available traffic data from CDOT
- A comparison of LOS results from *HCM 2000* and *HCM 2010*

### Existing and Future Traffic

The traffic counts presented in the EA are from July 2008, the month with the heaviest traffic. CDOT maintains an automated trip recorder in Glenwood Springs that provides a continuous log of traffic near SH 82 and Blake Street. In addition, CDOT performs daily counts periodically, giving a snapshot of traffic conditions. This occurs at the approach to the Grand Avenue Bridge and on SH 82 at 23<sup>rd</sup> Street. While these sites are north of the South Bridge location, they do illustrate a trend in traffic volumes decreasing from 2008 to 2012.

As shown in the table below, traffic has decreased on SH 82 in the last few years, likely due to the recession that began in December 2007. Regardless of the reason, this decrease shows that the traffic analysis performed using the 2008 volumes still proves valid for the South Bridge EA and provides a conservative approach. Similarly, traffic projections using the Corridor Optimization Plan growth rates based on 2008 volumes are also conservative, having been based on higher initial volumes than the corridor is currently experiencing. While an update to current year traffic might produce different LOS results, it would not change decisions made in the alternatives evaluation, because the *project purpose and need is focused on access redundancy, and is not based on capacity*. In addition, the change in traffic levels is such that the results of the noise analysis and subsequent mitigation recommendations would not be altered with the use of 2012 traffic data.

## South Bridge Traffic Analysis

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### Daily Traffic Data for SH 82: 2008 and 2012

	2008	2012	Percent Change
SH 82 and Blake Street*	26,580	23,300	-12.3%
SH 82 and 23 <sup>rd</sup> Street**	28,670	25,530	-11.0%
Grand Avenue Bridge***	29,640	26,410	-10.9%

Source: CDOT OTIS

\*Monthly summary from an automated trip recorder

\*\*Daily summary with the following dates 6/24/2008 and 7/12/2011

\*\*\*Daily summary with the following dates, 7/31/2008 and 6/1/2012

### **Highway Capacity Manual 2000 versus Highway Capacity Manual 2010**

Level of Service analysis for the EA was completed using Highway Capacity Manual (HCM) 2000. During the lifetime of the study HCMHCM 2010 was released. Major changes within the HCMHCM 2010 for signalized intersections and how they affect the analysis in the EA include:

- Ability to handle fully-actuated controllers. This is not a concern for the intersections in the EA...
- One PHF for entire intersection, which is already the case for the EAEA analyses...
- Lane group analysis. This would not affect the EAEA analyses as each movement was analyzed in detail...
- Changes to the way phasings are input. Not a concern for the EA intersection because there are no unusual phasings proposed.
- Different methodologies for calculating the effects of platooning. The EA intersections would not be coordinated with others and are relatively isolated.
- Other, more minor changes including additional ped and bike inputs and parameters that might result in minor changes to the overall delays reported, but would not affect decisions made or the Preferred Alternative design
- Free-right turns are not handled as well in the HCM 2010, which affects intersections with heavy right turn volumes. This would be a reason to use the original HCM 2000 analysis for our main intersection, as right turn volumes from South Bridge to SH 82 are heavy, and the design includes a free-right turn lane.

The project team modeled the intersection of the new South Bridge connection and SH 82 for the 2035 PM peak hour. The results are nearly identical, with the exception of the free-right turn movement from South Bridge to southbound SH 82. This movement is shown as having an average vehicle delay of 49.7 seconds in the HCM 2010 results, compared to almost no delay in the HCM 2000 results. The free-right movement should have little to no delay, as right turning traffic would be able to proceed through the intersection and into the acceleration lane without

## **South Bridge Traffic Analysis**

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stopping. The attached reports from Synchro show the HCM 2000 results that are in the EA, and the new HCM 2010 results.

It is the opinion of the study team that these results, if anything, indicate a preference for the results of the HCM 2000 analysis because of the ability of that software to more accurately predict free right turn movements. However, even a switch to HCM 2010 would not result in changes to the decisions made or impacts reported in the EA, as the intersection is still projected to operate effectively.

J:\\_Transportation\072564 South Bridge\manage\corr\Memo\_traffic analysis.doc

## **Section 106 and Section 4(f) Coordination**





February 1, 2008

Mike McDill  
City Engineer  
City of Glenwood Springs  
Engineering Department  
101 West 8<sup>th</sup> Street  
P.O. Box 458  
Glenwood Springs, CO 81601

Re: Glenwood Springs – South Bridge Environmental Assessment Agency Scoping Meeting. (CHS #51788)

Dear Mr. McDill:

Thank you for your correspondence dated January 22, 2008 and received by our office on January 28, 2008 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

Unfortunately, no one from our office is available to able the scoping meeting scheduled for February 7, 2008. We recommend that you begin the Section 106 review process as early as possible. Consulting parties under Section 106 should be identified and invited to participate in the Section 106 process. We look forward to consulting with you and CDOT to identify the consulting parties, as stipulated in 36 CFR 800.2. Once consulting parties are identified and included in the Section 106 process, we recommend consultation regarding establishing an appropriate Area of Potential Effects (APE).

If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,

For Georgianna Contiguglia  
State Historic Preservation Officer

cc: Lisa Schoch/CDOT, Environmental Planning Branch



 OFFICE of ARCHAEOLOGY and HISTORIC PRESERVATION

May 12, 2008

Mike McDill, P.E.  
City Engineer  
City of Glenwood Springs  
Engineering Department  
101 West 8<sup>th</sup> Street  
P.O. Box 81601

Re: Glenwood Springs – South Bridge Environmental Assessment Agency Scoping Comments.

Dear Mr. McDill:

Thank you for your correspondence dated May 6, 2008 and received by our office by our office on May 9, 2008 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

Thank you for providing the minutes of the meeting. We noticed a comment that historic resources would only need to be evaluated for cumulative effects if there is an adverse effect. Under Section 106, direct, indirect and cumulative effects must be evaluated regardless of the finding of effect under Section 106. We recommend that all effects be evaluated during the Section 106 process. We recommend that you begin the Section 106 process early in the planning process. Identification of consulting parties and discussion on the Area of Potential Effects (APE) should begin as soon as possible among your office, CDOT, our office, and other consulting parties.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Coordinator, at (303) 866-4678.

Sincerely,



for  
Georgianna Contiguglia  
State Historic Preservation Officer

cc: Lisa Schoch/CDOT EPB  
Wendy Wallach/Jacobs Carter Burgess

**TRIBAL MAILING LIST**  
**Glenwood Springs South Bridge EA**

Mr. Curtis Cesspooch, Chairman  
Uintah & Ouray Tribal Business Committee  
P.O. Box 190  
Ft. Duchesne, UT 84026

**Copy to:**

Ms. Betsy Chapoose, Director  
Cultural Rights & Protection Office  
Ute Tribe of the Uintah & Ouray Agency  
P.O. Box 190  
Ft. Duchesne, UT 84026

Mr. Clement Frost, Chairman  
Southern Ute Indian Tribe  
P.O. Box 737  
Ignacio, CO 81137

**Copy to:**

Mr. Neil Cloud  
Cultural Preservation Office  
Southern Ute Indian Tribe  
P.O. Box 737  
Ignacio, CO 81137

Mr. Ernest House, Sr., Chairman  
Ute Mountain Ute Tribe  
P.O. Box 348  
Towaoc, CO 81334

**Copy to:**

Mr. Terry Knight, NAGPRA Representative  
Ute Mountain Ute Tribe  
P.O. Box 468  
Towaoc, CO 81334

**CDOT REGION AND CONSULTANT**  
**(Send copy of letters/packet to the following individuals)**

Ms. Tammie Smith  
CDOT Region 3 Planning and Environmental Manager  
Grand Junction

Ms. Wendy Wallach  
Project Manager  
Jacobs Engineering  
707 17<sup>th</sup> Street, Ste. 2300  
Denver, CO 80202



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Colorado Federal Aid  
Division**

September 15, 2008

12300 W. Dakota Ave.  
Suite 180  
Lakewood, CO 80228

Mr. Curtis Cesspooch, Chairman  
Uintah & Ouray Tribal Business Committee  
P.O. Box 190  
Ft. Duchesne, UT 84026

Dear Mr. Cesspooch:

**SUBJECT:** Request for Section 106 Consultation; Glenwood Springs South Bridge  
Environmental Assessment, Garfield County, Colorado

The City of Glenwood Springs, Colorado, in coordination with the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT), is preparing an Environmental Assessment (EA) that will address the effects of a proposed new bridge across the Roaring Fork River that would connect the southern portion of the city with State Highway 82. The fast growing southern sections of Glenwood Springs west of the river do not have direct access to or from Highway 82, which is problematic for local residents, the business community and emergency services vehicles. A new connection would alleviate access for all these constituencies. Pursuant to the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality (CEQ) implementing regulations (40 CFR 1500-1508), FHWA and CDOT are documenting the potential social, economic and environmental consequences of this action. Please refer to the enclosed aerial map for a view of the project study area.

FHWA will serve as the lead agency for this undertaking, and CDOT staff will facilitate the tribal consultation process. The agencies are seeking the participation of regional Native American tribal governments in cultural resources consultation for the undertaking, as described in Section 106 of the National Historic Preservation Act and implementing regulations 36 CFR 800 et seq. As a consulting party you are offered the opportunity to identify concerns about cultural resources and comment on how the project might affect them. Further, if it is found that the project will impact cultural resources that are eligible for inclusion on the National Register of Historic Places and are of religious or cultural significance to your tribe, your role in the consultation process would include participation in resolving how best to avoid, minimize, or mitigate those impacts. It is our hope that by describing the proposed undertaking we can be more effective in protecting areas important to American Indian people. If you have interest in this undertaking and in cultural resources that may be of religious or cultural significance to your tribe, we invite you to be a consulting party.

As shown on the enclosed map, the project is located in a largely developed area along State Highway 82 and the Roaring Fork River, which includes the Glenwood Springs airport. The Area of Potential Effect (APE) developed for cultural resource studies, as defined in 36 CFR

**MOVING THE  
AMERICAN  
ECONOMY**



800.16(d), has not been finalized but will encompass the entire area subject to direct and indirect impacts from the project. A comprehensive survey and assessment of historic properties in the APE as ultimately established will be conducted as part of the environmental documentation. Tribes that elect to become consulting parties for the undertaking will be notified of the results of the survey and asked to comment on our eligibility and effects determinations. Any information you may have regarding places or sites important to your tribe that are located within or near the project area would assist us in our efforts to comprehensively identify and evaluate cultural resources.

Western Colorado is home to a number of American Indian residents. If you are aware of members of your tribe living in proximity to the study area who would be interested in participating in the NEPA consultation process on some level, please notify us so that we may facilitate that interaction.

We are committed to ensuring that tribal governments are informed of and involved in decisions that may impact places with cultural significance. If you are interested in becoming a consulting party for the Glenwood Springs South Bridge EA, please complete and return the enclosed Consultation Interest Response Form to CDOT Native American consultation liaison Dan Jepson **within 60 days** at the address or facsimile number listed at the bottom of that sheet. Mr. Jepson can also be reached via Email at [daniel.jepson@dot.state.co.us](mailto:daniel.jepson@dot.state.co.us), or by telephone at (303)757-9631. The 60-day period has been established to encourage your participation at this early stage in project development. Failure to respond within this time frame will not prevent your tribe from becoming a consulting party at a later date. However, studies and decision making will proceed and it may become difficult to reconsider previous determinations or findings, unless significant new information is introduced.

Thank you for considering this request for consultation.

Sincerely yours,

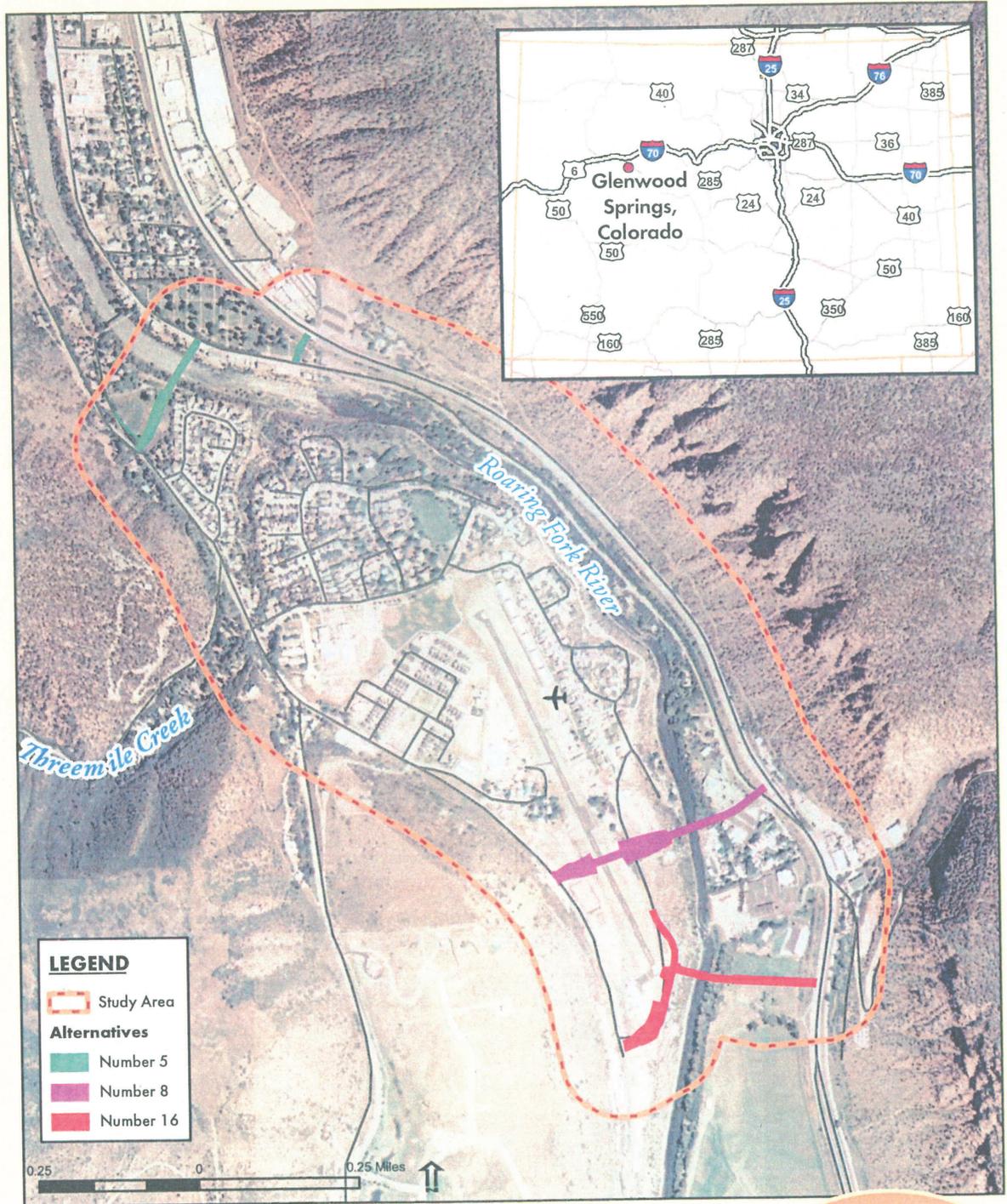


for: Karla Petty, P.E.  
Division Administrator

Enclosures

cc: E. LaDow, FHWA  
T. Smith, CDOT Region 3  
D. Jepson, CDOT Env. Programs  
W. Wallach, Jacobs Engineering  
B. Chapoose, Director, Ute Tribe Cultural Rights & Protection Office

# South Bridge Study Area



**SOUTH BRIDGE**  
ENVIRONMENTAL ASSESSMENT

FEDERAL HIGHWAY ADMINISTRATION/COLORADO DEPARTMENT OF TRANSPORTATION  
SECTION 106 TRIBAL CONSULTATION INTEREST RESPONSE FORM

PROJECT: Glenwood Springs South Bridge Environmental Assessment

The \_\_\_\_\_ Tribe [**is / is not**] (*circle one*) interested in becoming a consulting party for the Colorado Department of Transportation project referenced above, for the purpose of complying with Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800). If your tribe will be a consulting party, please answer the questions below.

Signed: \_\_\_\_\_  
Name and Title

CONSULTING PARTY STATUS [36 CFR §800.2(c)(3)]

Do you know of any specific sites or places to which your tribe attaches religious and cultural significance that may be affected by this project?

Yes    No    If yes, please explain the general nature of these places and how or why they are significant (use additional pages if necessary). Locational information is not required.

SCOPE OF IDENTIFICATION EFFORTS [36 CFR §800.4(a)(4)]

Do you have information you can provide us that will assist us in identifying sites or places that may be of religious or cultural significance to your tribe?

Yes    No    If yes, please explain.

CONFIDENTIALITY OF INFORMATION [36 CFR §800.11(c)]

Is there any information you have provided here, or may provide in the future, that you wish to remain confidential?

Yes    No    If yes, please explain.

**Please complete and return this form within 60 days via US Mail or fax to:**

Dan Jepson, Section 106 Native American Liaison  
Colorado Department of Transportation  
Environmental Programs Branch  
4201 E. Arkansas Ave., Shumate Bldg.  
Denver, CO 80222  
FAX: (303)757-9445

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, Colorado 80222



October 8, 2008

Mr. Edward C. Nichols.  
State Historic Preservation Officer  
Colorado Historical Society  
1300 Broadway  
Denver, Colorado 80203

Subject: Area of Potential Effects Consultation, South Bridge Project, City of Glenwood Springs

Dear Mr. Nichols:

The letter and enclosed document constitute a request for comment on the Area of Potential Effects (APE) for the South Bridge Project. The City of Glenwood Springs, in coordination with Garfield County and the Colorado Department of Transportation (CDOT), is preparing an Environmental Assessment to determine the impacts of creating a second access across the Roaring Fork River in the southern portion of Glenwood Springs.

CDOT consulted with Amy Pallante of your staff on October 8, 2008 to discuss the project and the proposed APE boundary. The APE depicted on the enclosed map reflects the current understanding of project-related impacts. The boundary was derived by creating a 500-foot buffer from the centerline of the recommended alternative and then following adjacent parcel lines.

We request your acknowledgement that consultation on the APE has taken place and that you are satisfied with the nature and configuration of the boundary. Your response is necessary for the Federal Highway Administration's compliance with Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation regulations. Should you require additional information, please contact Ms. Schoch at (303)512-4258.

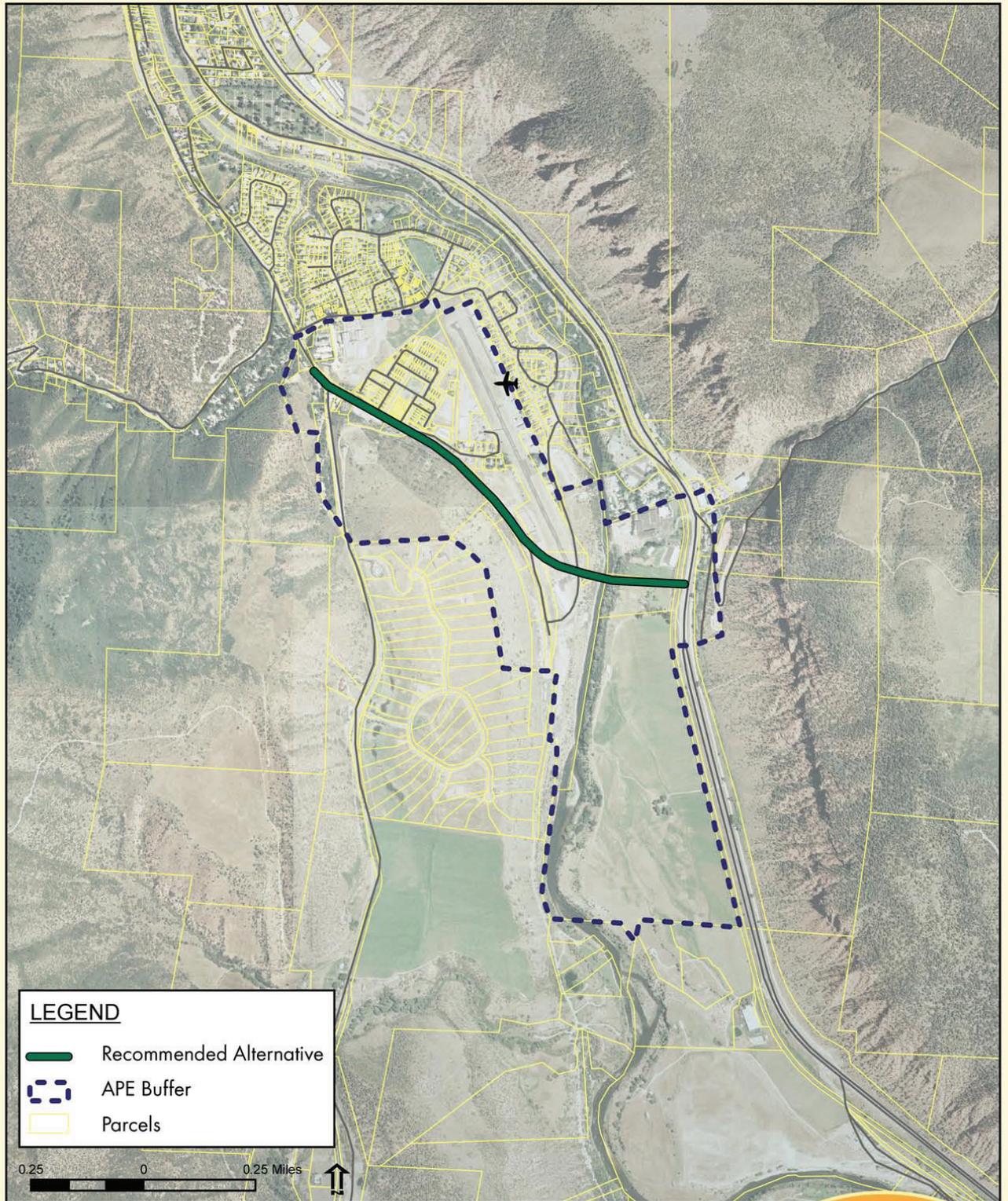
Very truly yours,

Brad Beckham  
Manager, Environmental Programs Branch

Enclosure: Map of APE

Cc: Tammie Smith, CDOT Region 3  
Gina McAfee, Jacobs Carter Burgess  
Project File, CB072564

# Area of Potential Effect





OFFICE of ARCHAEOLOGY and HISTORIC PRESERVATION

October 31, 2008

Brad Beckham  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, CO 80222

Re: Area of Potential Effects Consultation, South Bridge Environmental Assessment, City of  
Glenwood Springs. (CHS #53461)

Dear Mr. Beckham,

Thank you for your correspondence dated October 24, 2008 and received by our office on October 28, 2008 regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106). After review of the provided information, we do not object to the proposed Area of Potential Effects (APE) for the proposed project.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

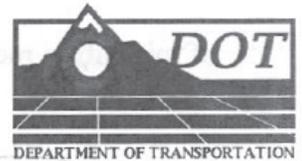
Sincerely,

 Edward C. Nichols  
State Historic Preservation Officer

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, Colorado 80222  
(303) 757-9281



December 10, 2008

Ms. Patsy Stark  
Frontier Historical Society  
1001 Colorado Avenue  
Glenwood Springs, CO 81601



**SUBJECT:** Section 106 Consultation, South Bridge Environmental Assessment, City of Glenwood Springs

Dear Ms. Stark:

The City of Glenwood Springs, in cooperation with the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT), is preparing an Environmental Assessment (EA) for the project referenced above. The EA will evaluate the impacts of creating a second access route from State Highway 82 west across the Roaring Fork River in the southern portion of Glenwood Springs. As part of the EA evaluation process, a review of historic properties is being conducted within the Area of Potential Effects (APE) depicted in the attached graphic.

The APE boundary encompasses the area within which there is the potential for direct and indirect effects to historic properties. The boundary includes the recommended alternative for the EA and was derived by creating a 500-foot buffer from the centerline of the recommended alternative and then following adjacent parcel lines. CDOT is conducting an intensive survey of all properties over 50 years of age within the APE. We have coordinated with staff at the State Historic Preservation Office (SHPO) in the development of the proposed APE.

In accordance with federal regulations (36 CFR 800.3(f)), FHWA and CDOT formally invite the Frontier Historical Society to participate as a consulting party under the auspices of Section 106 of the National Historic Preservation Act. Any information you can provide regarding historic buildings, districts, sites, objects, or archaeological sites of significance within the project APE will help ensure that important cultural resources are considered in the planning process.

If you are interested in participating as a consulting party for this EA under the Section 106 guidelines and/or have comments on the attached APE, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead or via email at [Lisa.Schoch@dot.state.co.us](mailto:Lisa.Schoch@dot.state.co.us). If you elect to respond, please include a statement of demonstrated interest in historic properties associated with this EA, as stipulated in the Section 106 guidelines.

If you become a consulting party, we will continue to keep you informed as our historic research in the project area progresses. You will receive copies of documentation related to the determination of National Register of Historic Places (NRHP) eligibility for properties, documentation regarding any effects to NRHP-eligible properties within the APE, and will be invited to participate in the development

of mitigation measures should any historic properties be adversely affected by the proposed South Bridge project

If you require additional information or have questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258. For more information about the Section 106 process and regulations, please visit the Advisory Council on Historic Preservation web site at [www.achp.gov](http://www.achp.gov).

Very truly yours,



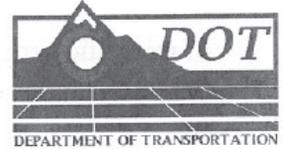
*jb* Brad Beckham, Manager  
Environmental Programs Branch

Enclosures:     APE map

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, Colorado 80222  
(303) 757-9281



December 10, 2008

Ms. Gretchen Ricehill  
Historic Preservation Commission  
City of Glenwood Springs  
101 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

SUBJECT: Section 106 Consultation, South Bridge Environmental Assessment, City of Glenwood Springs

Dear Ms. Ricehill:

The City of Glenwood Springs, in cooperation with the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT), is preparing an Environmental Assessment (EA) for the project referenced above. The EA will evaluate the impacts of creating a second access route from State Highway 82 west across the Roaring Fork River in the southern portion of Glenwood Springs. As part of the EA evaluation process, a review of historic properties is being conducted within the Area of Potential Effects (APE) depicted in the attached graphic.

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In accordance with federal regulations (36 CFR 800.3(f)), FHWA and CDOT formally invite the Glenwood Springs Historic Preservation Commission to participate as a consulting party under the auspices of Section 106 of the National Historic Preservation Act. Any information you can provide regarding historic buildings, districts, sites, objects, or archaeological sites of significance within the project APE will help ensure that important cultural resources are considered in the planning process.

If you are interested in participating as a consulting party for this EA under the Section 106 guidelines and/or have comments on the attached APE, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead or via email at [Lisa.Schoch@dot.state.co.us](mailto:Lisa.Schoch@dot.state.co.us). If you elect to respond, please include a statement of demonstrated interest in historic properties associated with this EA, as stipulated in the Section 106 guidelines.

If you become a consulting party, we will continue to keep you informed as our historic research in the project area progresses. You will receive copies of documentation related to the determination of National Register of Historic Places (NRHP) eligibility for properties, documentation regarding any effects to NRHP-eligible properties within the APE, and will be invited to participate in the development

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If you require additional information or have questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258. For more information about the Section 106 process and regulations, please visit the Advisory Council on Historic Preservation web site at [www.achp.gov](http://www.achp.gov).

Very truly yours,



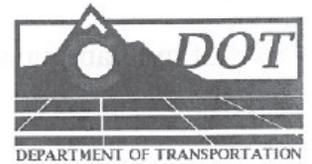
 Brad Beckham, Manager  
Environmental Programs Branch

Enclosures: APE map

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, Colorado 80222  
(303) 757-9281



December 10, 2008

Mr. Fred Jarman  
Garfield County  
Building and Planning Dept.  
108 8<sup>th</sup> Street, Suite 401  
Glenwood Springs, CO 81601

**SUBJECT:** Section 106 Consultation, South Bridge Environmental Assessment, City of Glenwood Springs

Dear Mr. Jarman:

The City of Glenwood Springs, in cooperation with the Federal Highway Administration (FHWA) and Colorado Department of Transportation (CDOT), is preparing an Environmental Assessment (EA) for the project referenced above. The EA will evaluate the impacts of creating a second access route from State Highway 82 west across the Roaring Fork River in the southern portion of Glenwood Springs. As part of the EA evaluation process, a review of historic properties is being conducted within the Area of Potential Effects (APE) depicted in the attached graphic.

The APE boundary encompasses the area within which there is the potential for direct and indirect effects to historic properties. The boundary includes the recommended alternative for the EA and was derived by creating a 500-foot buffer from the centerline of the recommended alternative and then following adjacent parcel lines. CDOT is conducting an intensive survey of all properties over 50 years of age within the APE. We have coordinated with staff at the State Historic Preservation Office (SHPO) in the development of the proposed APE.

In accordance with federal regulations (36 CFR 800.3(f)), FHWA and CDOT formally invite the Garfield County Building and Planning Department to participate as a consulting party under the auspices of Section 106 of the National Historic Preservation Act. Any information you can provide regarding historic buildings, districts, sites, objects, or archaeological sites of significance within the project APE will help ensure that important cultural resources are considered in the planning process.

If you are interested in participating as a consulting party for this EA under the Section 106 guidelines and/or have comments on the attached APE, please respond in writing within 30 days of receipt of this letter to Lisa Schoch, CDOT Senior Staff Historian, at the address on the letterhead or via email at [Lisa.Schoch@dot.state.co.us](mailto:Lisa.Schoch@dot.state.co.us). If you elect to respond, please include a statement of demonstrated interest in historic properties associated with this EA, as stipulated in the Section 106 guidelines.

If you become a consulting party, we will continue to keep you informed as our historic research in the project area progresses. You will receive copies of documentation related to the determination of National Register of Historic Places (NRHP) eligibility for properties, documentation regarding any effects to NRHP-eligible properties within the APE, and will be invited to participate in the development

Mr. Jarman  
December 10, 2008  
Page 2

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of mitigation measures should any historic properties be adversely affected by the proposed South Bridge project

If you require additional information or have questions about the Section 106 process, please contact Ms. Schoch at (303) 512-4258. For more information about the Section 106 process and regulations, please visit the Advisory Council on Historic Preservation web site at [www.achp.gov](http://www.achp.gov).

Very truly yours,



*for* Brad Beckham, Manager  
Environmental Programs Branch

Enclosures: APE map



December 12, 2008

Ms. Lisa Schoch  
Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver Colorado 80222

RE: Section 106 Consultation – South Bridge EA – City of Glenwood Springs

Dear Ms. Schoch:

The City of Glenwood Springs Historic Preservation Commission is interested in participating as a consulting party for the South Bridge Environmental Assessment in accordance with 36 CFR 800.3(f).

I am sure that you are already aware that the Cardiff Coke Ovens, a property that is listed on the National Register of Historic Places, lie within this project's Area of Potential Effect, as does the original Cardiff town site. Also, undoubtedly there remain in this area numerous building foundations both from the old town site and from the old coke oven milling operations.

I look forward to working with you on this project.

Sincerely,

  
Gretchen E. Ricehill

Senior Planner

Community Development Department

[gricehi@ci.glenwood-springs.co.us](mailto:gricehi@ci.glenwood-springs.co.us)

(970) 384-6428

# MEMORANDUM

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, Colorado 80222  
(303) 757-9011



TO: Tammie Smith, Region 3

FROM: Lisa Schoch, Environmental Programs

DATE: March 24, 2009

RE: Steuben Property, South Bridge EA

I'm preparing this memo to clarify the CDOT HQ history unit's assessment of a property identified in the draft cultural resources survey for the South Bridge Environmental Assessment. This survey was completed by Metcalf Archaeological Consultants and included an evaluation of "not eligible" for the Steuben property, a farm complex located outside the established Area of Potential Effects (APE) for the project. In her review of the draft report, CDOT Assistant Staff Historian Jennifer Wahlers indicated that the property would likely be *eligible* under National Register of Historic Places (NRHP) Criterion C for architecture, and requested that it be removed from the report since it is not within the APE and will not be affected by the alternatives under consideration for this project.

I have reviewed the draft site form for the Steuben property again. The property consists of a farm house, barn, coal house, chicken house, garage and some other features, including a stone retaining wall. The main house appears to date to 1909. Based on the photos and the information in the draft site form, I agree with Jennifer's original assessment. It is my opinion that this property would be eligible to the NRHP under Criterion C as a good example of a farm or ranch complex and for good examples of farm or ranch-related architecture. I believe the house, barn, coal house, and chicken house retain sufficient integrity to be contributing features of this site. With additional research, it might be ascertained that the property is also eligible under Criterion A for association with historic trends or events in the local region. Were CDOT to formally consult on the eligibility of this property, I believe the staff at the State Historic Preservation Office would concur that the property is eligible. As an NRHP eligible property, it would be assessed for effects as part of the Section 106 process and depending on the effects, could be evaluated under Section 4(f).

Please bear in mind that this is not an official eligibility determination. If you need any additional information, please let me know.

Cc: File/CF/RF

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Bldg.  
Denver, Colorado 80222  
(303) 757-9281



September 7, 2010

Ms. Gretchen Ricehill  
Historic Preservation Commission  
City of Glenwood Springs  
101 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

Subject: Revised Area of Potential Effects Consultation, South Bridge Environmental Assessment

Dear Ms. Ricehill:

This letter and enclosed map constitute a request for comment on the revised APE for the project referenced above. The City of Glenwood Springs, in coordination with Garfield County and the Colorado Department of Transportation (CDOT), is preparing an Environmental Assessment to determine the impacts of creating a second access across the Roaring Fork River in the southern portion of the city.

CDOT previously corresponded with your staff regarding the APE in 2008. In a letter dated October 31, 2008, the State Historic Preservation Officer agreed with the APE boundary. Since that time the proposed alternatives have changed based on public comment and subsequent action by local elected officials. As a result, a new alternative (8b on the attached graphic) has been added to the study. The revised APE reflects that addition.

The APE reflected on the enclosed map depicts two alternatives and the project-related impacts as presently considered. The boundary was derived by creating a 700-foot buffer from the centerline of the two build alternatives and then generally following adjacent parcel lines. This allows the project team flexibility to refine the potential alignments and yet stay well within the boundaries of the APE. Exceptions to this were the following areas:

- Immediately east of State Highway 82, where high-angle topography would preclude construction;
- Along SH 82 and the Rio Grande Trail, where the APE was extended to account for potential acceleration and deceleration lanes and a potential future grade-separated commuter rail corridor crossing; and
- The eastern portion of the APE near Red Cañon Road, which was included in case reconstruction of the intersection of SH 82 requires realignment of Red Cañon Road.

CDOT requests your review of and comments on the revised APE boundary. If you require additional information, please contact CDOT Assistant Staff Historian Jennifer Wahlers at (303)757-9758.

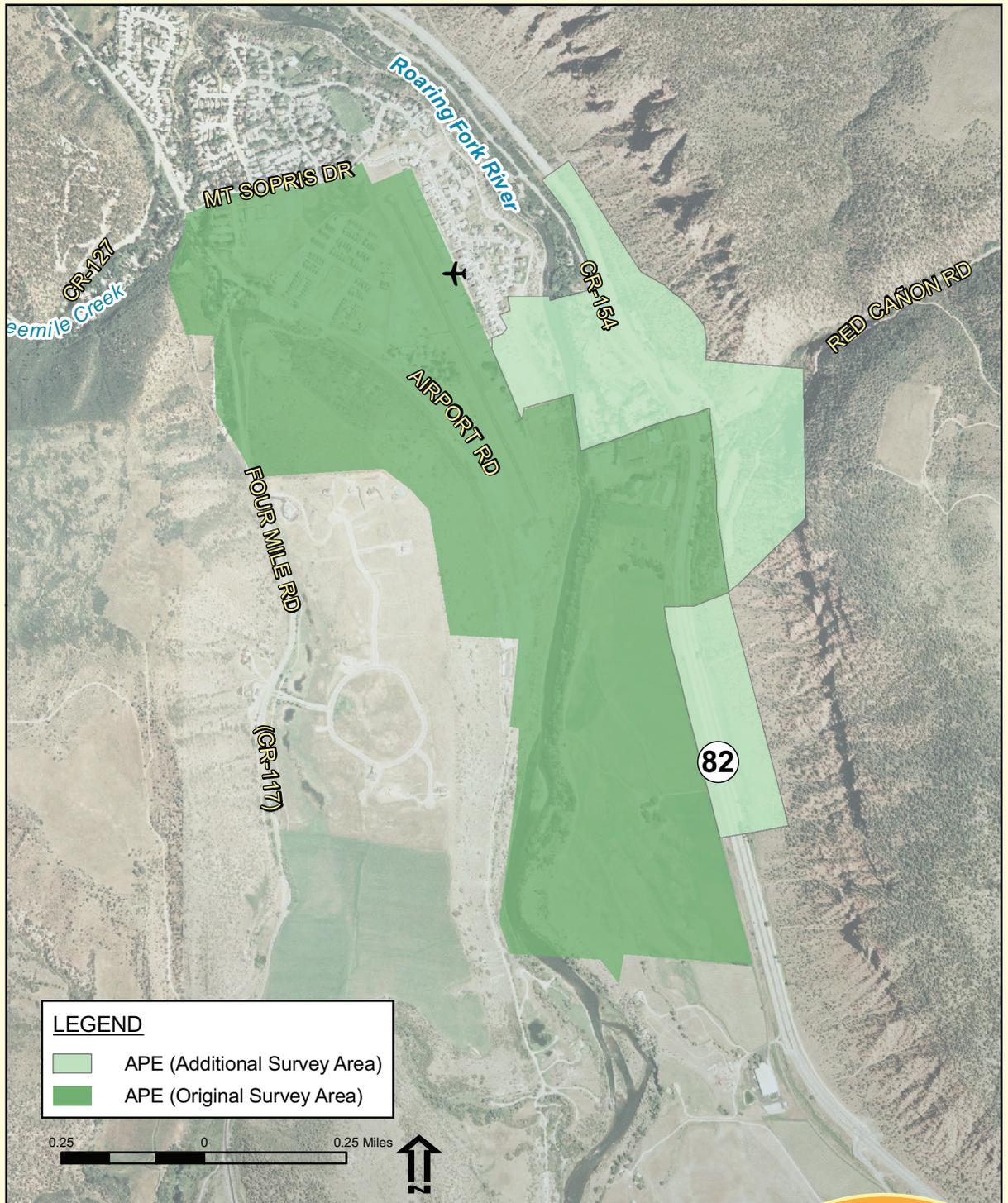
Very truly yours,

  
Jane Hann, Manager  
Environmental Programs Branch

Enclosure: Revised APE Map

cc: Tammie Smith, CDOT Region 3  
Gina McAfee, Jacobs

# Area of Potential Effect



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Bldg.  
Denver, Colorado 80222  
(303) 757-9281



September 7, 2010

Mr. Fred Jarman  
Garfield County  
Building and Planning Unit  
101 8<sup>th</sup> Street, Suite 401  
Glenwood Springs, CO 81601

Subject: Revised Area of Potential Effects Consultation, South Bridge Environmental Assessment

Dear Mr. Jarman:

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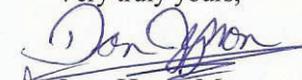
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CDOT requests your review of and comments on the revised APE boundary. If you require additional information, please contact CDOT Assistant Staff Historian Jennifer Wahlers at (303)757-9758.

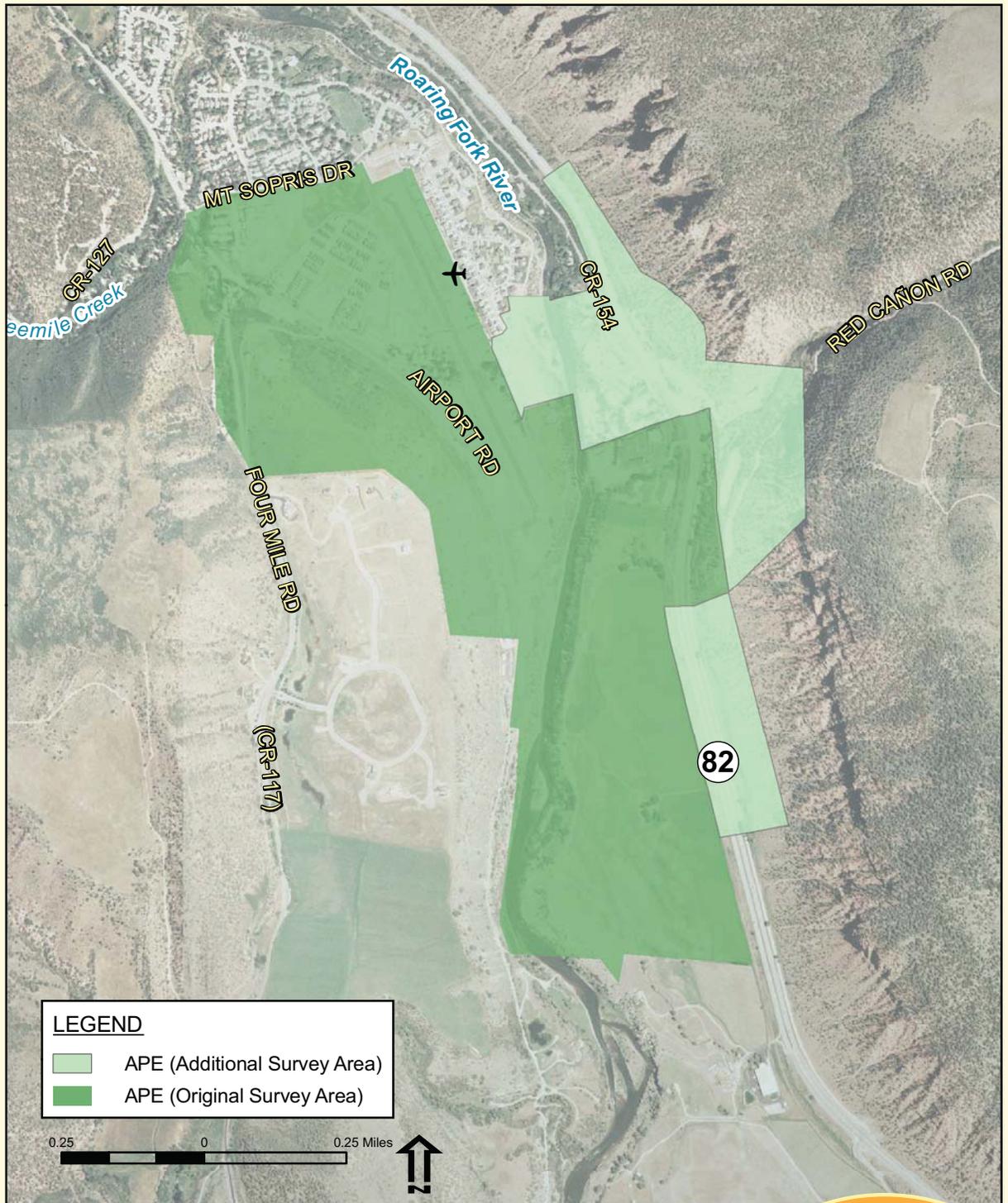
Very truly yours,

  
Jane Hann, Manager  
Environmental Programs Branch

Enclosure: Revised APE Map

cc: Tammie Smith, CDOT Region 3,  
Gina McAfee, Jacobs

# Area of Potential Effect



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Bldg.  
Denver, Colorado 80222  
(303) 757-9281



September 7, 2010

Ms. Patsy Stark  
Frontier Historical Society  
1001 Colorado Avenue  
Glenwood Springs, CO 81601

Subject: Revised Area of Potential Effects Consultation, South Bridge Environmental Assessment

Dear Ms. Stark:

This letter and enclosed map constitute a request for comment on the revised APE for the project referenced above. The City of Glenwood Springs, in coordination with Garfield County and the Colorado Department of Transportation (CDOT), is preparing an Environmental Assessment to determine the impacts of creating a second access across the Roaring Fork River in the southern portion of the city.

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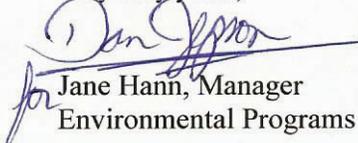
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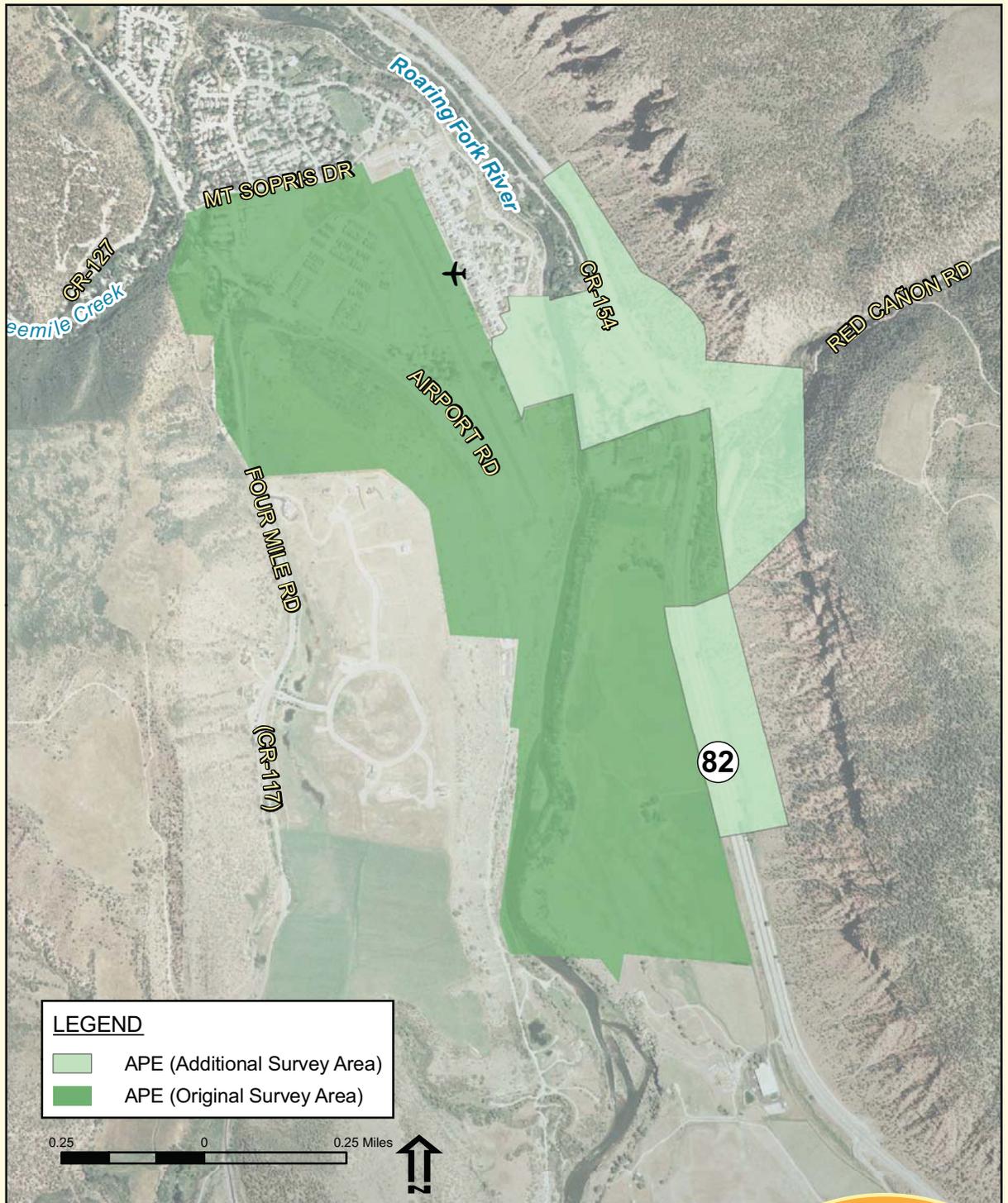
Very truly yours,

  
Jane Hann, Manager  
Environmental Programs Branch

Enclosure: Revised APE Map

cc: Tammie Smith, CDOT Region 3,  
Gina McAfee, Jacobs

# Area of Potential Effect



# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Bldg.  
Denver, Colorado 80222  
(303) 757-9281



September 7, 2010

Mr. Edward C. Nichols  
State Historic Preservation Officer  
History Colorado  
1560 Broadway, Suite 400  
Denver, CO 80202

**Subject:** Revised Area of Potential Effects Consultation, South Bridge Environmental Assessment, City of Glenwood Springs (CHS #53461)

Dear Mr. Nichols:

This letter and enclosed map constitute a request for comment on the revised APE for the project referenced above. The City of Glenwood Springs, in coordination with Garfield County and the Colorado Department of Transportation (CDOT), is preparing an Environmental Assessment to determine the impacts of creating a second access across the Roaring Fork River in the southern portion of the city.

CDOT previously consulted with your staff regarding the APE, and in correspondence dated October 31, 2008, you agreed with the APE boundary. Since that time the proposed alternatives have changed based on public comment and subsequent action by local elected officials. As a result, a new alternative (8b on the attached graphic) has been added to the study. The revised APE reflects that addition.

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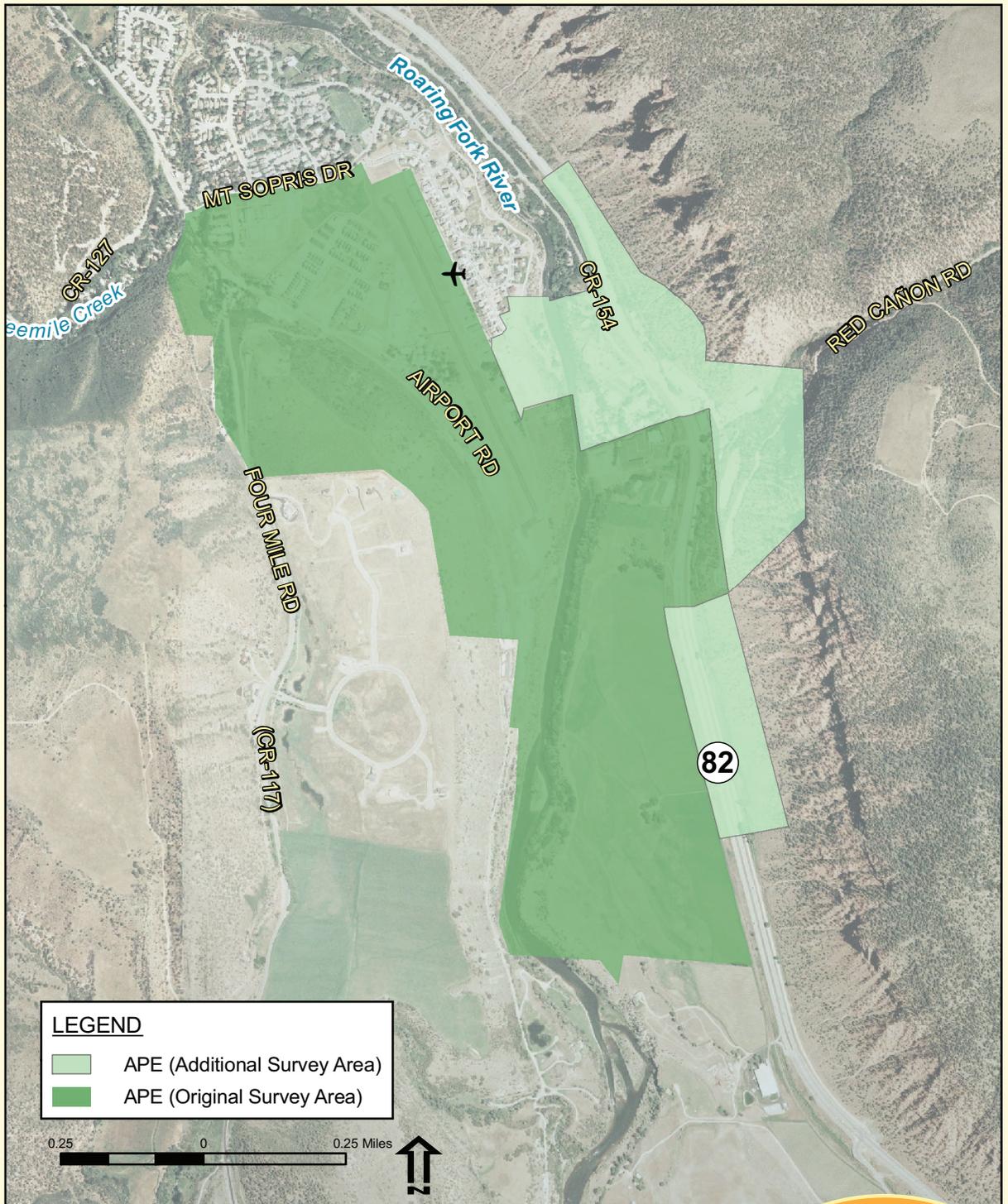
Very truly yours,

  
Jane Hann, Manager  
Environmental Programs Branch

Enclosure: Revised APE Map

cc: Tammie Smith, CDOT Region 3,  
Gina McAfee, Jacobs

# Area of Potential Effect





## HISTORY *Colorado*

September 17, 2010

Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, CO 80222

Re: Revised Area of Potential Effects Consultation, South Bridge Environmental Assessment, City of Glenwood Springs. (CHS #53461)

Dear Ms. Hann,

Thank you for your correspondence dated September 7, 2010 and received by our office on September 9, 2010 regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106). After review of the provided information, we do not object to the proposed changes to the Area of the Potential Effects (APE) for the proposed project.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

Edward C. Nichols  
State Historic Preservation Officer



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Colorado Division**

June 13, 2011

12300 W. Dakota Ave., Suite 180  
Lakewood, Colorado 80228  
720-963-3000  
Fax 720-963-3001

Mr. Tom Barnes  
City of Glenwood Springs  
Parks and Recreation Department  
100 Wulfsohn Road  
Glenwood Springs, Colorado 81601

RE: South Bridge EA (Subaccount 15864)

Dear Mr. Barnes:

As you know, the South Bridge Environmental Assessment Preferred Alternative includes the need for some right-of-way along the southern corner and western edge of the proposed future park on the Rodeo Grounds property. The proposed new South Bridge road will be owned and maintained by the City of Glenwood Springs.

When the South Bridge project team met with you in 2008 to discuss this, you indicated that the proposed park has not yet been formally adopted as a park nor are there any formal plans for park development. This was confirmed in several phone conversations held with you last year. Pursuant to 23 CFR 774.11(i), and in coordination with the Colorado Department of Transportation, the development of this park and the development of the transportation corridor can proceed with joint planning.

Enclosed is an aerial photo that includes the proposed right-of-way (in a yellow hatched shape) in this vicinity. As you can see, the future transportation corridor that is shown preserves a substantial part of this property for future recreational use. Consistent with your discussion with the project team, we understand you are planning to place this future transportation corridor on future formal park plans for this property.



Please let us know if you have any questions about this. If not, please sign below to indicate your concurrence with this joint planning for this future park. Thanks again for your support for the South Bridge project.

Sincerely,

*Stephen P Gibson*

for John M. Cater  
Division Administrator

cc: Tammie Smith, CDOT  
File

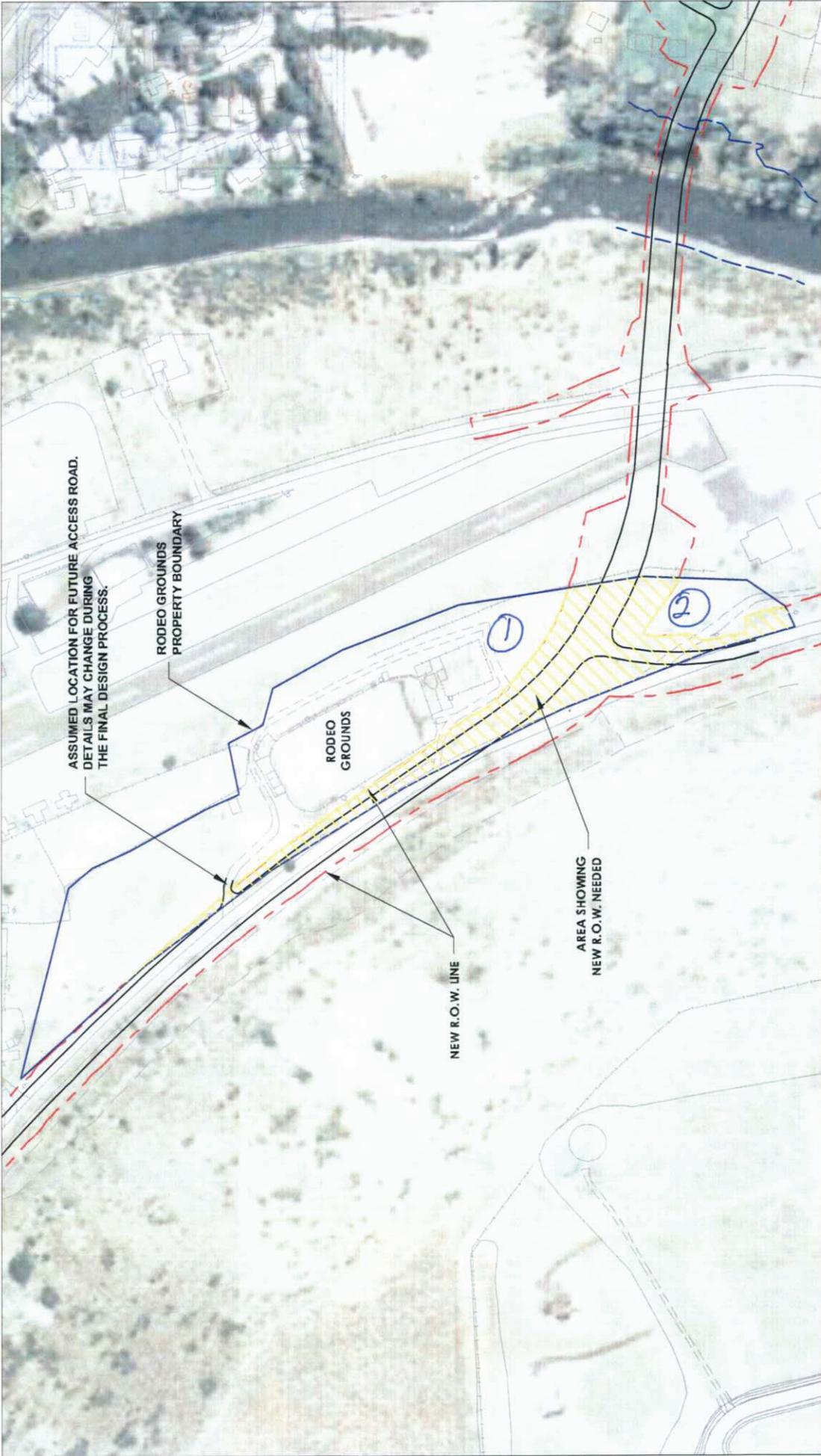
I concur:

*[Signature]*  
\_\_\_\_\_  
Signature

*Parks & Recreation Director*  
\_\_\_\_\_  
Title

*6-21-11*  
\_\_\_\_\_  
Date

\* Dimensions of divided parcels?



ASSUMED LOCATION FOR FUTURE ACCESS ROAD.  
DETAILS MAY CHANGE DURING  
THE FINAL DESIGN PROCESS.

RODEO GROUNDS  
PROPERTY BOUNDARY

RODEO  
GROUNDS

NEW R.O.W. LINE

AREA SHOWING  
NEW R.O.W. NEEDED

**NO. 10b**

# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, CO 80222  
(303) 757-9011



March 29, 2012

Mr. Edward C. Nichols  
State Historic Preservation Officer  
History Colorado Center  
1200 Broadway  
Denver, CO 80203

**SUBJECT:** Section 106 Determinations of Eligibility and Effects and Notification of Section 4(f)  
*De minimis*, South Bridge Environmental Assessment, Garfield County

Dear Mr. Nichols:

This letter, the enclosed Cultural Resource Inventory Report, and associated site forms represent the request for concurrence on eligibility and effect determinations for the project referenced above. The project, which is being documented as an Environmental Assessment (EA), includes transportation improvements in south Glenwood Springs. The City of Glenwood Springs and the Federal Highway Administration (FHWA), in coordination with Garfield County and the Colorado Department of Transportation (CDOT), have identified the need for secondary access to State Highway 82 connecting residents, public uses, and businesses south of the town center and west of the Roaring Fork River.

The Preferred Alternative identified in the EA would provide enhanced emergency and local access, improve the safety and efficiency of existing intersections, and provide additional opportunities for bicycle and pedestrian use. Elements of the Preferred Alternative include:

- Midland Avenue/Airport Road improvements
- New alignment at the Airport, including a 225-foot cut-and-cover tunnel. The tunnel would allow for normal airport operations to continue upon completion of tunnel construction.
- Construction of new South Bridge, which would be approximately 575 feet long, crossing the Roaring Fork River.
- New alignment on the east side of the Roaring Fork River
- Roaring Fork Transit Authority crossing
- SH 82 connection/access

### **Area of Potential Effects**

The Area of Potential Effects (APE) was developed in consultation with your office in October 2008 and again in September 2010, when a revised boundary was established. The project location and APE are shown in Figure 1 in the attached report.

### **Eligibility Determinations**

Thirteen resources are present within the APE, including one historic property that is *listed* on the National Register of Historic Places (NRHP), five that are recommended as *eligible* for inclusion on the

NRHP, and seven that are considered *not eligible*. Three resources are segments of eligible linear resources but are recommended as non-supporting elements. The eligibility determinations are summarized in the table below and also appear in the attached report.

Site Number	Site Type/Name	NRHP Recommendation	Documentation Status
5GF461	Manufacturing Facility/Cardiff Coke Ovens	Listed (Criteria A, C, & D)	Re-evaluation
5GF469.2	Rail-Related/Jerome Park Branch of the Colorado Midland Railroad Segment	Entire resource eligible Non-supporting	New Recording
5GF1457.1 & 5GF1457.2	Irrigation Facility/Glenwood (Springs) Ditch Segment	Not Eligible	New Recording
5GF1661.3	Rail-Related/Denver & Rio Grande Western Railroad Grade Segment	Entire resource eligible Non-supporting	New Recording
5GF1663.1	Rail-Related/Colorado Midland Railroad Grade Segment	Entire resource eligible Non-supporting	New Recording
5GF3009	Rail-Related/Denver & Rio Grande Western Railroad Siding	Eligible (Criterion A)	Re-evaluation
5GF4260	Road-Related/ Culvert	Not Eligible	New Recording
5GF4261	Industrial/Manufacturing Equipment	Not Eligible	New Recording
5GF4265 (A & B)	Air-Related (A) Airport office, (B) Apartment/Office	Eligible (Criteria A & C)	New Recording
5GF4500 (A & B)	Two Domestic Single Dwellings/ Duplice-McGowan Residences A & B	Not Eligible	New Recording
5GF4502	Domestic Single Dwelling/ Taufer Residence	Not Eligible	New Recording
5GF4503	Domestic Single Dwelling/ Roach Residence	Not Eligible	New Recording
5GF4504	Restaurant/Bufalo Valley Sports Bar	Not Eligible	New Recording

Refer to **Attachment A** for the location of all listed and eligible properties.

**Effects Determinations**

Effects determinations are provided below and are based on conceptual engineering data. No specific design or construction plans have been developed, so more detailed design may require a reassessment of the determinations in the future. See Attachment A for the location of these resources.

*Manufacturing Facility/Cardiff Coke Ovens (5GF461)*: This National Register-listed property is just west of, and adjacent to, proposed right-of-way (ROW) for the improvements along Airport Road. Existing access to the coke ovens is via an unimproved dirt U-shaped road that is approximately 175 feet in length. This access would be improved with the inclusion of a parking bump-out along the western edge of the improved Airport Road (see Attachment B). This bump-out would be in the same location as the existing access point and would include a sidewalk, increasing access for pedestrians and cyclists. Access during construction would be maintained to the greatest extent feasible. The Preferred Alternative would not require ROW acquisition from the parcels containing the coke ovens but would require a 5-foot by 500-foot (2500 square foot) temporary construction easement.

Although the boundary of the coke oven site is adjacent to Airport Road, the coke ovens proper are located approximately 100 feet from the roadway. Existing noise generators include vehicle traffic and operation of the Glenwood Springs Municipal Airport, located 550 feet to the east. Increasing

traffic volumes associated with the Preferred Alternative are anticipated to increase noise levels by 10 decibels (from approximately 49 to 59 decibels). Although this increase is perceptible to the human ear and is considered significant in terms of CDOT's noise guidance, the change in noise levels is not adverse relative to the historic use and function of the coke ovens property. The coke ovens were historically an industrial site where work-related noise was a part of daily operations.

The widened road will change the visual character adjacent to the ovens, but roadway improvements are similar to the character of the existing Airport Road except for the proposed sidewalks and landscaping. Prior to construction, the boundaries of the coke ovens site will be flagged and possibly monitored to ensure there are no construction impacts.

The effects described above will not destroy or alter 5GF461 and will not diminish the qualities that make this resource significant under Criterion A for association with industrial history in the lower Roaring Fork Valley, or under Criterion D for potential to yield information concerning the construction and operation of coke ovens. CDOT has determined that the Preferred Alternative results in *no adverse effect* to this property.

*Denver & Rio Grande Western Railroad Siding (5GF3009):* This site is located approximately 1,000 feet from the nearest roadway improvements. No ROW acquisition is required and there will be no change in access, including during construction. Any changes in noise levels are associated with anticipated traffic increases along SH 82, which would occur with or without the implementation of the Preferred Alternative. There will be no change to the visual or auditory environment. The Preferred Alternative would not detract from the characteristics that make the property eligible for the NRHP. For these reasons, CDOT has determined that the project would result in *no historic properties affected*.

*Glenwood Springs Airport Office (5GF4265, A and B):* No ROW acquisition is required and there will be no change in access, including during construction. Given the distance from the nearest roadway improvements (approximately 700 feet), there will be no perceptible change in noise levels as a result of the Preferred Alternative. Also, due to the landscaped/wooded nature of the site, the use of a cut and cover tunnel and the distance from the nearest roadway improvements (700–1,200 feet), there will be no permanent change in the visual character in the vicinity of the site. Construction activity at the south end of the runway would be visible during the installation of the cut and cover tunnel. The Preferred Alternative would not introduce indirect visual or auditory elements that would detract from the characteristics that make the properties eligible for the NRHP. For these reasons, CDOT has determined that the project will result in *no historic properties affected*.

*Colorado Midland Railroad, Jerome Branch (5GF469.2):* This segment of the railroad has been converted to a roadway and lacks integrity. No ROW acquisition or change in access would occur at this location. During construction, Four Mile Road, which sits atop the historic railroad grade, would remain open, although temporary lane closures and other traffic control are likely to occur.

The Preferred Alternative is located immediately above the railroad grade. Noise in this area is predicted to increase from 49 to 59 decibels but given that the segment lacks integrity and the resource has been converted to an automobile road, this increase will not diminish the qualities that make the entire railroad significant. Roadway improvements, including a roundabout at the intersection of Midland Avenue, Airport Road and Four Mile Road, will increase the total lanes in the vicinity so there will be a change to the appearance of the roadway. The impacts described above would not detract from the characteristics that make the larger railroad resource eligible for inclusion on the NRHP. For these reasons, CDOT has

determined that the project would result in *no historic properties* affected; although there are effects, this segment of the overall resource lacks integrity and is non-supporting.

*Denver & Rio Grande Western Railroad (5GF1661.3)*: The railroad segment in this location is a multi-use path that has been determined to lack integrity. The Preferred Alternative would lower the path (railroad segment) and place it beneath the new road so it crosses the new alignment in a grade separated condition. No ROW acquisition is required from this resource and no permanent change in access would occur. During construction, the multi-use path would be detoured along the shoulder of SH 82, physically separated from the southbound traffic lanes. Lowering the path would alter the visual characteristics by removing Highway 82 from the field of vision, adding an overcrossing (the new roadway) above the path, and the inclusion of retaining walls. Noise levels would likely decrease due to the grade change, as the path would no longer be within the line-of-sight of SH 82. The impacts described above would not detract from the characteristics that make the larger resource eligible for inclusion on the NRHP. The project would result in *no historic properties affected* because this segment of the overall resource lacks integrity and is non-supporting.

*Colorado Midland Railroad (5GF1663.1)*: This segment of the railroad alignment has been converted to a paved roadway and lacks integrity. No ROW acquisition is required from this property and there will be no permanent change in access. During construction, Airport Road, which sits atop the historic railroad grade, would remain open, although temporary lane closures and other traffic control are likely to occur. Roadway improvements, including a roundabout at the intersection of Midland Avenue, Airport Road, and Four Mile Road, roadway widening along Airport Road and the installation of sidewalks occur in the vicinity of this resource in the APE. The Preferred Alternative is located immediately above the railroad grade. As noted above, noise in this area is predicted to increase from 49 to 59 decibels. These impacts would not detract from the characteristics that make the larger resource eligible for inclusion on the NRHP. The project would result in *no historic properties affected* because this segment of the overall resource lacks integrity and is non-supporting.

Other resources within the APE—the Glenwood Springs Ditch (5GF1457), a culvert (5GF4260), industrial/manufacturing equipment (5GF4261), three residences (5GF4500, 5GF4502, and 5GF4502), and a restaurant (5GF4504) have been determined *not eligible* for the NRHP. The undertaking therefore results in *no historic properties affected*.

#### **Notification of Section 4(f) *De Minimis* Determination**

This project has been determined to have *no adverse effect* to the Cardiff Coke Ovens (5GF461). Based on the findings outlined above, FHWA may make a *de minimis* finding for the Section 4(f) requirements for this property.

This information has been transmitted to the Glenwood Springs Historic Preservation Commission (a certified local government) and the Frontier Historical Museum for review. We will notify you of any responses received from these groups.

We request your concurrence with the eligibility and effects determinations outlined above and in the enclosed report, and also an acknowledgement of the *de minimis* notification. If you have questions or require additional information in order to complete your review, please contact CDOT Senior Staff

Mr. Nichols  
March 29, 2012  
Page | 5

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Historian Lisa Schoch at (303) 512-4258 and/or [lisa.schoch@dot.state.co.us](mailto:lisa.schoch@dot.state.co.us). Thank you in advance for your time and consideration.

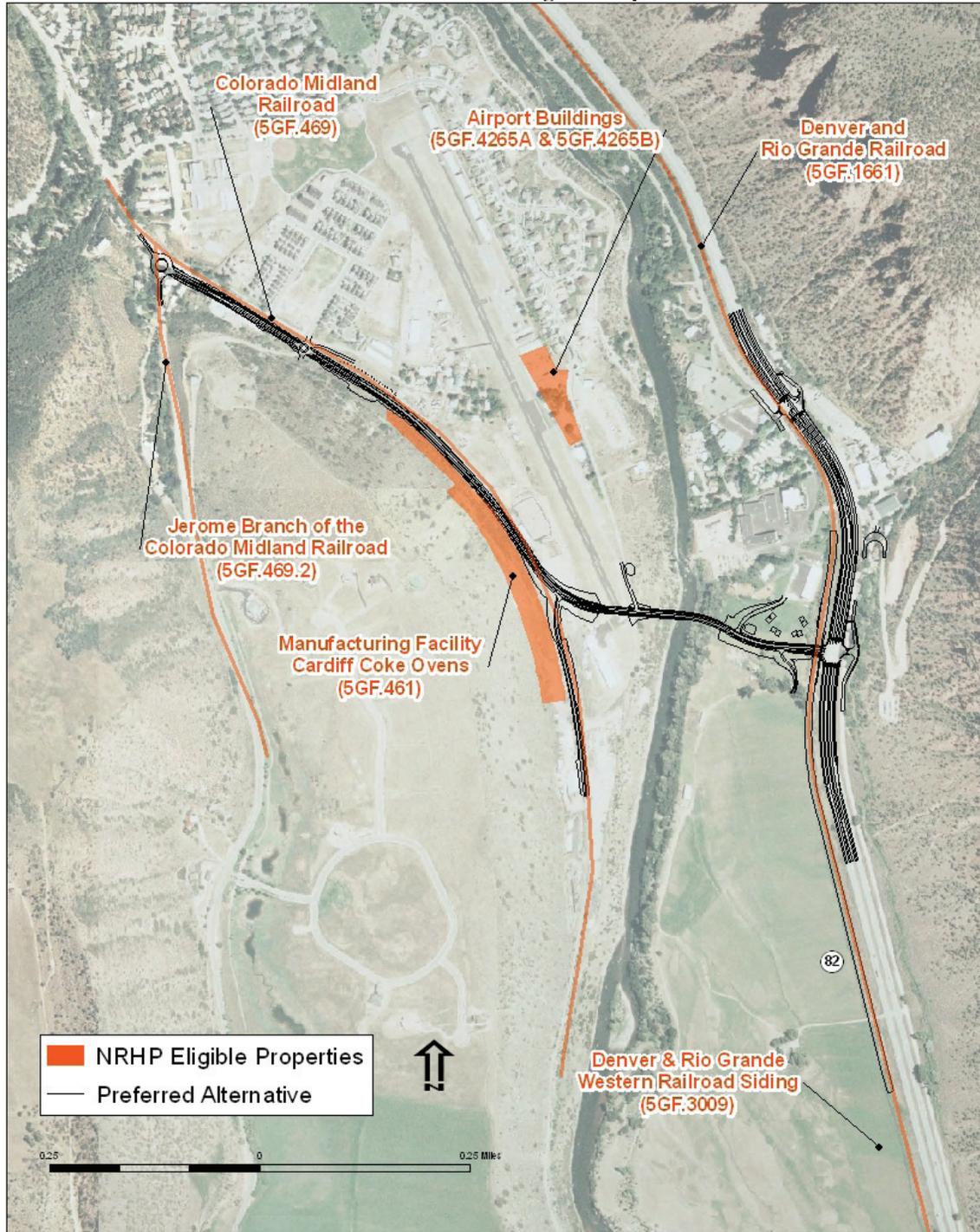
Very truly yours,

A handwritten signature in black ink, appearing to read "Jane Hann", written over a horizontal line.

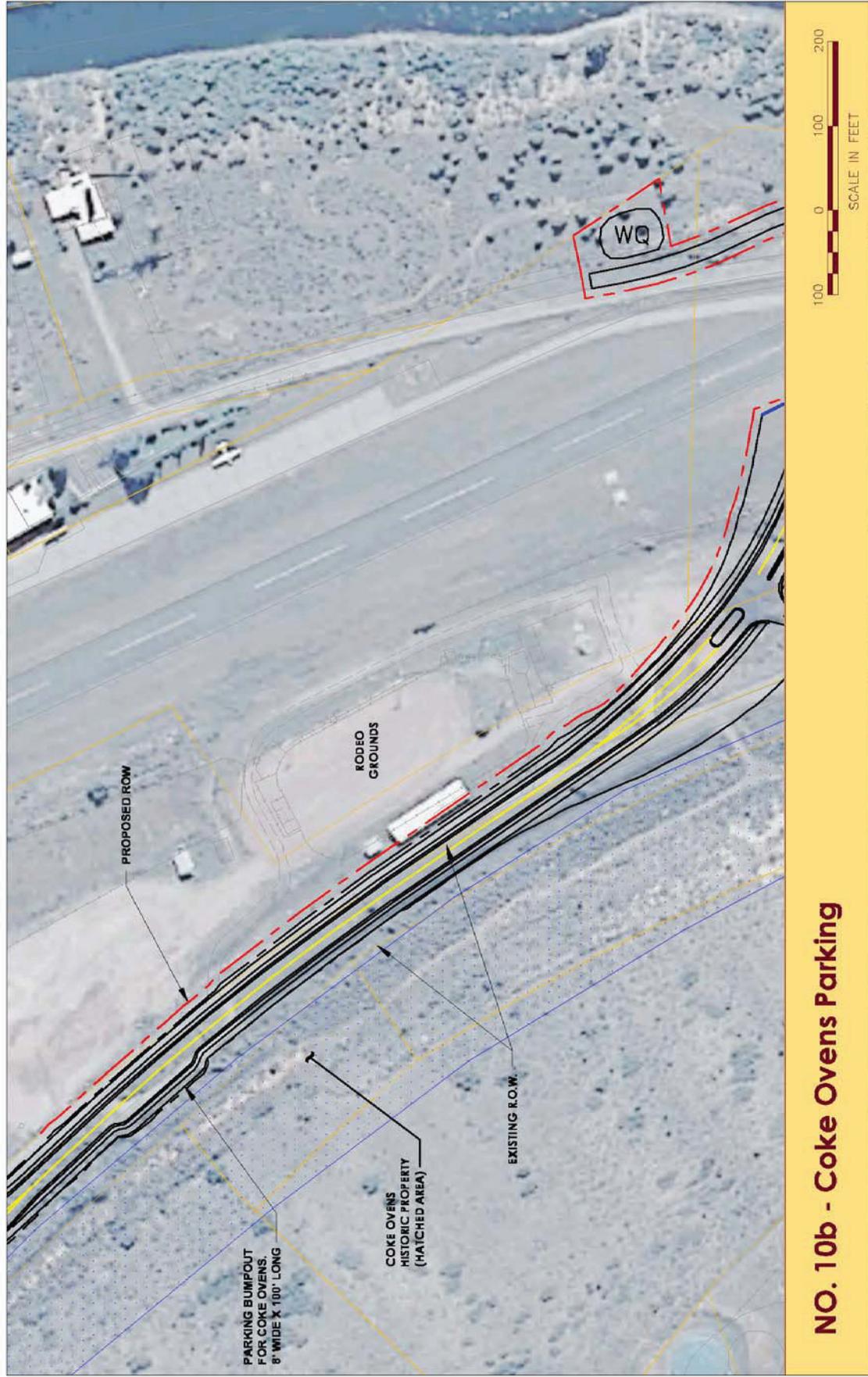
for Jane Hann, Manager  
Environmental Programs Branch

cc: Cultural Resources Inventory Report (w/site forms)

Attachment A: NRHP Eligible Properties



Attachment B: Access Point for the Cardiff Coke Ovens



# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, CO 80222  
(303) 757-9011



April 4, 2012

Ms. Cindy Hines, Director  
Frontier Historical Society  
1001 Colorado Avenue  
Glenwood Springs, CO 81601

**SUBJECT:** Section 106 Determinations of Eligibility and Effects and Notification of Section 4(f)  
*De minimis*, South Bridge Environmental Assessment, Garfield County

Dear Ms. Hines:

This letter and the enclosed materials represent an opportunity to review eligibility and effects determinations for the project referenced above, which is being documented as an Environmental Assessment (EA) and includes transportation improvements in south Glenwood Springs. The City of Glenwood Springs and the Federal Highway Administration (FHWA), in coordination with Garfield County and the Colorado Department of Transportation (CDOT), have identified the need for secondary access to State Highway 82 connecting residents, public uses, and businesses south of the town center and west of the Roaring Fork River.

The Preferred Alternative identified in the EA would provide enhanced emergency and local access, improve the safety and efficiency of existing intersections, and provide additional opportunities for bicycle and pedestrian use. Elements of the Preferred Alternative include:

- Midland Avenue/Airport Road improvements
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- Construction of new South Bridge, which would be approximately 575 feet long, crossing the Roaring Fork River.
- New alignment on the east side of the Roaring Fork River
- Roaring Fork Transit Authority crossing
- SH 82 connection/access

CDOT is submitting this information to you in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to evaluate the effects of their undertakings on historic properties. Your organization has been identified as a potential consulting party for this project. For more information about Section 106 and how you can participate as a consulting party, please visit the Advisory Council on Historic Preservation's web site, which contains the Citizen's Guide to Section 106 Review at <http://www.achp.gov/docs/CitizenGuide.pdf>.

**Area of Potential Effects**

The Area of Potential Effects (APE) was developed in consultation with your office in October 2008 and again in September 2010, when a revised boundary was established. The project location and APE are shown in Figure 1 in the attached report.

**Eligibility Determinations**

Thirteen resources are present within the APE, including one historic property that is *listed* on the National Register of Historic Places (NRHP), five that are recommended as *eligible* for inclusion on the NRHP, and seven that are considered *not eligible*. Three resources are segments of eligible linear resources but are recommended as non-supporting elements. The eligibility determinations are summarized in the table below and also appear in the attached report.

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5GF4261	Industrial/Manufacturing Equipment	Not Eligible	New Recording
5GF4265 (A & B)	Air-Related (A) Airport office, (B) Apartment/Office	Eligible (Criteria A & C)	New Recording
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Refer to Attachment A for the location of all listed and eligible properties.

**Effects Determinations**

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existing access point and would include a sidewalk, increasing access for pedestrians and cyclists. Access during construction would be maintained to the greatest extent feasible. The Preferred Alternative would not require ROW acquisition from the parcels containing the coke ovens but would require a 5-foot by 500-foot (2500 square foot) temporary construction easement.

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The effects described above will not destroy or alter 5GF461 and will not diminish the qualities that make this resource significant under Criterion A for association with industrial history in the lower Roaring Fork Valley, or under Criterion D for potential to yield information concerning the construction and operation of coke ovens. CDOT has determined that the Preferred Alternative results in *no adverse effect* to this property.

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The Preferred Alternative is located immediately above the railroad grade. Noise in this area is predicted to increase from 49 to 59 decibels but given that the segment lacks integrity and the resource has been converted to an automobile road, this increase will not diminish the qualities that make the entire railroad significant. Roadway improvements, including a roundabout at the intersection of Midland Avenue, Airport Road and Four Mile Road, will increase the total lanes in the vicinity so there will be a change to the appearance of the roadway. The impacts described above would not detract from the characteristics that make the larger railroad resource eligible for inclusion on the NRHP. For these reasons, CDOT has determined that the project would result in *no historic properties* affected; although there are effects, this segment of the overall resource lacks integrity and is non-supporting.

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#### **SECTION 4(F) AND DE MINIMIS**

##### **Background**

In addition to Section 106 of the NHPA, FHWA must comply with Section 4(f), which is codified at both 49 U.S.C § 303 and 23 U.S.C. § 138. Congress amended Section 4(f) when it enacted the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59, enacted August 10, 2005) (“SAFETEA-LU”). Section 6009 of SAFETEA-LU added a new subsection to Section 4(f), which authorizes FHWA to approve a project that uses Section 4(f) lands that are part of a

historic property without preparation of an Avoidance Analysis, if it makes a finding that such uses would have "*de minimis*" impacts upon the Section 4(f) resource, with the concurrence of the SHPO.

On December 12, 2005, the Federal Highway Administration issued its "Guidance for Determining *De Minimis* Impacts to Section 4(f) Resources" which indicates that a finding of *de minimis* can be made when the Section 106 process results in a *no adverse effect* or *no historic properties affected* determination, when the SHPO is informed of the FHWA's intent to make a *de minimis* impact finding based on their written concurrence in the Section 106 determination, and when FHWA has considered the views of any Section 106 consulting parties participating in the Section 106 process. This new provision of Section 4(f) and the associated guidance are in part the basis of this letter, and of FHWA's determination and notification of *de minimis* impacts to the Frontier Historical Society with respect to the proposed project. At this time we are notifying the Section 106 consulting parties per section 6009(b)(2)(C). On March 12, 2008, FHWA issued a Final Rule on Section 4(f), which clarifies and implements the procedures for determining a *de minimis* impact. In addition the Final Rule moves the Section 4(f) regulation to 23 CFR 774.

#### **Notification of Section 4(f) *De Minimis* Determination**

This project has been determined to have *no adverse effect* to the Cardiff Coke Ovens (5GF461). Based on the findings outlined above, FHWA may make a *de minimis* finding for the Section 4(f) requirements for this property.

This information has been transmitted to the State Historic Preservation Office (SHPO) and the City of Glenwood Springs Historic Preservation Commission for review.

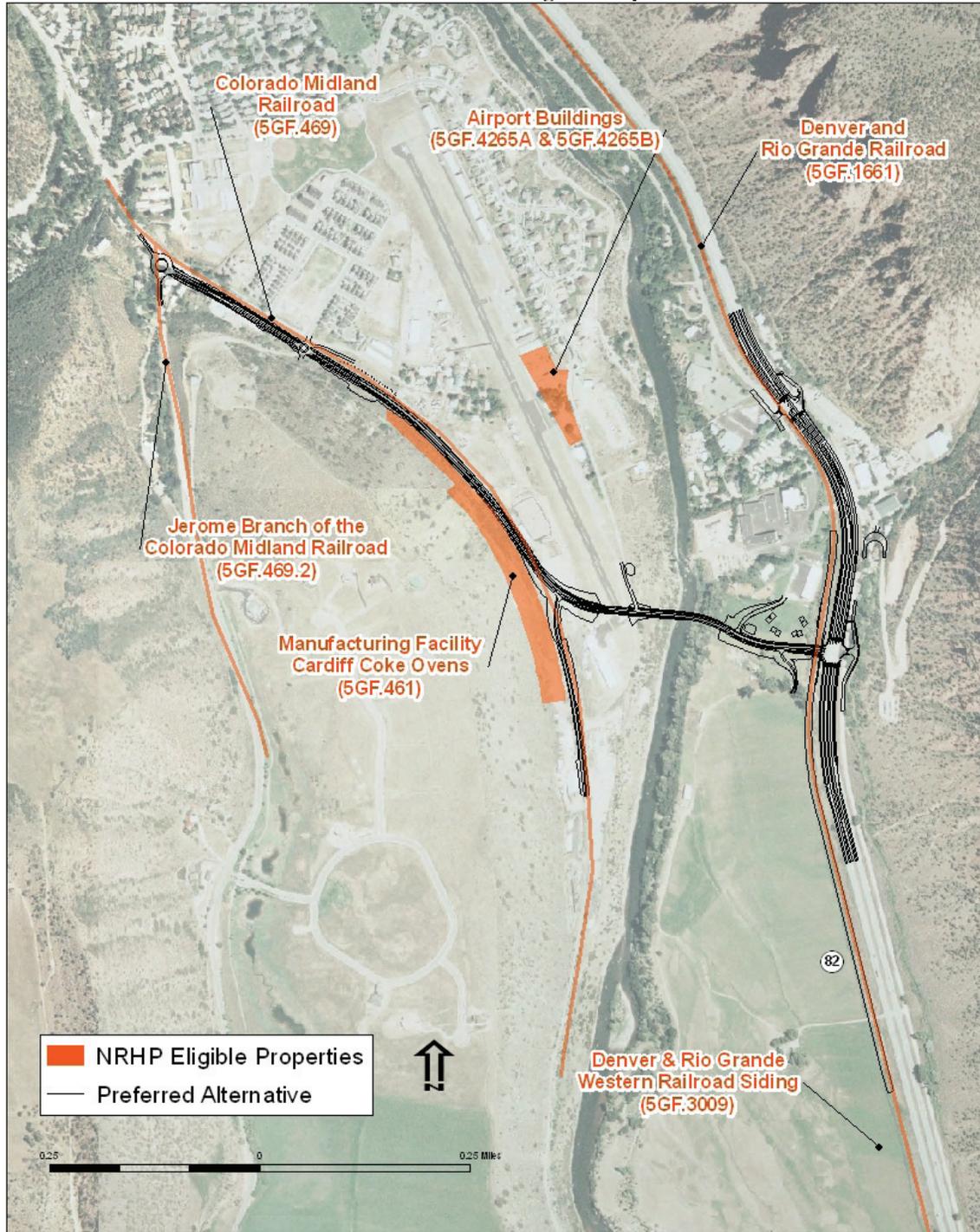
As a local historical society, we welcome your comments on these findings. Should you choose to respond, we request your comments on these findings within 30 days of receipt of these materials. Thank you in advance for your prompt attention to this matter. If you require additional information, please contact Ms. Schoch at (303)-512-4258 or at [lisa.schoch@dot.state.co.us](mailto:lisa.schoch@dot.state.co.us).

Very truly yours,

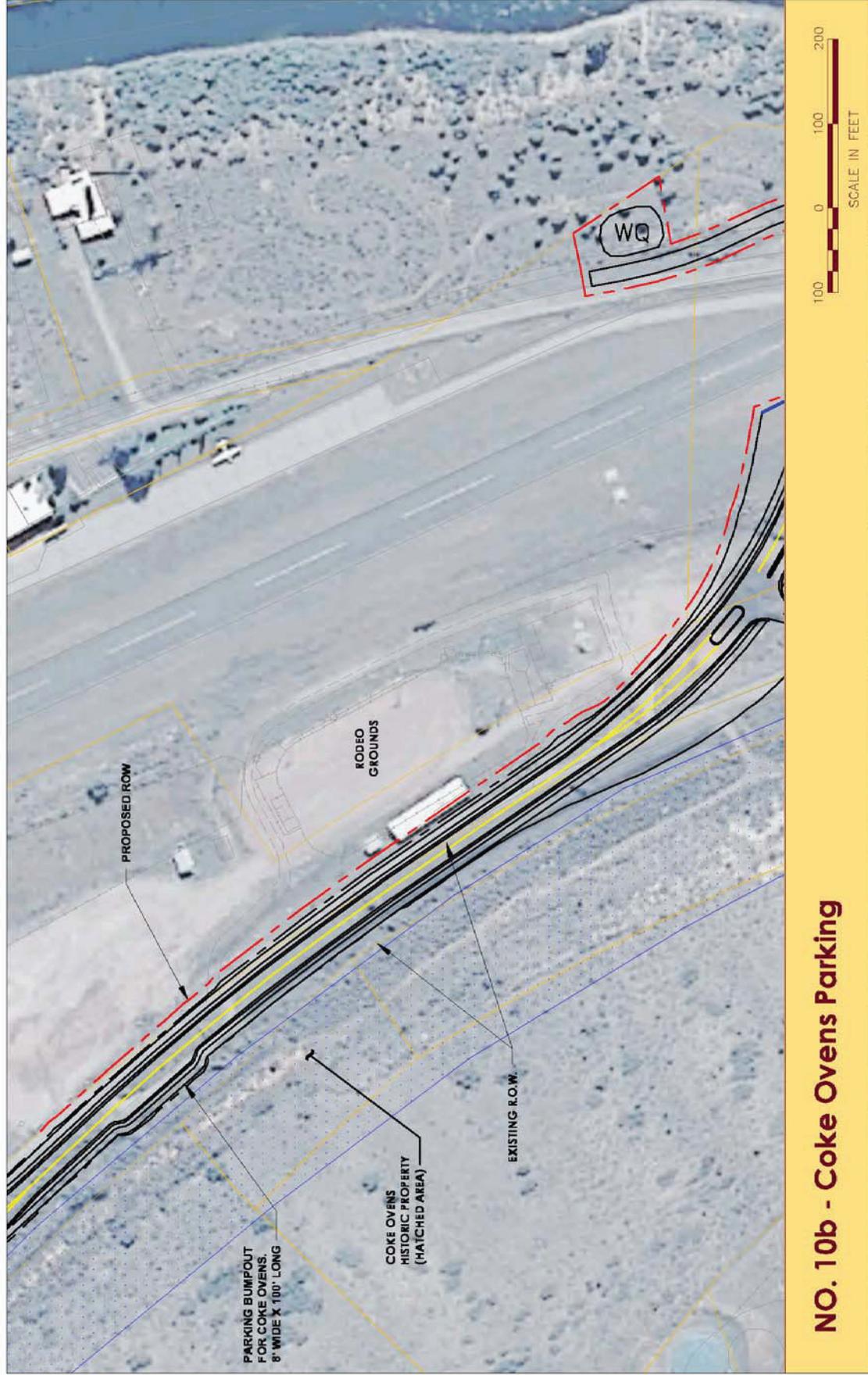
  
for Jane Hann, Manager  
Environmental Programs Branch

cc: Cultural Resources Inventory Report (hard copy)  
Cultural Resources Inventory Report and Site Forms (CD)

Attachment A: NRHP Eligible Properties



Attachment B: Access Point for the Cardiff Coke Ovens



# STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION  
Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, CO 80222  
(303) 757-9011



April 4, 2012

Ms. Gretchen Ricehill  
Historic Preservation Commission  
City of Glenwood Springs  
101 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

**SUBJECT:** Section 106 Determinations of Eligibility and Effects and Notification of Section 4(f)  
*De minimis*, South Bridge Environmental Assessment, Garfield County

Dear Ms. Ricehill:

This letter and the enclosed materials represent an opportunity to review eligibility and effects determinations for the project referenced above, which is being documented as an Environmental Assessment (EA) and includes transportation improvements in south Glenwood Springs. The City of Glenwood Springs and the Federal Highway Administration (FHWA), in coordination with Garfield County and the Colorado Department of Transportation (CDOT), have identified the need for secondary access to State Highway 82 connecting residents, public uses, and businesses south of the town center and west of the Roaring Fork River.

The Preferred Alternative identified in the EA would provide enhanced emergency and local access, improve the safety and efficiency of existing intersections, and provide additional opportunities for bicycle and pedestrian use. Elements of the Preferred Alternative include:

- Midland Avenue/Airport Road improvements
- New alignment at the Airport, including a 225-foot cut-and-cover tunnel. The tunnel would allow for normal airport operations to continue upon completion of tunnel construction.
- Construction of new South Bridge, which would be approximately 575 feet long, crossing the Roaring Fork River.
- New alignment on the east side of the Roaring Fork River
- Roaring Fork Transit Authority crossing
- SH 82 connection/access

CDOT is submitting this information to you in compliance with Section 106 of the National Historic Preservation Act, which requires federal agencies to evaluate the effects of their undertakings on historic properties. Your organization has been identified as a potential consulting party for this project. For more information about Section 106 and how you can participate as a consulting party, please visit the Advisory Council on Historic Preservation's web site, which contains the Citizen's Guide to Section 106 Review at <http://www.achp.gov/docs/CitizenGuide.pdf>.

**Area of Potential Effects**

The Area of Potential Effects (APE) was developed in consultation with your office in October 2008 and again in September 2010, when a revised boundary was established. The project location and APE are shown in Figure 1 in the attached report.

**Eligibility Determinations**

Thirteen resources are present within the APE, including one historic property that is *listed* on the National Register of Historic Places (NRHP), five that are recommended as *eligible* for inclusion on the NRHP, and seven that are considered *not eligible*. Three resources are segments of eligible linear resources but are recommended as non-supporting elements. The eligibility determinations are summarized in the table below and also appear in the attached report.

Site Number	Site Type/Name	NRHP Recommendation	Documentation Status
5GF461	Manufacturing Facility/Cardiff Coke Ovens	Listed (Criteria A, C, & D)	Re-evaluation
5GF469.2	Rail-Related/Jerome Park Branch of the Colorado Midland Railroad Segment	Entire resource eligible Non-supporting	New Recording
5GF1457.1 & 5GF1457.2	Irrigation Facility/Glenwood (Springs) Ditch Segment	Not Eligible	New Recording
5GF1661.3	Rail-Related/Denver & Rio Grande Western Railroad Grade Segment	Entire resource eligible Non-supporting	New Recording
5GF1663.1	Rail-Related/Colorado Midland Railroad Grade Segment	Entire resource eligible Non-supporting	New Recording
5GF3009	Rail-Related/Denver & Rio Grande Western Railroad Siding	Eligible (Criterion A)	Re-evaluation
5GF4260	Road-Related/ Culvert	Not Eligible	New Recording
5GF4261	Industrial/Manufacturing Equipment	Not Eligible	New Recording
5GF4265 (A & B)	Air-Related (A) Airport office, (B) Apartment/Office	Eligible (Criteria A & C)	New Recording
5GF4500 (A & B)	Two Domestic Single Dwellings/ Duplice-McGowan Residences A & B	Not Eligible	New Recording
5GF4502	Domestic Single Dwelling/ Taufer Residence	Not Eligible	New Recording
5GF4503	Domestic Single Dwelling/ Roach Residence	Not Eligible	New Recording
5GF4504	Restaurant/Buffalo Valley Sports Bar	Not Eligible	New Recording

Refer to **Attachment A** for the location of all listed and eligible properties.

**Effects Determinations**

Effects determinations are provided below and are based on conceptual engineering data. No specific design or construction plans have been developed, so more detailed design may require a reassessment of the determinations in the future. See Attachment A for the location of these resources.

*Manufacturing Facility/Cardiff Coke Ovens (5GF461)*: This National Register-listed property is just west of, and adjacent to, proposed right-of-way (ROW) for the improvements along Airport Road. Existing access to the coke ovens is via an unimproved dirt U-shaped road that is approximately 175 feet in length. This access would be improved with the inclusion of a parking bump-out along the western edge of the improved Airport Road (see **Attachment B**). This bump-out would be in the same location as the

existing access point and would include a sidewalk, increasing access for pedestrians and cyclists. Access during construction would be maintained to the greatest extent feasible. The Preferred Alternative would not require ROW acquisition from the parcels containing the coke ovens but would require a 5-foot by 500-foot (2500 square foot) temporary construction easement.

Although the boundary of the coke oven site is adjacent to Airport Road, the coke ovens proper are located approximately 100 feet from the roadway. Existing noise generators include vehicle traffic and operation of the Glenwood Springs Municipal Airport, located 550 feet to the east. Increasing traffic volumes associated with the Preferred Alternative are anticipated to increase noise levels by 10 decibels (from approximately 49 to 59 decibels). Although this increase is perceptible to the human ear and is considered significant in terms of CDOT's noise guidance, the change in noise levels is not adverse relative to the historic use and function of the coke ovens property. The coke ovens were historically an industrial site where work-related noise was a part of daily operations.

The widened road will change the visual character adjacent to the ovens, but roadway improvements are similar to the character of the existing Airport Road except for the proposed sidewalks and landscaping. Prior to construction, the boundaries of the coke ovens site will be flagged and possibly monitored to ensure there are no construction impacts.

The effects described above will not destroy or alter 5GF461 and will not diminish the qualities that make this resource significant under Criterion A for association with industrial history in the lower Roaring Fork Valley, or under Criterion D for potential to yield information concerning the construction and operation of coke ovens. CDOT has determined that the Preferred Alternative results in *no adverse effect* to this property.

*Denver & Rio Grande Western Railroad Siding (5GF3009):* This site is located approximately 1,000 feet from the nearest roadway improvements. No ROW acquisition is required and there will be no change in access, including during construction. Any changes in noise levels are associated with anticipated traffic increases along SH 82, which would occur with or without the implementation of the Preferred Alternative. There will be no change to the visual or auditory environment. The Preferred Alternative would not detract from the characteristics that make the property eligible for the NRHP. For these reasons, CDOT has determined that the project would result in *no historic properties affected*.

*Glenwood Springs Airport Office (5GF4265, A and B):* No ROW acquisition is required and there will be no change in access, including during construction. Given the distance from the nearest roadway improvements (approximately 700 feet), there will be no perceptible change in noise levels as a result of the Preferred Alternative. Also, due to the landscaped/wooded nature of the site, the use of a cut and cover tunnel and the distance from the nearest roadway improvements (700–1,200 feet), there will be no permanent change in the visual character in the vicinity of the site. Construction activity at the south end of the runway would be visible during the installation of the cut and cover tunnel. The Preferred Alternative would not introduce indirect visual or auditory elements that would detract from the characteristics that make the properties eligible for the NRHP. For these reasons, CDOT has determined that the project will result in *no historic properties affected*.

*Colorado Midland Railroad, Jerome Branch (5GF469.2):* This segment of the railroad has been converted to a roadway and lacks integrity. No ROW acquisition or change in access would occur at this location. During construction, Four Mile Road, which sits atop the historic railroad grade, would remain open, although temporary lane closures and other traffic control are likely to occur.

The Preferred Alternative is located immediately above the railroad grade. Noise in this area is predicted to increase from 49 to 59 decibels but given that the segment lacks integrity and the resource has been converted to an automobile road, this increase will not diminish the qualities that make the entire railroad significant. Roadway improvements, including a roundabout at the intersection of Midland Avenue, Airport Road and Four Mile Road, will increase the total lanes in the vicinity so there will be a change to the appearance of the roadway. The impacts described above would not detract from the characteristics that make the larger railroad resource eligible for inclusion on the NRHP. For these reasons, CDOT has determined that the project would result in *no historic properties* affected; although there are effects, this segment of the overall resource lacks integrity and is non-supporting.

*Denver & Rio Grande Western Railroad (5GF1661.3)*: The railroad segment in this location is a multi-use path that has been determined to lack integrity. The Preferred Alternative would lower the path (railroad segment) and place it beneath the new road so it crosses the new alignment in a grade separated condition. No ROW acquisition is required from this resource and no permanent change in access would occur. During construction, the multi-use path would be detoured along the shoulder of SH 82, physically separated from the southbound traffic lanes. Lowering the path would alter the visual characteristics by removing Highway 82 from the field of vision, adding an overcrossing (the new roadway) above the path, and the inclusion of retaining walls. Noise levels would likely decrease due to the grade change, as the path would no longer be within the line-of-sight of SH 82. The impacts described above would not detract from the characteristics that make the larger resource eligible for inclusion on the NRHP. The project would result in *no historic properties affected* because this segment of the overall resource lacks integrity and is non-supporting.

*Colorado Midland Railroad (5GF1663.1)*: This segment of the railroad alignment has been converted to a paved roadway and lacks integrity. No ROW acquisition is required from this property and there will be no permanent change in access. During construction, Airport Road, which sits atop the historic railroad grade, would remain open, although temporary lane closures and other traffic control are likely to occur. Roadway improvements, including a roundabout at the intersection of Midland Avenue, Airport Road, and Four Mile Road, roadway widening along Airport Road and the installation of sidewalks occur in the vicinity of this resource in the APE. The Preferred Alternative is located immediately above the railroad grade. As noted above, noise in this area is predicted to increase from 49 to 59 decibels. These impacts would not detract from the characteristics that make the larger resource eligible for inclusion on the NRHP. The project would result in *no historic properties affected* because this segment of the overall resource lacks integrity and is non-supporting.

Other resources within the APE—the Glenwood Springs Ditch (5GF1457), a culvert (5GF4260), industrial/manufacturing equipment (5GF4261), three residences (5GF4500, 5GF4502, and 5GF4502), and a restaurant (5GF4504) have been determined *not eligible* for the NRHP. The undertaking therefore results in *no historic properties affected*.

#### **SECTION 4(F) AND DE MINIMIS**

##### **Background**

In addition to Section 106 of the NHPA, FHWA must comply with Section 4(f), which is codified at both 49 U.S.C § 303 and 23 U.S.C. § 138. Congress amended Section 4(f) when it enacted the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59, enacted August 10, 2005) (“SAFETEA-LU”). Section 6009 of SAFETEA-LU added a new subsection to Section 4(f), which authorizes FHWA to approve a project that uses Section 4(f) lands that are part of a

historic property without preparation of an Avoidance Analysis, if it makes a finding that such uses would have “*de minimis*” impacts upon the Section 4(f) resource, with the concurrence of the SHPO. On December 12, 2005, the Federal Highway Administration issued its “Guidance for Determining *De Minimis* Impacts to Section 4(f) Resources” which indicates that a finding of *de minimis* can be made when the Section 106 process results in a *no adverse effect* or *no historic properties affected* determination, when the SHPO is informed of the FHWA’s intent to make a *de minimis* impact finding based on their written concurrence in the Section 106 determination, and when FHWA has considered the views of any Section 106 consulting parties participating in the Section 106 process. This new provision of Section 4(f) and the associated guidance are in part the basis of this letter, and of FHWA’s determination and notification of *de minimis* impacts to the City of Glenwood Springs Historic Preservation Commission with respect to the proposed project. At this time we are notifying the Section 106 consulting parties per section 6009(b)(2)(C). On March 12, 2008, FHWA issued a Final Rule on Section 4(f), which clarifies and implements the procedures for determining a *de minimis* impact. In addition the Final Rule moves the Section 4(f) regulation to 23 CFR 774.

**Notification of Section 4(f) *De Minimis* Determination**

This project has been determined to have *no adverse effect* to the Cardiff Coke Ovens (5GF461). Based on the findings outlined above, FHWA may make a *de minimis* finding for the Section 4(f) requirements for this property.

This information has been transmitted to the State Historic Preservation Office (SHPO) and the Frontier Historical Museum for review.

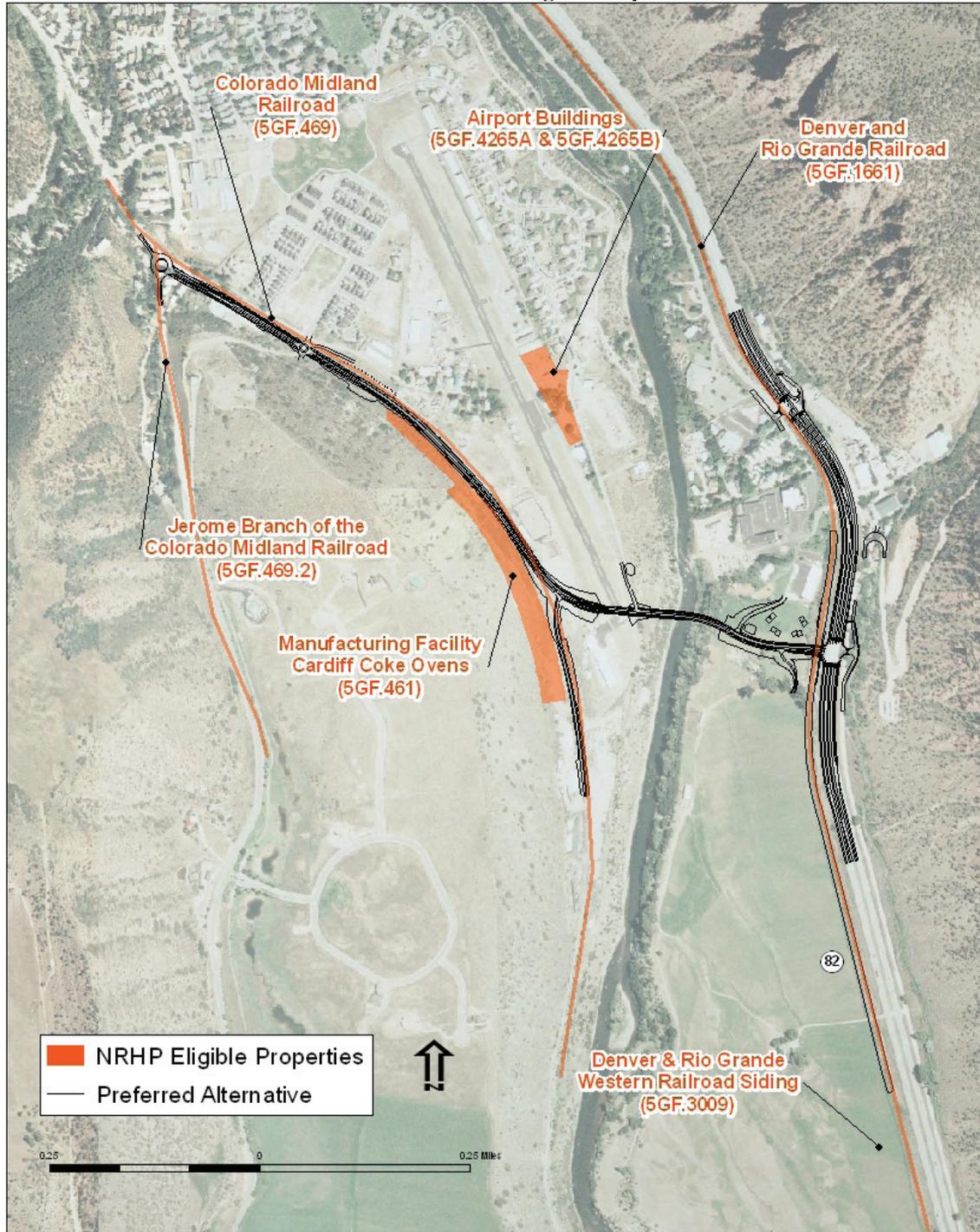
As a Certified Local Government, we welcome your comments on these findings. Should you choose to respond, we request your comments on these findings within 30 days of receipt of these materials. Thank you in advance for your prompt attention to this matter. If you require additional information, please contact Ms. Schoch at (303)-512-4258 or at [lisa.schoch@dot.state.co.us](mailto:lisa.schoch@dot.state.co.us).

Very truly yours,

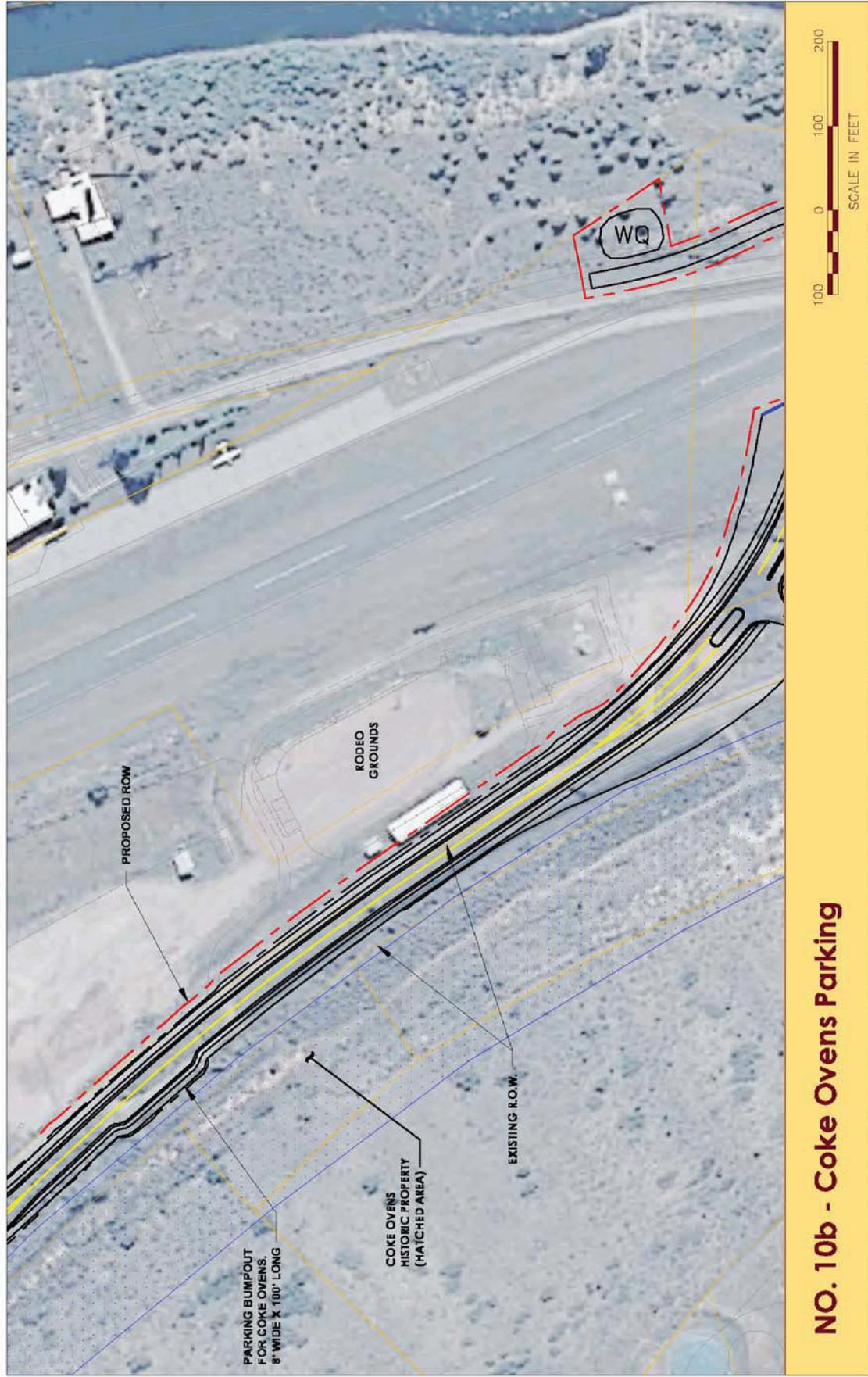
  
for Jane Hann, Manager  
Environmental Programs Branch

cc: Cultural Resources Inventory Report (hard copy)  
Cultural Resources Inventory Report and Site Forms (CD)

Attachment A: NRHP Eligible Properties



Attachment B: Access Point for the Cardiff Coke Ovens





April 5, 2012

Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, CO 80222

Re: Section 106 Determinations of Eligibility and Effects and Notification of Section 4(f) De Minimis, South Bridge Environmental Assessment, Garfield County. (CHS #51788)

Dear Ms. Hann,

Thank you for your correspondence dated March 29, 2012 and received by our office on April 2, 2012 regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we concur with the recommended findings of National Register eligibility for the resources listed below.

- 5GF.469.2
- 5GF.1457.1
- 5GF.1457.2
- 5GF.1663.1
- 5GF.3009
- 5GF.4260
- 5GF.4261
- 5GF.4265
- 5GF.4500
- 5GF.4502
- 5GF.4503
- 5GF.4504

Our office has additional questions in regards to the resources listed below.

- 5GF.1661.3 The site form states that this segment has been destroyed as a result of the construction of the mixed-use trail. Does destroy mean that the original structure/railroad of the railroad was removed as well as the original location of the railroad bed moved? In our opinion, the installation of a mixed-use trail on top of a railroad that retains its original structure/railroad bed and alignment does not mean it lacks integrity.

After review of the scope of work, we concur with the recommended findings of effect under Section 106 as presented in your letter for the resources listed below.

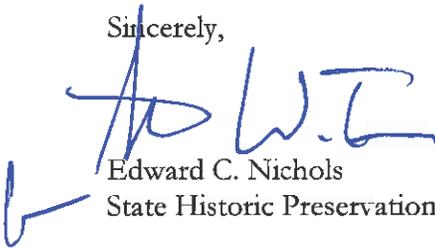
- 5GF.3009
- 5GF.4265
- 5GF.469/5GF.469.2
- 5GF.1663/5GF.1663.1
- 5GF.1457
- 5GF.4260
- 5GF.4261
- 5GF.4500
- 5GF.4502
- 5GF.4502
- 5GF.4504

In regards to 5GF.1661, we are not able to comment on recommended finding of effect until we complete the consultation on the National Register status. We recommended further consultation to resolve the determination of National Register eligibility.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

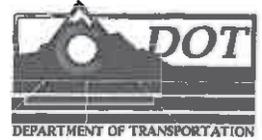
Sincerely,

A handwritten signature in blue ink, appearing to read "E. Nichols". The signature is stylized and written over the printed name.

Edward C. Nichols  
State Historic Preservation Officer

# STATE OF COLORADO

**DEPARTMENT OF TRANSPORTATION**  
Environmental Programs Branch  
Shumate Building  
4201 East Arkansas Avenue  
Denver, Colorado 80222  
(303) 757-9281



August 31, 2012

Mr. Edward C. Nichols  
State Historic Preservation Officer  
History Colorado Center  
1200 Broadway  
Denver, CO 80203

Re: Additional Information, South Bridge Environmental Assessment, Garfield County (CHS #51788)

Dear Mr. Nichols:

On March 29, 2012, CDOT submitted eligibility and effects determinations for the project referenced above, which involves transportation improvements in south Glenwood Springs. The City of Glenwood Springs and the Federal Highway Administration (FHWA), in coordination with Garfield County and the Colorado Department of Transportation (CDOT), have identified the need for secondary access connecting residents, public uses, and businesses south of downtown Glenwood Springs and west of the Roaring Fork River to State Highway 82 (SH 82). In a response dated April 5, 2012, your office requested additional information about the Denver & Rio Grande Western Railroad, a segment of which was documented for the project.

### **Eligibility Determination**

*Denver & Rio Grande Western Railroad (5GF1661.3)*: In our March 2012 submittal, we determined that the rail segment, which was converted to a multi-use path, lacked integrity. Your office questioned this finding, requesting additional information about the condition of the segment as well as its integrity as part of a larger railroad resource. Additional research indicates that the tracks and ties were salvaged from the rail corridor and the trail was built on the old rail grade as part of a rail banking effort under the federal "rails to trails" program. The trail is still considered a rail corridor. For these reasons, CDOT has determined that although the rail-related materials have been removed and the railroad grade has been converted to a trail, the segment can still convey the feeling, location, and association of the former railroad corridor, and the segment retains integrity.

### **Effects Determination**

*Denver & Rio Grande Western Railroad (5GF1661.3)*: The Preferred Alternative will lower the multi-use path (railroad segment) approximately 2.5 to 4 feet and place it beneath the new roadway so it crosses the new alignment in a grade-separated condition. The segment documented for this project is about 1800 feet long, of which approximately 175 feet will be lowered less than 2.5 feet; 125 feet will be lowered 2.5 to 4 feet, but will not run beneath the new roadway, and approximately 50 feet will be lowered approximately 4 feet under the new roadway. See the attached graphic and the reference to the "RFTA Underpass," which shows where the trail extends beneath the new roadway.

The segment of the path will still follow the alignment of the former railroad. No ROW acquisition is required from the resource and no permanent change in access will occur. During construction, the path will be detoured along the shoulder of SH 82, physically separated from the southbound lanes. Lowering

Mr. Nichols  
August 31, 2012  
Page | 2

the path will alter the visual characteristics by removing SH 82 from the field of vision, adding an overcrossing (new roadway) above the path, and the inclusion of retaining walls. Noise levels will likely decrease in this area due to the grade change, as the path would no longer be within the line-of-sight of SH 82. The changes to the elevation and grade of the path will not diminish the characteristics that make this former railroad and rail corridor significant. The railroad has already been altered by the removal of rail materials and modification for use as a trail and the proposed changes to the former grade only affect a short portion of the documented segment and overall railroad. The segment will continue to follow the alignment of the old railroad even with the changes to grade and elevation. For these reasons, CDOT has determined that the project results in *no adverse effect* to the overall railroad resource.

**Notification of Section 4(f) *De Minimis* Determination**

This project has been determined to have *no adverse effect* to the Denver & Rio Grande Western Railroad (5GF1661.3). Based on the findings outlined above, FHWA may make a *de minimis* finding for the Section 4(f) requirements for this property.

The Glenwood Springs Historic Preservation Commission (a certified local government) and the Frontier Historical Museum were provided copies of this correspondence.

We request your concurrence with the updated eligibility and effects determinations outlined above and also an acknowledgement of the *de minimis* notification. If you have questions or require additional information to complete your review, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258 or [lisa.schoch@dot.state.co.us](mailto:lisa.schoch@dot.state.co.us). Thank you in advance for your time and consideration.

Very truly yours,

  
for Jane Hann, Manager  
Environmental Programs

cc: Gretchen Ricehill, Glenwood Springs Historic Preservation Commission  
Cindy Hines, Frontier Historical Society



## HISTORY Colorado

September 14, 2012

Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, CO 80222

Re: Section 106 Determinations of Eligibility and Effects and Notification of Section 4(f) De Minimis, South Bridge Environmental Assessment, Garfield County. (CHS #51788)

Dear Ms. Hann,

Thank you for your additional information correspondence dated August 31, 2012 and received by our office on September 4, 2012 regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the provided information, we concur that segment 5GF.1661.3 retains integrity and supports the overall eligibility of 5GF.1661. We concur with the recommended finding of *no adverse effect* [36 CFR 800.5(b)] for resource 5GF.1661. We acknowledge that FHWA intends to make a *de minimis* determination in respect to the requirements of Section 4(f).

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

Edward C. Nichols  
State Historic Preservation Officer



## HISTORY *Colorado*

October 12, 2012

Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, CO 80222

Re: Section 106 Determinations of Eligibility and Effects and Notification of Section 4(f) De Minimis, South Bridge Environmental Assessment, Garfield County. (CHS #51788)

Dear Ms. Hann,

Thank you for your additional information correspondence dated and received by email by our office on October 12, 2012 regarding the consultation of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106).

After review of the additional information, we concur that resource 5GF.461 is currently listed on the National Register of Historic Places. After review of the scope of work and assessment of adverse effect, we concur with the recommended finding of *no adverse effect* [36 CFR 800.5(b)] under Section 106 for resource 5GF.461. We acknowledge that FHWA intends to make a *de minimis* determination in respect to the requirements of Section 4(f).

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

Edward C. Nichols  
State Historic Preservation Officer

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, Colorado 80222  
(303) 757-9281



February 7, 2013

Mr. Edward C. Nichols  
State Historic Preservation Officer  
History Colorado Center  
1200 Broadway  
Denver, CO 80203

**SUBJECT:** Additional Information and Section 4(f) Temporary Occupancy Request, South Bridge Environmental Assessment, Garfield County (CHS #51788)

Dear Mr. Nichols:

The Colorado Department of Transportation (CDOT) previously consulted with you in correspondence dated March 29, 2012 and again on August 31, 2012, regarding eligibility and effects determinations for the project referenced above, which involves transportation improvements in south Glenwood Springs. The City of Glenwood Springs and the Federal Highway Administration (FHWA), in coordination with Garfield County and CDOT, have identified the need for secondary access connecting residents, public uses, and businesses south of Glenwood Springs and west of the Roaring Fork River to State Highway 82.

In this submittal, we provide updated information about effects to the Manufacturing Facility/Cardiff Coke Ovens (5GF461) and the Denver & Rio Grande Western Railroad (5GF1661.3); we also request your review and concurrence with CDOT's application of temporary occupancy, which is an exception to Section 4(f) as outlined in 23 CFR 774.13(d) of the regulation.

### **Effects Determinations**

**Manufacturing Facility/Cardiff Coke Ovens (5GF461):** In our March 29, 2012 consultation, we indicated that effects determinations were based on conceptual engineering data and that more detailed design might require a reassessment of the determinations in the future. The following italicized text provides the effects determination excerpted from our March 2012 correspondence, followed by the new information:

*"The coke oven property is located just west of, and adjacent to, proposed right-of-way (ROW) for the improvements along Airport Road. Existing access to the coke ovens is via an unimproved dirt U-shaped road that is approximately 175 feet in length. This access would be improved with the inclusion of a parking bump-out along the western edge of the improved Airport Road. This bump-out would be in the same location as the existing access point and would include a sidewalk, increasing access for pedestrians and cyclists. Access during construction would be maintained to the greatest extent feasible. The Preferred Alternative would not require ROW acquisition from the parcels containing the coke ovens but will require a 5-foot by 500-foot or 2500 square foot temporary construction easement.*

*Although the boundary of the coke oven site is adjacent to Airport Road, the coke oven structures are located approximately 100 feet from the roadway. Existing noise generators include vehicle traffic and operation of the Glenwood Springs Municipal Airport, located 550 feet to the east. Increasing*

*traffic volumes associated with the Preferred Alternative are anticipated to increase noise levels by 10 decibels, from approximately 49 decibels to approximately 59 decibels. Although this increase is perceptible to the human ear and is considered significant in terms of CDOT's noise guidance, the change in noise levels is not adverse relative to the historic use and function of the coke ovens property. The coke ovens are historically an industrial site where work-related noise was a part of daily operations.*

*The widened road will change the visual character adjacent to the Coke Ovens, but roadway improvements are similar to the character of the existing Airport Road, except for the proposed sidewalks and landscaping. Prior to construction, the boundaries of the coke ovens site will be flagged and possibly monitored to ensure there are no construction impacts.*

*The effects described above will not destroy or alter the Cardiff Coke Ovens property and will not diminish the qualities that make this resource significant under Criterion A for association with industrial history in the lower Roaring Fork Valley, or under Criterion D for potential to yield information concerning the construction and operation of coke ovens. CDOT has determined that the Preferred Alternative results in no adverse effect to this property."*

#### New Information

The project design involves the installation of a retaining wall along the Airport Road ROW and adjacent to the northeast corner of the coke ovens property boundary. The proposed wall will be approximately 270 feet long and range from an average of 2.5 to 5.0 feet tall at its center point. While the retaining wall will introduce a new visual element along the Airport Road ROW and adjacent to the coke oven property boundary, the coke oven buildings are 100 feet from the roadway and the wall is outside the boundary, and access to the property will not change. The addition of the retaining wall along Airport Road will not diminish the qualities that make this resource significant under Criteria A and D. CDOT believes that the finding of *no adverse effect* as outlined in our March 29, 2012 correspondence remains valid. Please see the attached graphic for more information about the location of the proposed retaining wall in relation to the coke oven property.

**Denver & Rio Grande Western Railroad (5GF1661.3):** In our letter dated August 31, 2012, we provided the following description of effects to the railroad segment, which is a multi-use path.

*"The Preferred Alternative will lower the multi-use path (railroad segment) approximately 2.5 to 4 feet and place it beneath the new roadway so it crosses the new alignment in a grade-separated condition. The segment documented for this project is about 1800 feet long. Of this segment, approximately 175 feet of the path will be lowered less than 2.5 feet; 125 feet will be lowered 2.5 to 4 feet, but will not run beneath the new roadway, and approximately 50 feet will be lowered approximately 4 feet under the new roadway. See the attached graphic and the reference to the "RFTA Underpass", which shows where the path extends beneath the new roadway.*

*The segment of the path will still follow the alignment of the former railroad. No ROW acquisition is required from the resource and no permanent change in access will occur. During construction, the path will be detoured along the shoulder of SH 82, physically separated from the southbound lanes. Lowering the path will alter the visual characteristics by removing SH 82 from the field of vision, adding an overcrossing (new roadway) above the path, and the inclusion of retaining walls. Noise levels will likely decrease in this area due to the grade change, as the path would no longer be within the line-of-sight of SH 82. The changes to the elevation and grade of the path will not diminish the characteristics that make this former railroad and rail corridor significant. The railroad has already been altered by the removal of rail materials and modification for use as a path and the proposed changes to the former grade only affect a short portion of the documented segment and overall railroad. The segment will continue to*

*follow the alignment of the old railroad even with the changes to grade and elevation. For these reasons, CDOT has determined that the project results in no adverse effect."*

#### New Information

Since the August 2012 correspondence, CDOT has obtained information about the size of the temporary easement required for the work to lower the multi-use path: it will be 350 feet long and 50 feet wide for a total area of 17,500 square feet. In addition, CDOT has learned that the design will include the construction of a low retaining wall with a maximum height of 2'3" that will extend north and south along SH 82 from the SH 82/County Road 154 intersection. The wall, which will be installed in existing CDOT ROW, is being constructed to accommodate the slightly wider footprint of SH 82. Portions of the wall may be visible from the multi-use path (railroad segment), although due to the lower grade of the path and the mix of vegetation, the wall will be mostly obscured from the path's viewshed. The path will remain open during construction of the wall but a temporary easement will be needed for construction access and small equipment. The dimensions of the easement will be 5,400 square feet north of County Road 154 and 3,400 square feet south of County Road 154, for a total of 8,800 square feet. In addition, intersection improvements on existing CR 154, which bisects the railroad grade, would require a 5,000 square foot temporary construction easement. These improvements, which occur within the existing roadway, include repaving, restriping, and geometric changes to accommodate turning movements. All impacted areas would be restored to pre-construction condition. See the attached graphic of the wall location and the path for more information.

Although construction of the wall will require some temporary construction impacts within the Roaring Fork Transit Authority (RFTA) right-of-way, and the wall will introduce a new visual element near the path, these changes will not alter or diminish the qualities that make this rail corridor significant. CDOT has determined that its initial finding of *no adverse effect* is still applicable. There are three graphics related to the proposed work at SH 82 and CR 154, including a location map, an aerial photo showing the temporary easement locations, and a plan sheet of the walls.

#### Section 4(f) Temporary Occupancy

In our March 29, 2012 correspondence, we notified you that FHWA may make a Section 4(f) *de minimis* finding for the Manufacturing Facility/Cardiff Coke Ovens (5GF461), and in the August 31, 2012 correspondence, we indicated that FHWA may make an identical finding for the Denver & Rio Grande Western Railroad (5GF1661.3). However, we have since determined that the effects to these properties meet the five criteria for the temporary occupancy exception as outlined in 23 CFR 774.13(d). Criterion 5 of this exception requires documented agreement with the official with jurisdiction (SHPO) regarding the application of this exception. The five criteria for temporary occupancy are listed below; we request your agreement with these conditions:

#### **Criteria for Temporary Occupancy:**

- 1. Duration must be temporary, i.e., less than the time needed for construction of the project, and there should be no change in ownership of the land.**

**Manufacturing Facility/Cardiff Coke Ovens (5GF461):** There will be no change in ownership of the coke oven property. The only impact is a 2,500 square foot temporary easement that will be in use during construction. The easement will be in place for the duration of the project. This easement will allow access for construction personnel and small equipment. All disturbed areas will be restored to pre-construction condition.

**Denver & Rio Grande Railroad (5GF1661.3):** The project requires two temporary easements—one related to lowering the multi-use path, and another related to the installation of retaining walls along SH 82 at the SH 82/CR 154 intersection. There will be no change in ownership of the multi-use path (railroad segment). The only impact is a 17,500 square foot temporary easement for use during the lowering of the trail, and a 13,800 square foot construction easement within the RFTA ROW to build the retaining walls and intersection improvements at the SH 82/CR 154 intersection. The easements will be in place for the duration of the project.

- 2. Scope of the work must be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) property are minimal.**

**Manufacturing Facility/Cardiff Coke Ovens (5GF461):** The work related to the coke oven is minor and temporary in scope. The temporary easement associated with the property is required for construction; it would allow access for construction personnel and small equipment. All disturbed areas will be restored to pre-construction condition. The structures associated with the coke oven property will not be affected by the temporary access within the property boundary. Prior to construction, the boundary of the coke oven property will be flagged and possibly monitored to ensure there are no construction impacts.

**Denver & Rio Grande Railroad (5GF1661.3):** The project requires two temporary easements—one related to lowering the multi-use path, and another related to the installation of retaining walls along SH 82 and intersection improvements. The work related to the multi-use path (railroad segment) is minor and changes to the property are minimal. The temporary easement associated with this property is required for lowering the path grade and placing it in an underpass. The multi-use path will be lowered but it will remain on the same alignment as the historic railroad corridor.

The proposed retaining walls along SH 82 will result in a visual change near the multi-use path, but this is a minor change that will likely not be visible from the path. The intersection improvements all occur within the existing roadway.

- 3. There are no anticipated permanent adverse physical impacts, nor will there be interference with the protected activities, features, or attributes of the property, on either a temporary or permanent basis.**

**Manufacturing Facility/Cardiff Coke Ovens (5GF461):** The project requires a temporary easement within the historic property boundary to accommodate construction. As noted above, this easement will allow access for construction personnel and small equipment, and all disturbed areas will be restored to pre-construction condition. The historic coke oven property will not be directly affected by the temporary work within the boundary, and will not interfere with the function of, or attributes of the coke oven property, which is significant under Criterion A for association with industrial history in the lower Roaring Fork Valley, or under Criterion D for potential to yield information concerning the construction and operation of coke ovens.

**Denver & Rio Grande Railroad (5GF1661.3):** As discussed earlier, the project requires two temporary easements. The elevation and grade of the multi-use path will be altered when a portion of it is placed in an underpass, but this will not result in any adverse physical impacts to the historic railroad corridor and will not interfere with the protected activities, features or attributes of the property. With regard to the installation of the retaining walls, while there will be a new visual element near the multi-use path, these features have a low profile and will be partially obscured by vegetation and will not result in any adverse

physical impacts to the historic railroad corridor and will not interfere with the protected activities, features or attributes of the property. The intersection improvements all occur within the existing roadway.

- 4. The land being used must be fully restored, i.e., the property must be returned to a condition which is at least as good as that which existed prior to the project.**

**Manufacturing Facility/Cardiff Coke Ovens (5GF461):** See information presented under Criterion 3, above.

**Denver & Rio Grande Railroad (5GF1661.3):** See Criterion 3, above. In addition, the temporary construction easement for construction access and small equipment will have short term effects within the RFTA ROW but once the project is completed, the area of the temporary easement will be returned to a condition as good as that which existed previously within the RFTA ROW. The intersection improvements all occur within the existing roadway

- 5. There must be documented agreement of the official with jurisdiction over the Section 4(f) resource regarding the above conditions.**

**Manufacturing Facility/Cardiff Coke Ovens (5GF461):** Based on the information provided in our March 29, 2012 effects determination for the coke oven property as well as the information provided herein, we request your agreement that this project meets the conditions of temporary occupancy under 23 CFR 774.13(d) and that Section 4(f) does not apply.

**Denver & Rio Grande Railroad (5GF1661.3):** Based on the information provided in our August 31, 2012 effects determination for the railroad property and the updated information above, we request your agreement that this project meets the conditions of temporary occupancy under 23 CFR 774.13(d) and that Section 4(f) does not apply.

The updated Section 106 information has been forwarded to the consulting parties—the Glenwood Springs Historic Preservation Commission and the Frontier Historical Society—for review. We will inform you of any responses we receive from these parties.

We request your concurrence with the revised effects determinations outlined above and your written agreement with the criteria for the temporary occupancy exception. If you have questions or require additional information to complete your review, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258 or [lisa.schoch@state.co.us](mailto:lisa.schoch@state.co.us). Thank you in advance for your time and consideration.

Very truly yours,

  
for Jane Hann, Manager  
Environmental Programs Branch

Enclosures: SH82/CR154 Graphics (3)  
Coke Oven Retaining Wall Graphic (1)

cc: Mike Vanderhoof, CDOT Region 3  
Stephanie Gibson, FHWA

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, Colorado 80222  
(303) 757-9281



February 8, 2013

Ms. Cindy Hines  
Executive Director  
Frontier Historical Museum  
1001 Colorado Avenue  
Glenwood Springs, CO 81601

**SUBJECT:** Additional Information, South Bridge Environmental Assessment, Garfield County

Dear Ms. Hines:

The Colorado Department of Transportation (CDOT) previously consulted with you in correspondence dated April 4, 2012 and copied you on an August 31, 2012 response to the State Historic Preservation Officer (SHPO) regarding eligibility and effects determinations for the project referenced above, which involves transportation improvements in south Glenwood Springs. The City of Glenwood Springs and the Federal Highway Administration (FHWA), in coordination with Garfield County and CDOT, have identified the need for secondary access connecting residents, public uses, and businesses south of Glenwood Springs and west of the Roaring Fork River to State Highway 82.

In this submittal, we provide updated information about effects to the Manufacturing Facility/Cardiff Coke Ovens (5GF461) and the Denver & Rio Grande Western Railroad (5GF1661.3).

### **Effects Determinations**

**Manufacturing Facility/Cardiff Coke Ovens (5GF461):** In our March 29, 2012 consultation, we indicated that effects determinations were based on conceptual engineering data and that more detailed design might require a reassessment of the determinations in the future. The following italicized text provides the effects determination excerpted from our March 2012 correspondence, followed by the new information:

*“The coke oven property is located just west of, and adjacent to, proposed right-of-way (ROW) for the improvements along Airport Road. Existing access to the coke ovens is via an unimproved dirt U-shaped road that is approximately 175 feet in length. This access would be improved with the inclusion of a parking bump-out along the western edge of the improved Airport Road. This bump-out would be in the same location as the existing access point and would include a sidewalk, increasing access for pedestrians and cyclists. Access during construction would be maintained to the greatest extent feasible. The Preferred Alternative would not require ROW acquisition from the parcels containing the coke ovens but will require a 5-foot by 500-foot or 2500 square foot temporary construction easement.*

*Although the boundary of the coke oven site is adjacent to Airport Road, the coke oven structures are located approximately 100 feet from the roadway. Existing noise generators include vehicle traffic and operation of the Glenwood Springs Municipal Airport, located 550 feet to the east. Increasing*

*traffic volumes associated with the Preferred Alternative are anticipated to increase noise levels by 10 decibels, from approximately 49 decibels to approximately 59 decibels. Although this increase is perceptible to the human ear and is considered significant in terms of CDOT's noise guidance, the change in noise levels is not adverse relative to the historic use and function of the coke ovens property. The coke ovens are historically an industrial site where work-related noise was a part of daily operations.*

*The widened road will change the visual character adjacent to the Coke Ovens, but roadway improvements are similar to the character of the existing Airport Road, except for the proposed sidewalks and landscaping. Prior to construction, the boundaries of the coke ovens site will be flagged and possibly monitored to ensure there are no construction impacts.*

*The effects described above will not destroy or alter the Cardiff Coke Ovens property and will not diminish the qualities that make this resource significant under Criterion A for association with industrial history in the lower Roaring Fork Valley, or under Criterion D for potential to yield information concerning the construction and operation of coke ovens. CDOT has determined that the Preferred Alternative results in no adverse effect to this property."*

#### New Information

The project design involves the installation of a retaining wall along the Airport Road ROW and adjacent to the northeast corner of the coke ovens property boundary. The proposed wall will be approximately 270 feet long and range from an average of 2.5 to 5.0 feet tall at its center point. While the retaining wall will introduce a new visual element along the Airport Road ROW and adjacent to the coke oven property boundary, the coke oven buildings are 100 feet from the roadway and the wall is outside the boundary, and access to the property will not change. The addition of the retaining wall along Airport Road will not diminish the qualities that make this resource significant under Criteria A and D. CDOT believes that the finding of *no adverse effect* as outlined in our March 29, 2012 correspondence remains valid. Please see the attached graphic for more information about the location of the proposed retaining wall in relation to the coke oven property.

**Denver & Rio Grande Western Railroad (5GF1661.3):** In our letter dated August 31, 2012, we provided the following description of effects to the railroad segment, which is a multi-use path.

*"The Preferred Alternative will lower the multi-use path (railroad segment) approximately 2.5 to 4 feet and place it beneath the new roadway so it crosses the new alignment in a grade-separated condition. The segment documented for this project is about 1800 feet long. Of this segment, approximately 175 feet of the path will be lowered less than 2.5 feet; 125 feet will be lowered 2.5 to 4 feet, but will not run beneath the new roadway, and approximately 50 feet will be lowered approximately 4 feet under the new roadway. See the attached graphic and the reference to the "RFTA Underpass", which shows where the path extends beneath the new roadway.*

*The segment of the path will still follow the alignment of the former railroad. No ROW acquisition is required from the resource and no permanent change in access will occur. During construction, the path will be detoured along the shoulder of SH 82, physically separated from the southbound lanes. Lowering the path will alter the visual characteristics by removing SH 82 from the field of vision, adding an overcrossing (new roadway) above the path, and the inclusion of retaining walls. Noise levels will likely decrease in this area due to the grade change, as the path would no longer be within the line-of-sight of SH 82. The changes to the elevation and grade of the path will not diminish the characteristics that make this former railroad and rail corridor significant. The railroad has already been altered by the removal of rail materials and modification for use as a path and the proposed changes to the former grade only affect a short portion of the documented segment and overall railroad. The segment will continue to*

*follow the alignment of the old railroad even with the changes to grade and elevation. For these reasons, CDOT has determined that the project results in no adverse effect."*

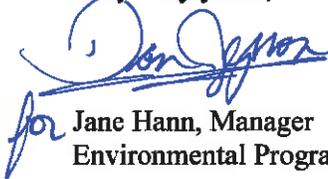
#### New Information

Since the August 2012 correspondence, CDOT has obtained information about the size of the temporary easement required for the work to lower the multi-use path: it will be 350 feet long and 50 feet wide for a total area of 17,500 square feet. In addition, CDOT has learned that the design will include the construction of a low retaining wall with a maximum height of 2'3" that will extend north and south along SH 82 from the SH 82/County Road 154 intersection. The wall, which will be installed in existing CDOT ROW, is being constructed to accommodate the slightly wider footprint of SH 82. Portions of the wall may be visible from the multi-use path (railroad segment), although due to the lower grade of the path and the mix of vegetation, the wall will be mostly obscured from the path's viewshed. The path will remain open during construction of the wall but a temporary easement will be needed for construction access and small equipment. The dimensions of the easement will be 5,400 square feet north of County Road 154 and 3,400 square feet south of County Road 154, for a total of 8,800 square feet. In addition, intersection improvements on existing CR 154, which bisects the railroad grade, would require a 5,000 square foot temporary construction easement. These improvements, which occur within the existing roadway, include repaving, restriping, and geometric changes to accommodate turning movements. All impacted areas would be restored to pre-construction condition. See the attached graphic of the wall location and the path for more information.

Although construction of the wall will require some temporary construction impacts within the Roaring Fork Transit Authority (RFTA) right-of-way, and the wall will introduce a new visual element near the path, these changes will not alter or diminish the qualities that make this rail corridor significant. CDOT has determined that its initial finding of *no adverse effect* is still applicable. There are three graphics related to the proposed work at SH 82 and CR 154, including a location map, an aerial photo showing the temporary easement locations, and a plan sheet of the walls.

As a Section 106 consulting party for this project, we welcome your comments on the updated information outlined above. Should you choose to comment, we request that you do so within 30 days of receipt of these materials. If we don't receive a response from you in that time frame we will assume that you do not plan to comment. If you have questions or require additional information to complete your review, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258 or [lisa.schoch@state.co.us](mailto:lisa.schoch@state.co.us). Thank you in advance for your time and consideration.

Very truly yours,



for Jane Hann, Manager  
Environmental Programs Branch

Enclosures: SH82/CR154 Graphics (3)  
Coke Oven Retaining Wall Graphic (1)

cc: Mike Vanderhoof, CDOT Region 3  
Stephanie Gibson, FHWA

# STATE OF COLORADO

## DEPARTMENT OF TRANSPORTATION

Environmental Programs Branch  
4201 East Arkansas Avenue  
Shumate Building  
Denver, Colorado 80222  
(303) 757-9281



February 8, 2013

Ms. Gretchen E. Ricehill  
City of Glenwood Springs  
Community Development Dept.  
101 W. 8<sup>th</sup> Street  
Glenwood Springs, CO 81601

**SUBJECT:** Additional Information, South Bridge Environmental Assessment, Garfield County

Dear Ms. Ricehill:

The Colorado Department of Transportation (CDOT) previously consulted with you in correspondence dated April 4, 2012 and copied you on an August 31, 2012 response to the State Historic Preservation Officer (SHPO) regarding eligibility and effects determinations for the project referenced above, which involves transportation improvements in south Glenwood Springs. The City of Glenwood Springs and the Federal Highway Administration (FHWA), in coordination with Garfield County and CDOT, have identified the need for secondary access connecting residents, public uses, and businesses south of Glenwood Springs and west of the Roaring Fork River to State Highway 82.

In this submittal, we provide updated information about effects to the Manufacturing Facility/Cardiff Coke Ovens (5GF461) and the Denver & Rio Grande Western Railroad (5GF1661.3).

### **Effects Determinations**

**Manufacturing Facility/Cardiff Coke Ovens (5GF461):** In our March 29, 2012 consultation, we indicated that effects determinations were based on conceptual engineering data and that more detailed design might require a reassessment of the determinations in the future. The following italicized text provides the effects determination excerpted from our March 2012 correspondence, followed by the new information:

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*Although the boundary of the coke oven site is adjacent to Airport Road, the coke oven structures are located approximately 100 feet from the roadway. Existing noise generators include vehicle traffic and operation of the Glenwood Springs Municipal Airport, located 550 feet to the east. Increasing*

*traffic volumes associated with the Preferred Alternative are anticipated to increase noise levels by 10 decibels, from approximately 49 decibels to approximately 59 decibels. Although this increase is perceptible to the human ear and is considered significant in terms of CDOT's noise guidance, the change in noise levels is not adverse relative to the historic use and function of the coke ovens property. The coke ovens are historically an industrial site where work-related noise was a part of daily operations.*

*The widened road will change the visual character adjacent to the Coke Ovens, but roadway improvements are similar to the character of the existing Airport Road, except for the proposed sidewalks and landscaping. Prior to construction, the boundaries of the coke ovens site will be flagged and possibly monitored to ensure there are no construction impacts.*

*The effects described above will not destroy or alter the Cardiff Coke Ovens property and will not diminish the qualities that make this resource significant under Criterion A for association with industrial history in the lower Roaring Fork Valley, or under Criterion D for potential to yield information concerning the construction and operation of coke ovens. CDOT has determined that the Preferred Alternative results in no adverse effect to this property."*

#### New Information

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**Denver & Rio Grande Western Railroad (5GF1661.3):** In our letter dated August 31, 2012, we provided the following description of effects to the railroad segment, which is a multi-use path.

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*follow the alignment of the old railroad even with the changes to grade and elevation. For these reasons, CDOT has determined that the project results in no adverse effect."*

#### New Information

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As a Section 106 consulting party for this project, we welcome your comments on the updated information outlined above. Should you choose to comment, we request that you do so within 30 days of receipt of these materials. If we don't receive a response from you in that time frame we will assume that you do not plan to comment. If you have questions or require additional information to complete your review, please contact CDOT Senior Staff Historian Lisa Schoch at (303) 512-4258 or [lisa.schoch@state.co.us](mailto:lisa.schoch@state.co.us). Thank you in advance for your time and consideration.

Very truly yours,



for Jane Hann, Manager  
Environmental Programs Branch

Enclosures: SH82/CR154 Graphics (3)  
Coke Oven Retaining Wall Graphic (1)

cc: Mike Vanderhoof, CDOT Region 3  
Stephanie Gibson, FHWA



February 14, 2013

Jane Hann  
Manager, Environmental Programs Branch  
Colorado Department of Transportation  
Environmental Programs Branch  
4201 East Arkansas Avenue  
Denver, CO 80222

Re: Additional Information and Section 4(f) Temporary Occupancy Request, South Bridge  
Environmental Assessment, Garfield County. (CHS #51788)

Dear Ms. Hann:

Thank you for your correspondence dated February 7, 2013 and received by our office on February 11, 2013 regarding the review of the above-mentioned project under Section 106 of the National Historic Preservation Act (Section 106). After review of the additional information, we agree that the project meets the conditions of temporary occupancy under 23 CFR 774.13(d) and that Section 4(f) does not apply.

If unidentified archaeological resources are discovered during construction, work must be interrupted until the resources have been evaluated in terms of the National Register criteria, 36 CFR 60.4, in consultation with this office.

We request being involved in the consultation process with the local government, which as stipulated in 36 CFR 800.3 is required to be notified of the undertaking, and with other consulting parties. Additional information provided by the local government or consulting parties might cause our office to re-evaluate our eligibility and potential effect findings.

Please note that our compliance letter does not end the 30-day review period provided to other consulting parties. If we may be of further assistance, please contact Amy Pallante, our Section 106 Compliance Manager, at (303) 866-4678.

Sincerely,

A handwritten signature in blue ink, appearing to read "E. Nichols".

Edward C. Nichols  
State Historic Preservation Officer

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## **Project Working Group Meeting Minutes**



## Meeting Minutes

**Project:** South Bridge Environmental Assessment

**Purpose:** Kick-Off Meeting

**Date Held:** December 14, 2007

**Location:** Glenwood Springs City Hall Council Chambers

### Attendees:

**City of Glenwood Springs:** Jeff Hecksel, Mike McDill, Andrew McGregor, Robin Millyard  
**Newland Project Resources:** Tom Newland  
**Garfield County:** Jeff Nelson  
**FHWA:** Shaun Cutting (via phone)  
**CDOT:** Joe Elsen, Pete Mertes, Devin Drayton, Tammy Smith (via phone), Casey Peter (via phone)  
**C&B:** Jay Brasher, Craig Gaskill, Wendy Wallach, Shonna Sam

**Copies:** Attendees, Distribution List, File

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### SUMMARY OF DISCUSSION:

#### 1. Introduction

- a. Craig welcomed attendees and facilitated introductions. Craig, Jay, Tom, Wendy, and Shonna make up the Core Consultant Team with support from subconsultants.
- b. Key agencies include: FHWA, CDOT, City of Glenwood Springs, Garfield County, EPA, the Roaring Fork Transit Authority (RFTA) and others.

#### 2. Project History

- a. Mike provided a summary of the project. The project evolved from the 2002 Coal Seam Fire which threatened south Glenwood. An evacuation of Three Mile and Four Mile areas was ordered, and the evacuation process was difficult, and resulted in congestion on the Sunlight Bridge area. Had the fire reached the community, emergency response would have been difficult since there is only one access point to the south Glenwood community. Following the fire the City of Glenwood Springs re-evaluated emergency service access needs. This process eventually resulted in the

city obtaining a federal earmark to construct a second access to south Glenwood. Some studies of the area had been done prior to and since the Coal Seam Fire, they mostly addressed traffic volumes and distributions, not the need for adequate access.

There is some perception that the project intends to address traffic and congestion. The community may look at it as a bypass.

The project has the potential to improve access issues for SH 82.

### 3. Project Scope

- a. **Environmental:** Wendy described the environmental process. The first step will be data collection and agency scoping. Once alternatives are developed we will evaluate environmental impacts. A big portion of the environmental process will be document preparation and review.
- b. **Preliminary Design:** Preliminary design will begin once the preferred alternative is defined. One of the results of preliminary design is to develop an ownership map and identify right-of-way needs for the preferred alternative.
- c. **Public Involvement:** Tom described public involvement efforts. He anticipates being the local presence for the project. Tom's role will be to identify stakeholders, engage the public, and facilitate the EA process. Tom will work with the project team to develop and implement a Public Involvement Program (PIP) for the project. He envisions a flexible and iterative public process.

### 4. Action Plan

- a. The purpose of the Project Working Group (PWG) is to develop the purpose and need, define and screen alternatives, and keep the project moving.
- b. The Project Management Group (PMG) serves as the decision-makers. They will offer guidance when the PWG encounters policy issues or needs guidance. Typically issues can be resolved within the PWG.
- c. Craig suggested meeting with the PMG (and possibly the City Council) once alternatives have been screened to receive higher level agreement with screening results and get a decision on the PWGs recommendations for the preferred alternative.

- d. Revisions/input to project groups:

#### Project Working Group

- Replace Jim Nall with Zane Zanamenacek (CDOT Traffic Engineer)
- Casey Peter will be involved as needed, but will not serve on the PWG
- Add Robin Millyard for the City of Glenwood Springs

#### Project Management Group

- FHWA – Eva LaDow will be replaced with Shaun Cutting

- Add RFTA – Dan Blankenship will represent this group
- Resource Group
- Add Frontier Historical Society
  - Add US Forest Service (USFS)
  - Add Federal Railroad Association (FRA)
- e. Public involvement/identification of potential stakeholders, brainstormed by the PWG.
- Steve Shute – Glenwood Airport Commission
  - Property owners (Greg Rippy, Carter Jackson, Midland area, access affected)
  - Sunlight Ski Area Development
  - Holy Cross Electric
  - Homeowner associations in the area
  - City of Glenwood Springs – Parks and Recreation
  - Terry Claussen – Buffalo Valley Restaurant (north of Holy Cross Electric)
  - Aspen Valley Land Trust (AVLT)
  - Emergency Services (GSRFD, C&RFD, GWFD)
  - Fred Englehart
  - Source Gas
  - Trout Unlimited
  - Rocky Mountain Elk Foundation
  - Roaring Fork School District
  - CDOT Aeronotics Division (possibly invite to CDOT scoping meeting)
  - New Century Group
  - CDOT transit (Tom Mauser or John Valero)
  - Sierra Club
  - Other Environmental Groups
  - Citizen Transportation Advisory Committee
  - Roaring Fork Conservancy (RFC)
  - Glenwood Springs River Commission
  - Glenwood Springs Chamber of Commerce

## 5. Project Protocols

- a. Point persons for this project will be Eva LaDow (FHWA) and Pete Mertes (CDOT)
- b. Official correspondence should go from Glenwood Springs to CDOT to FHWA. Examples – logical termini/area of potential affect.
- c. Unofficial correspondence can go to FHWA along with everyone else. Example – meeting minutes.

- d. We need to be careful of letterhead and logos. FHWA is the lead agency, so we will want to check with them for direction. Example—scoping invitations and meeting materials.
- e. QA/QC: everything that goes out to the public/agencies goes through an internal review process by the consultant.

## 6. Project Schedule

- a. The schedule assumes the desired state for review cycles. This results in a 23 month process.
- b. Craig asked that the PWG review the calendar and provide feedback within the next week. CDOT will review detailed schedule before it goes to FHWA.
- c. Appointments for upcoming PWG meetings will be sent out from Jacobs Carter Burgess through outlook.

## 7. Project Need

- a. To provide local and emergency access to the south Glenwood area. Emergency access and connectivity to south Glenwood area and Four Mile corridor should be elements of the purpose and need.
- b. Project can also have goals or benefits we would like to see result from the project; these are different from the Purpose and Need.
- c. Is congestion driving the process or is it a goal to alleviate congestion? The needs will drive the alternatives. If congestion at Sunlight Bridge is considered as part of a need, we will have to evaluate alternatives at Sunlight Bridge (e.g. bridge replacements).
- d. FHWA will be expecting us to define logical termini for the project. Defining the area in need of access will be important. South Glenwood is considered anything south of Cardiff Bridge and everything up to Four Mile Road. Tammie requests that a draft purpose and need statement and logical termini be reviewed by FHWA prior to the scoping meetings.
- e. Another goal for the project should be to provide an alternative route for south Glenwood (in the event main road is closed). Or is this the actual Purpose and/or Need?
- f. Access should be defined in terms of airport area, SH 82, Four Mile Corridor.
- g. Logical termini should be Four Mile Road. Four Mile Road should be included in the fatal flaw analysis.

## 8. Issues

- a. Rockfall/avalanche area north of Cardiff Glen. This issue should be woven into the purpose and need as a supporting element for access.

- b. Airport project will evaluate alternatives that involve closing the airport. Mike noted that the public should clearly understand the cost of closing the airport. May cost more to close it than to avoid it.
- c. Potential 4(f) Properties include the rodeo arena and coke ovens. The airport will not be a 4(f) issue.
- d. The planning horizon will be 2035 to be consistent with CDOT's most current transportation plan.

**ACTION ITEMS:**

**Project Working Group**

**Due Date**

- 1. PWG will review the calendar and email comments to Craig.

December 21, 2007

**Jacobs Carter Burgess**

**Due Date**

- 1. Project Team will develop draft purpose and need statement and logical termini and provide for review prior to PWG #2.

January 7, 2008

**CDOT Region 3**

**Due Date**

- 1. CDOT will review the detailed schedule and email comments to Craig.

January 4, 2008

**City of Glenwood Springs**

**Due Date**

- 1. Mike will provide the project team with the latest version of the corridor optimization study.

December 21, 2007

**Newland Project Resources**

**Due Date**

- 1. Tom will prepare a list of stakeholders (based on input from today's meeting) for review at the next PWG.

January 10, 2008

**Meeting Minutes— City of Glenwood Springs—South Bridge EA—Kick Off Meeting**

December 14, 2007

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**Distribution List:**

City of Glenwood Springs	Jeff Hecksel, Mike McDill, Andrew McGregor, Robin Millyard
Garfield County	Jeff Nelson
CDOT	Joe Elsen, Pete Mertes, Jim Nall, Casey Peter, Tammie Smith, Zane Znamenacek
FHWA	Shaun Cutting, Eva LaDow
RFTA	Dan Blankenship, Kristin Kenyon
Jacobs Carter Burgess	Velvet Ardelt, Jay Brasher , Craig Gaskill, Scott Jones, Shonna Sam, Wendy Wallach
Newland Resources	Tom Newland

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**Kick-off Meeting**  
**January 22, 2008, 9:00 am to 11:00 am**  
**Glenwood Springs City Hall Council Chambers**

	<b>JACOBS CARTER BURGESS</b>	<b>PHONE</b>	<b>FAX</b>	<b>E-MAIL</b>
✓	Craig Gaskill, Transportation Manager	303-820-4874 303-910-6670 (cell)	303-820-2402	Craig.Gaskill@c-b.com
	Jay Brasher, Project Manager	303-820-5254 303-550-9249 (cell)	720-359-3090	Jay.Brasher@c-b.com
✓	Wendy Wallach, Environmental Manager	303-820-4807	303-820-2402	Wendy.Wallach@c-b.com
	Shonna Sam, Environmental	303-223-5831	303-820-2402	Shonna.Sam@c-b.com
	<i>Scott Jones, Transportation</i>	<i>3/223-5886</i>	<i>11 11</i>	<i>Scott.Jones2@c-b.com</i>
	<b>City of Glenwood Springs</b>	<b>PHONE</b>	<b>FAX</b>	<b>E-MAIL</b>
✓	Mike McDill, P.E., City Engineer	970-384-6413	970-945-8582	mgmcdill@ci.glenwood-springs.co.us
✓	Andrew McGregor	970-945-2575	970-945-8582	andrewm@ci.glenwood-springs.co.us
✓	Robin Millyard	970-384-6400		robinm@ci.glenwood-springs.co.us
	Jeff Hecksel	970-384-6408		jahecksel@ci.glenwood-springs.co.us
	<b>Garfield County</b>	<b>PHONE</b>	<b>FAX</b>	<b>E-MAIL</b>
✓	Jeff Nelson, Assistant County Engineer	920-625-0973 ext. <del>0973</del> <b>4002</b>	920-625-0908	JNelson@garfield-county.com
	<b>CDOT</b>	<b>PHONE</b>	<b>FAX</b>	<b>E-MAIL</b>
✓	<i>Zone Znamena, cody</i> Jim Nall, Region Traffic Engineer	970-248-7213		Jim.Nall@dot.state.co.us
	Tammie Smith, Planning/Environmental Manager	970-683-6251	970-683-6227	Tammie.Smith@dot.state.co.us

# South Bridge

Kick-off Meeting

December 14, 2007, 9:00 am to 11:00 am

Glenwood Springs City Hall Council Chambers

	<b>Federal Highway Administration</b>	<b>PHONE</b>	<b>FAX</b>	<b>E-MAIL</b>
<i>by conf.</i>	Eva LaDow, Operations Engineer	720-963-3011	720-963-3001	eva.ladow@fhwa.dot.gov
	Shaun Cutting			shaun.cutting@fhwa.dot.gov
	<b>Newland Project Resources</b>	<b>PHONE</b>	<b>FAX</b>	<b>E-MAIL</b>
✓	Tom Newland	970-927-4645	970-927-0196	TomN@sopris.net
	<b>Roaring Fork Transit Authority</b>	<b>PHONE</b>	<b>FAX</b>	<b>E-MAIL</b>
	Kristin Kenyon	970-920-1905 ext. 4979		kkenyon@rfta.com
✓	<i>Jason</i>			

# Glenwood Springs South Bridge EA

Project Team Coordination Organization/Action Plan  
Revised 01/22/2008

Who	Roles/Responsibilities	Meeting Frequency	Input Gathering Aids
<b>Process Management Group</b>			
<ul style="list-style-type: none"> <li><b>City of Glenwood Springs:</b> Jeff Hecksel</li> <li><b>Garfield County:</b> Ed Green</li> <li><b>CDOT Region 3:</b> Joe Eisen</li> <li><b>FHWA:</b> Shaun Cutting</li> <li><b>RFTA:</b> Dan Blankenship</li> <li><b>Jacobs Carter Burgess:</b> Craig Gaskill</li> </ul>	<ul style="list-style-type: none"> <li>Negotiation interagency agreements</li> <li>Commit staff</li> <li>Resolve issues</li> <li>Assure concurrence is received when appropriate</li> <li>Assure input being provided in a timely manner as needed</li> <li>Confirm process is proceeding on track</li> <li>Evaluate Recommendations</li> </ul>	<ul style="list-style-type: none"> <li>Monthly or as needed</li> </ul>	<ul style="list-style-type: none"> <li>Follow-up correspondence</li> </ul>
<b>Project Working Group</b>			
<ul style="list-style-type: none"> <li><b>City of Glenwood Springs:</b> Mike McDill, Andrew McGregor, Robin Millyard</li> <li><b>Garfield County:</b> Jeff Nelson</li> <li><b>CDOT Staff:</b> Tammie Smith, Pete Mertes, Joe Eisen (as needed), Zane Zhamenacek</li> <li><b>FHWA:</b> Eva LaDow</li> <li><b>RFTA:</b> Kristin Kenyon</li> <li><b>Jacobs Carter Burgess:</b> Craig Gaskill, Jay Brasher, Wendy Wallach, other technical experts as required</li> <li><b>Newland Resources:</b> Tom Newland</li> </ul>	<ul style="list-style-type: none"> <li>Execute process</li> <li>Perform technical tasks</li> <li>Environmental analysis</li> <li>Transportation planning analysis</li> <li>Design engineering</li> <li>Develop recommendations</li> <li>Provide required input at appropriate times</li> <li>Document concurrence when achieved</li> </ul>	<ul style="list-style-type: none"> <li><b>Town, County, CDOT, and Consultant:</b> Every three to six weeks or as needed</li> <li><b>City, County, and Consultant:</b> As needed in addition to above</li> <li><b>With Resource Group:</b> As needed for process</li> </ul>	<ul style="list-style-type: none"> <li>Meeting notes</li> <li>Follow-up correspondence</li> </ul>
<b>Resource Group</b>			
<ul style="list-style-type: none"> <li>EPA</li> <li>USACE</li> <li>USFWS</li> <li>CDOW</li> <li>SHPO</li> <li>PUC</li> <li>CDPHE</li> </ul>	<ul style="list-style-type: none"> <li>Provide necessary input as appropriate</li> <li>Provide environmental clearances</li> </ul>	<ul style="list-style-type: none"> <li><b>With Project Working:</b> As needed for process</li> <li><b>Scoping</b></li> </ul>	<ul style="list-style-type: none"> <li>Meeting notes</li> <li>Follow-up correspondence</li> </ul>
<b>Public Involvement</b>			
<ul style="list-style-type: none"> <li><b>Citizen Advisory Group (CAG)</b></li> <li>General public</li> <li>Business groups</li> <li>Neighborhood groups</li> <li>Special interest groups</li> </ul>	<ul style="list-style-type: none"> <li>Provide input</li> <li>Raise issues</li> <li>Citizen Advisory Group: <ul style="list-style-type: none"> <li>- Develop recommendations</li> <li>- Provide required input at appropriate times</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Two or three public meetings</li> <li>One public hearing offered for the EA</li> <li>Small group meetings, as needed</li> <li>One-on-one meetings, as appropriate</li> <li>Citizen Advisory Group consistent with PWG process</li> </ul>	<ul style="list-style-type: none"> <li>Website</li> <li>Newsletters</li> <li>Media releases</li> <li>Public meetings</li> <li>Public hearing</li> <li>Other appropriate public involvement tools</li> <li>Court Recorder</li> <li>CAG meetings</li> </ul>

## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA  
**Purpose:** PWG Meeting #3  
**Date Held:** February 8, 2008  
**Location:** Glenwood Springs City Hall Council Chambers (Glenwood Springs)

**Attendees:**

**City of Glenwood Springs:** Mike McDill  
**FHWA:** Eva LaDow (via conference call)  
**CDOT:** Tammie Smith (via conference call), Pete Mertes  
**RFTA:** Michael Hermes  
**Newland Project Resources:** Tom Newland  
**Jacobs Carter Burgess:** Craig Gaskill, Jay Brasher, Wendy Wallach,  
Shonna Sam, Scott Jones

**Copies:** Attendees, Distribution List, File

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**SUMMARY OF DISCUSSION:**

**1. Introduction**

- a. Craig started the meeting and announced that there is an updated meeting and milestone calendar (see attached).
- b. Jay brought up the fact that the meeting for the Corridor Optimization Plan is on the 27<sup>th</sup> and we have a CAG planned for that night. We may want to move our CAG meeting to the 28<sup>th</sup> and move our PWG meeting to the 29<sup>th</sup>. The meeting on the 29<sup>th</sup> would be from 9-12. Moving the PWG meeting was agreed to. The CAG proposed change will be discussed with the CAG.
- c. Scott gave a brief update on transportation planning. They are starting to collect information on traffic counts. Scott asked if information was available from the City.
- d. Scott said we want to collect trail maps and street maps. We will check with the City GIS mapping department.
- e. Wendy gave a brief update on environmental activities:
  - ▶ Documenting existing conditions
  - ▶ Finalizing scopes with subconsultants
  - ▶ Preparing for scoping meetings

- f. Tom gave a brief update on public involvement:
  - ▶ Future public meetings should be advertised in the Monday and Wednesday paper before the meeting instead of the Sunday paper.

## 2. Public Scoping Meeting Debrief

- a. Tom gave a debriefing of the public scoping meeting. He handed out a summary of comments he compiled. Sixty-nine people attended the meeting on February 7th. A sampling of the comments included:
  - ▶ Why not combine studies.
  - ▶ Worried about impact on Roaring Fork, alternatives to be considered (Prehm Ranch, Dry Park Road, Southglen crossing).
  - ▶ Dry Park is not a hard surface or good when wet, but lots of people would like to look at Dry Park and improving bridge in Carbondale.
  - ▶ Suggestion for use off Westbank road.
  - ▶ Lots of people concerned about a bypass.
  - ▶ Some people want the project now, Tom explained the process. Opposition from some neighborhoods.
- b. Craig noted this is consistent with what he heard last night at the meeting. Craig said this feedback will tie into purpose and need.
- c. Craig felt there were still a lot of people who thought this project was an alternate route project. Craig suggested clearing up this confusion by creating a newsletter that clearly defines project and how it differs/relates from other studies. It would be mailed out to the same distribution that we mailed the postcard. Mike thinks we should also do a display ad in the newspaper.
- d. Craig and Tom will develop a draft newsletter and distribution plan.
- e. Tom said someone brought up the fact that we are missing some of the studies from the study summary graphic. Tom will try and track these down.

## 3. Summary of Other Meeting

- a. Wendy discussed the other scoping meetings. Scoping meetings have been held with CDOT EPB, CDOT Region 3, and Resource Agencies.
  - ▶ **CDOT EPB:** This meeting was well attended. Concerns raised by EPB staff include the potential for induced growth. We will work with Andrew McGregor to determine the extent of the Urban Growth Boundary. EPB would like to see an evaluation of 4(f) properties done upfront, to facilitate the avoidance alternatives analysis. Mike suggested mapping 4(f) properties prior to alternatives development. EPB staff indicated that the Rodeo grounds and Jackson Ranch could qualify as 4(f). EPB suggested removing local access from the project needs. We did this, but will be putting it back in based on comments received from the public and FHWA.

- ▶ **CDOT Region 3:** This was a productive meeting. Region 3 suggested coordinating with utility companies to get a better understanding of their concerns and needs. The design engineers asked the project team to be sure we use the right geodesic data during design. They also asked for a review of the conceptual design.
  - ▶ **Resource Agencies:** This meeting covered several issues:
    - FHWA suggested evaluating wetlands and wildlife for cumulative effects. FHWA also suggested doing 4(f) avoidance efforts upfront. FHWA was concerned about the timing of design. Jay is going to revise the schedule to clarify the design process. The Glenwood Springs Historical Society identified additional historic properties in the project area.
    - CDOT Aviation indicated that there are many advocates in the aviation community that would become active in the project if airport closure is considered.
    - CDOW flagged threatened and endangered species and migratory birds as key issues. The Ute Ladies Tresses has been identified near the study area. We will be conducting a rare plant survey. They noted that Elk winter on the steep hills rather than the valley floor. CDOW requested bear-proof dumpsters during construction. They would like to see a bridge design without piers in the river and one that discourages use by pigeons. CDOW would also like us to consider Townsends big-eared bats, the River Otter and the Lynx.
    - City of Glenwood Springs Parks and Recreation: A private developer has approached the city with a concept for athletic fields at the existing Rodeo grounds. Although plans are not concrete, we will evaluate whether this would qualify as 4(f).
    - Roaring Fork River Commission: This commission wants protection for existing trails and does not want to see piers in the river.
- b. CAG Meeting #1:
- ▶ Tom talked about the first CAG meeting; 26 members were present. The project team explained the NEPA process from the ground up. The group requested lots of information including the specific earmark language. They also wanted to know about the scope of work and all of the previous studies. The purpose and need was discussed, and inclusion of bypass in goals. Concerns about keeping the integrity of the neighborhoods intact. There was a lot of discussion regarding local and emergency access.

A question was raised about induced growth. The CAG wants to be pro-active versus reactive. The project team has changed the schedule to better accommodate the CAG as a pro-active resource.

#### 4. Alternative Development Process

##### a. Purpose and Need update:

- ▶ Craig reviewed the alternatives development process. Two needs were originally identified, emergency access and local access. Some folks were concerned that local access would precipitate discussion about induced growth. EPB suggested we take out the local access need. FHWA said if the purpose and need talks about only emergency access, you may end up having only gated access for emergencies. Craig asked if gated access only is the preferred alternative, would this be a successful outcome of the project. The answer was probably not. As a result the project team thinks local access should be a need for the process. This may be more difficult to get through NEPA process but should result in a better solution for a purpose and need, and a better project.
- ▶ Mike originally had concerns regarding adding local access to purpose and need relative to induced growth but really doesn't think new development opportunities would occur as a result of the bridge, these opportunities already exist. Mike concurs with adding local access into the purpose and need, because a costly bridge that didn't provide secondary access would not be a worthwhile investment for the City.
- ▶ Tammie agreed with Mike's opinion on adding local access as a need.
- ▶ Tom brought up that the South Bridge could relieve the congestion in the 27<sup>th</sup> Street and Midland areas. Mike also talked about relieving congestion at 27<sup>th</sup> Street, our project would help but it will not solve it. Tammie noted that a Four Mile resident was concerned about congestion and 27<sup>th</sup> Street and Midland.
- ▶ Craig summarized the PWG consensus to include local access as a project need.
- ▶ Craig suggested to also address the modified Purpose and Need in the newsletter. Tom said we could also consider a similar newspaper insert. Craig presented the previous local access need as presented at EPB. The project team will use that one and modify as appropriate.
- ▶ Tammie said Stephanie wanted to add the earmark to the purpose statement for the project. We have a need to satisfy the earmark or somehow connote it exists. Eva said we went through a planning process which brought us here and identified this as a priority.
- ▶ Eva and Tammie both identified the earmark needs to be included; this issue is coming up on a number of projects.
- ▶ Craig suggested that if we include the earmark, we could be required to look at South Bridge alternatives exclusively. If we select an alternative that identifies a solution without a bridge, the earmark could not be used. However, we have a broad earmark so it could be easy to satisfy.
- ▶ Craig asked Eva if we have to include earmark in Purpose and Need. Eva feels that including it is the best way, she does not know if it is ONLY way. If the project team can think of a different way to make it clear why we are doing a

bridge, FHWA will review it again. Craig will review and identify if there are other options on this.

- ▶ Craig explained the difference between project purpose and project needs. The purpose is generally a summary of the needs. Mike suggested being compliant with local and regional plans and federal earmark as a need.
- ▶ The team will look at the best way to incorporate the earmark and the planning process in the purpose and needs, and goals.

**b. Goals Update:**

- ▶ There have been no changes to goals since the last meeting.

**c. MOE Update:**

- ▶ Craig reviewed measures of effectiveness (MOE's). The project team will send revised MOE's to CDOT Region 3 and FHWA.
- ▶ Scott started to cover the Level 1 screening criteria (attached). Tom asked about Criteria # 6 regarding the No-Action. Craig explained that the No-Action includes committed improvements.
- ▶ Jeff asked if closing the airport is a fatal flaw, Craig answered "no". We will most likely address this in comparative analysis but could potentially be carried through all of the alternatives screening.
- ▶ Mike asked how many alternatives will be carried into the EA. It depends on the project. Mike asked if it was conceivable that we carry two alternatives into the EA, one with an airport, one without. Craig said yes.
- ▶ Jay emphasized we cannot predetermine the number of alternatives going into the EA.
- ▶ Craig asked if there were any additional questions about fatal flaw screening, then Scott handed out Level 2 MOE's (attached) and briefly summarized them. We are now going to add measures relative to the new local access need. The PWG will need to give us comments on the revised MOE's. Craig asked the team to consider if there is something else we should be asking to help differentiate the alternatives. No additional MOE's were identified.

**d. Initial Alternatives:** Craig discussed initial alternatives: Dry Park Road, Prehm Ranch Road, improvements to 27<sup>th</sup> Street Bridge, improved Cardiff Bridge and previous alternatives from 2002 study. Also included is the 1996 study with alternatives including a Four Mile Creek alternative.

- ▶ Jeff showed a forest service road from Carbondale that connects to Four Mile. There is also an informal road that comes into Freeman Gulch that goes past the Cattleman association cabin and you can see the cut from Sunlight, it connects to Jerome Park and Spring Gulch, it takes off of Four Mile about a mile below the ski area connecting into SH 133 south of Carbondale. Also right by Bourignee there is Prehm Ranch Road which could connect into study area. There is a gate but the subdivision roads are publicly owned and privately maintained. So Mike said

theoretically someone could drive down the west side of the river and get from Point A to Point B. It is hard to find deeded right of way, most roads are prescriptive easement. Jeff said there is a private owner who owns a lot of land in the area that abuts Carter Jackson's ranch, so Jeff suggested that, big picture, we could go through that area. This was an alternative considered in a previous study but it will get included in the initial alternatives. The project team should develop or locate a map including Carbondale and SH 133. The project should include Yank Creek on the map.

- ▶ Scott asked if there was a way to use Hardwick Road Bridge. This would go through Elk wintering habitat. This will be considered.
- ▶ Craig and Tom are going to meet with emergency response providers to ask opinions about alternatives and emergency access routes.
- ▶ The discussion resulted in a list of initial alternatives that will be looked at. Craig said we will look at last two studies and see if there are any other viable alternatives to consider.

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**Action Items:**

**Jacobs Carter Burgess**

1. Mike is going to gather up additional traffic data.
2. Mike will look for detailed mapping of roundabout project.
3. Jay will revise schedule.
4. Craig will send out updated calendar.
5. Scott to collect GIS mapping on trails.
6. Mike to check with Andrew on Urban Growth Boundary.
7. Project team to add updated studies to project website.
8. Project team to get a web electronic version of the 82 optimization study for the CAG.
9. Craig and Tom will develop a draft newsletter that defines project purpose and relationship to other studies.
10. Tom will look for missing studies from study summary graphic.
11. Craig will propose new ideas to FHWA if applicable, for including federal earmark language.
12. Project team to send revised MOE's to CDOT Region 3 and FHWA
13. Project team to add measures relative to the new local access need
14. PWG to provide comments on MOE's in two weeks (Feb. 22<sup>nd</sup>).

**PWG Distribution List:**

City of Glenwood Springs	Jeff Hecksel, Mike McDill, Andrew McGregor, Robin Millyard
Garfield County	Jeff Nelson
CDOT	Tammie Smith, Pete Mertes, Joe Elsen, Zane Znamenacek
FHWA	Eva LaDow
RFTA	Kristin Kenyon
Jacobs Carter Burgess	Craig Gaskill, Jay Brasher, Wendy Wallach, Scott Jones, Shonna Sam, Troy Halouska
Newland Resources	Tom Newland

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## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #4

**Date Held:** February 29, 2008

**Location:** Glenwood Springs City Hall Council Chambers (Glenwood Springs)

**Attendees:**

**City of Glenwood Springs:** Andrew McGregor, Robin Millyard, Jeff Hecksel  
**FHWA:** Eva LaDow (via conference call)  
**CDOT:** Pete Mertes, Zane Znamenacek,  
Tammie Smith (via conference call)  
**Newland Project Resources:** Tom Newland  
**Jacobs Carter Burgess:** Craig Gaskill, Scott Jones

**Copies:** Attendees, Distribution List, File

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**SUMMARY OF DISCUSSION:**

**1. Project Status**

Project Management

- a. Update to the project calendar. Update includes a confirmation date for presentation at the County Commissioners on March 17<sup>th</sup> (see attached).
- b. Craig Gaskill - provided an overview on the purpose of today meeting. He also provided some input from the CAG meeting, which had occurred the night before. The initial Fatal Flaw screening was presented to the CAG at this meeting. There was good participation from the CAG, but many new members attended. The new attendees were interested in discussing the Purpose and Need (which was discussed at prior meeting). This discussion was not anticipated, but it was good for the process to get all the members up to speed.

The CAG ultimately agreed with the recommendations of the team on the Fatal Flaw analysis.

### Transportation Planning

- a. Craig Gaskill also attended the public meeting for the SH-82 Corridor Optimization Study (COS). This meeting occurred on February 27th. Craig cautioned that it will be important for these two projects to coordinate as they move forward. At this point, the COS is just starting.
- b. The COS public meeting discussed the Purpose and Need for that project. There are a number of alternatives that have not yet been screened (approximately 22 alternatives), some of which include using a new bridge over the Roaring Fork River and using Midland as a by-pass to SH-82.
- c. The COS has also collected some traffic data and a license plate survey that will be valuable for the South Bridge project. Craig coordinated with PBS&J to retrieve this information.
- d. Craig also talked with a traffic engineer who is doing a traffic impact study for a private development up Four Mile Road. This traffic impact study will provide additional information for traffic characteristics on Four Mile Road.
- e. Pete Mertes has provided a Traffic Operations Analysis (TOA) for SH-82 within the study area. Safety conditions were better than expected for the area, but CDOT is concerned as traffic continues to grow in the area. Pete did note that there was one fatality on SH-82 by CR-154. CDOT is putting a traffic signal in at CR-154/SH-82 to address the left turn movements, and improve safety conditions.

Eva LaDow asked who was performing the full TOA. Pete explained that the document that distributed was a summary and typically the consultant performs the full assessment. There was some discussion about who should be preparing the full TOA. Pete and Eva agreed to discuss the issue after this meeting.

### Environmental

- a. There are no significant updates on the environmental study. Field surveys have been put on hold until the study area has been clearly identified.

### Engineering

- a. There are no updates for the engineering at this time. Conceptual design will begin after completion of the level two screening.

### Public Involvement

- a. Tom Newland commented that there are concerns that no one from the Garfield County commissioners are participating in the study.
- b. The consultant team is working on putting together a project newsletter now that will be distributed before the next public meeting.
- c. Tom plans to coordinate with the County Sherriff and State Patrol to gather more information about safety access and evacuation of the area.

## 2. Summary of Other Meetings

- a. Tom provided a summary of the second CAG meeting. There was a lot time spent on the purpose and need for this meeting and how it relates to the SH-82 COS. The general decision was that the proposed Purpose and Need was on track.
- b. Tom provided a summary of the meeting with the emergency service providers, which was held at the Fire Station on Four Mile road. The emergency service providers believe the bridge will help with their access needs. They initially have concerns about the cost, but felt that would be helpful in improving their response times. They provided some background on the emergency needs for the area. This includes the number of calls and response time.

However, the emergency service providers are concerned they are going to be the scapegoat for the project purpose. They think it would improve their services, but don't think it is critical.

The emergency service providers like the idea to have redundancy for incidents that occur on SH-82.

## 3. Alternative Development and Screening Process

### Purpose and Need Update

- a. The Purpose and Need is nearly the same as before, but there has been some tweaking based on public and agency input. Earmark language was added to the purpose and need.

### Initial Alternatives Evaluation and Screening Discussion

- a. Scott Jones provided an overview of the level one screening process. This process evaluates and screens alternatives based on whether the alternative can meet the purpose and need.
- b. Scott reviewed the initial alternatives that have been heard and tracked to date. These alternatives come from:
  - CAG meetings
  - DMJM 2002 study
  - PWG meetings
  - Public meetings
  - Project team

At this point, the alternatives are looking at corridors. Specific connections and/or intersection configuration will be addressed at a later time.

### Initial Alternatives Recommendations

- a. Scott reviewed the screening table and alternatives graphic for the fatal flaw screening (see attachments). It was communicated that the screening recommendation are only project team recommendations at this point, changes are welcome and possible. The following alternatives were discussed in further detail.
  - Cardiff Bridge was a roadway at one point, not a railroad as initial thought. There is a possibility this could be a historic bridge. The alternative would require a new crossing, likely located immediately adjacent to the existing crossing.
    - ▶ One variation of this crossing would be to connect with SH-82 just south of the cemetery by “S” (on map) of S. Grand Ave
      - Grand Ave turn to CR-154 at this point
  - The corridors through or around the airport that could result in airport closure could still meet the project purpose and need even if the airport were to be closed.
- b. The Four Mile alignment was discussed related to a proposed development at Sunlight Ski area. This proposed development has looked at this alignment that follows this corridor for a utility easement.
- c. The Dry Park Road alignment is not accessible in the wintertime.
- d. Yank Road and the Railroad grade are also closed in the wintertime.
- e. It was discussed that some alternatives such as the crash gates, TSM, Tolls, and TDM all could be utilized at a later time.
- f. Tom summarized how the presentation of the Level One screening to the CAG went:
  - CAG agreed with the screening recommendations.
  - Created a new alternative that combines Four Mile and Prehm Road.
  - Discussed the Cardiff crossing and about whether they address the needs. A lot of people felt that it was too close to the 27<sup>th</sup> Street Access to provide a benefit.
  - There was discussion about cost. The CAG wonder whether cost should be considered more at this point to screen some of the alternatives. The project team suggested that cost will be examined in further detail later in the screening process.
- g. Zane asked whether there are specific plans and/or alternatives that close the airport or keep it open. The group discussed some of the issues that the project could face if the preferred alternative was to result in an airport closure. There is a realization that the airport will be a touchy issue and will likely have to be addressed as the preferred alternative is selected.

Level 2 MOE's

- a. The group discussion the "values" of the induced demand. How could these be measured and is there a deeper political agenda that might be stirred by this measure.
- b. Add a measure that address out of direction travel for major traffic generators.

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**Action Items:**

1. Scott will tweak MOEs to reflect some of the issues discussed today.
2. Pete Mertes will provide Eva with a copy of the TOA.
3. Eva and Pete will coordinate how to address the full TOA report.
4. Scott will make clerical changes to the level one screening matrix.
5. Tom to coordinate with the County Sherriff and State Patrol to gather more information about safety access and evacuation of the Four Mile Road area.
6. JCB to provide some additional information on the maps that show where the bridges are and how relatively how they would be.
7. PWG will provide some comments and review the level two MOEs.

**PWG Distribution List:**

City of Glenwood Springs	Jeff Hecksel, Mike McDill, Andrew McGregor, Robin Millyard
Garfield County	Jeff Nelson
CDOT	Tammie Smith, Pete Mertes, Joe Elsen, Zane Znamenacek
FHWA	Eva LaDow
RFTA	Kristin Kenyon
Jacobs Carter Burgess	Craig Gaskill, Jay Brasher, Wendy Wallach, Scott Jones, Shonna Sam, Troy Halouska
Newland Resources	Tom Newland

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## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #5

**Date Held:** March 18, 2008

**Location:** Glenwood Springs Community Center (Glenwood Springs)

**Attendees:**

**City of Glenwood Springs:** Mike McDill, Andrew McGregor, Robin Millyard  
**Garfield County:** Jeff Nelson  
**FHWA:** Eva LaDow (via conference call)  
**Jacobs Carter Burgess:** Craig Gaskill, Jim Mills, Scott Jones, Shonna Sam  
**Newland Resources:** Tom Newland

**Copies:** Attendees, Distribution List, File

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### SUMMARY OF DISCUSSION:

Craig started the meeting with introductions. Jim Mills will be working on the design for the project.

#### 1. Summary of Recent Meetings

- a. **Meeting with County Sheriff:** Tom Newland summarized his discussion with Sergeant Conrad. He is very supportive of redundancy for the Four Mile area. He identified an additional county road in the area (from Silt). Jeff thought this was the East Divide route. Roads in this area are rural. Jeff suggested talking with Jim Sears, the emergency management coordinator for the county. Eva asked if we were going to follow up with Jim Sears. Tom will contact Jim and the Colorado State Patrol to get their input on the project.
- b. **CAG Meeting #3 (March 17, 2008):** Tom summarized the CAG meeting. Approximately 25 members were in attendance. The meeting began with a discussion of the Dry Park Road Alternative. Some felt that this alternative should have been carried forward to Level 2 Screening. The outcome of the discussion was for improvements to Dry Park Road to be attached to a

standalone alternative. This could be as an enhancement. There was some concern expressed that as an enhancement it would be less likely to be constructed.

Jeff noted that there is a landowner that holds a prescriptive easement on the property adjoining Dry Creek Road. This limits the county in their ability to improve the roadway. Mike noted that the primary reason Dry Park Road was screened out was because travel time would be too great to meet purpose and need for emergency access.

Following the Dry Park Road discussion, the project team answered the CAG's questions and described their methods for evaluation. The CAG was able to recommend that several alternatives be eliminated based on poor rankings for purpose and need. Alternatives recommended for elimination include:

- Cardiff Bridge North Route
- Cardiff Bridge South Route, northern connection with SH 82
- Cardiff Bridge South Route, southern connection with SH 82
- New Cardiff Bridge, southern connection with SH 82
- Prehm Ranch Alternative - South

Members of the CAG suggested recommending that other alternatives be screened out, but the entire CAG did not feel comfortable making this recommendation at this time. The alternatives discussed included Mount Sopris, Through Airport, and Under Airport. There was also a suggestion to take the Airport North Alternative and connect it to CR 116.

The CAG decided to have a follow up meeting on April 7<sup>th</sup> to complete the evaluation process. The CAG is working towards coming up with a full recommendation for the PWG.

## 2. Next Steps

- a. **Public Meeting:** It was pointed out that the public meeting is coming up soon (April 16<sup>th</sup>). There was discussion about presenting the alternatives that we have and asking the public for input rather than eliminating alternatives and asking for input. The alternatives could be presented to the public with CAG and PWG recommendations requesting their input on these recommendations.

Craig recommended summarizing some of the information (possibly using the overall ratings) to make it easier for the public to understand.

Mike suggested narrowing it down a little (to ten or twelve alternatives). Mike suggested that the PWG accept the recommendations of the CAG to eliminate the five alternatives listed above.

Eva asked if we are creating additional levels of screening and if they are consistent. Craig and Mike described it as a “second round” of Level 2 Screening, not additional levels of screening.

Craig pointed out that there won't be much time between the CAG's next meeting and the public meeting. As a result, we might not be able to present the CAG's full recommendations at this meeting. We could present the first part of Level 2 Screening to the public or re-schedule the meeting. Mike and Tom recommended re-scheduling the public meeting so that the analysis will reflect the CAG's Level 2 Screening recommendations. The PWG agreed.

- b. **Project Working Group Meetings:** To consider CAG input from April 7<sup>th</sup> there was agreement to hold another PWG after the 7<sup>th</sup>.

The following schedule changes were recommended:

- PWG #5 - April 8<sup>th</sup> at noon
- Public Open House #2 - April 24<sup>th</sup> at 5pm
- PWG #6- April 29<sup>th</sup> 9:00am

Craig will coordinate with CDOT to either confirm these dates or come up with alternate dates.

### 3. Level 2 Screening

- a. **Discussion:** The PWG agreed to postpone full Level 2 evaluation and screening discussion until the next meeting, after full CAG recommendations.

Based on CAG input and further PWG discussion, two alternative variations will be added to Level 2 Screening:

- An Alternative that includes a connection over Roaring Fork and stops at the airport.
- An additional Cardiff Bridge - New Bridge Alternative that provides a direct connection to SH 82.

Mike suggested correcting the map to show that the Cardiff Bridge - New Bridge North Route goes north.

JCB will also come up with a scheme to identify alternatives that makes it easier than our current naming conventions.

Andrew pointed out that we may not want to go too far in adding all the nuances of alternatives into the screening. Craig agreed and said we should be focusing on elements that create new alternatives.

Several map corrections were identified:

- SH 82 highway symbol in wrong location
- Adding existing roadway lines
- Improving the symbology for alternatives (e.g., use numbering instead of naming) and relating it to the Screening Matrix.
- Re-name Airport North (e.g., Airport Center)

#### 4. Project Status Report

- a. **Management:** No new information.
- b. **Transportation Planning:** Covered by Level 2 Screening.
- c. **Environmental:** Field work on hold until alternatives have been narrowed down.
- d. **Design:** No activities.
- e. **Public Involvement:**
  - The newsletter will be distributed to the existing mail list and may be included as an insert to the Glenwood Post depending on cost.
    - JCB will add CDOT's, FHWA's and Garfield County's logo to the newsletter (Jeff will provide Garfield County's logo).
    - Eva inquired about the status of the website. Scott replied that it is up and running and contains relevant planning studies.
    - JCB will be updating the public meeting date in the newsletter.
    - Tom will identify the cost of printing 12,000 copies of the newsletter for insert into the paper.
  - Tom will coordinate with Holy Cross Electric to review alternatives and get their input.
  - Tom will coordinate with RFTA to review the measures of effectiveness that relate to them.
  - Tom will prepare a slide show of the alternatives for the CAG.
  - Mike will verify room availability for public meeting.

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**ACTION ITEMS:**

**Jacobs Carter Burgess**

1. Craig will coordinate with the project team on the CAG, PWG, and Open House schedule changes. (**March 20, 2008**)
2. Scott will add new alternatives to the Level 2 Screening Map and Matrix. (**March 26, 2008**).
3. Troy will update newsletter to reflect new date for public open house and FHWA, CDOT, and Garfield County Logos. (**March 21, 2008**)
4. Shonna will coordinate all requested map corrections. (**March 21, 2008**)

**City of Glenwood Springs**

5. Mike will verify room availability for public meeting. (**March 21, 2008**)

**Garfield County**

6. Jeff will provide Garfield County's logo (email to Tom or Craig). (**March 21, 2008**)

**Newland Resources**

7. Tom will verify the cost of printing 12,000 copies of the newsletter for insert into the paper. (**March 21, 2008**)
8. Tom will contact Jim Sears (Garfield County) and the Colorado State Patrol to get their input on the project. (**March 28, 2008**)
9. Tom will coordinate with RFTA to review the measures of effectiveness that relate to them. (**March 28, 2008**)
10. Tom will coordinate with Holy Cross Electric to review alternatives and get their input. (**April 4, 2008**)
11. Tom will prepare a slide show of the alternatives for the next CAG meeting. (**April 4, 2008**)

**Meeting Minutes— City of Glenwood—South Bridge EA—PWG #5**

March 18, 2008

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**PWG DISTRIBUTION LIST:**

City of Glenwood Springs	Jeff Hecksel, Mike McDill, Andrew McGregor, Robin Millyard
Garfield County	Jeff Nelson
CDOT	Tammie Smith, Jim Nall, Pete Mertes
FHWA	Eva LaDow, Sean Cutting
RFTA	Kristin Kenyon
Jacobs Carter Burgess	Craig Gaskill, Jay Brasher, Wendy Wallach, Scott Jones, Shonna Sam
Newland Resources	Tom Newland

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## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #6- Level 2 Evaluation and Screening, Public Meeting Preparation

**Date Held:** April 10, 2008

**Location:** Glenwood Springs Community Center (Glenwood Springs)

**Attendees:**

<b>City of Glenwood Springs:</b>	Jeff Hecksel, Robin Millyard
<b>Garfield County:</b>	Jeff Nelson
<b>CDOT:</b>	Tammie Smith (via conference call), Zane Znamenacek, Joe Elsen
<b>FHWA:</b>	Eva LaDow (via conference call),
<b>Jacobs Carter Burgess:</b>	Craig Gaskill, Troy Halouska, Jeff Mehle Wendy Wallach
<b>Newland Resources:</b>	Tom Newland

**Copies:** Attendees, Distribution List, File

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### SUMMARY OF DISCUSSION:

#### 1) Project Status

- a) Project Management-The PWG decided to wait until the CAG has conducted more Level 2 evaluation and screening before conducting the public meeting. As a result, the public meeting will be scheduled for 1 week later. Craig reviewed the revised schedule (see attached)
- b) Transportation Planning-The current Transportation Planning effort is concentrated on Level 2 evaluation and screening. Traffic counts, if needed, will be completed once the study area is finalized. Joe brought up that we should have counts from the Corridor Optimization Study. JCB will review available traffic counts from other studies. Scott will summarize the CDOT traffic count studies we have.

- c) Environmental-The current Environmental effort is on the same track. The work effort is concentrated on Level 2, holding off on field work until the study area is finalized.
- d) Public Involvement-Tom updated the group on Public Involvement: Tom mentioned that Holy Cross Electric will participate in the process as well as an attorney from the Four Mile Creek/ Prehm Ranch area.

## 2) Alternatives Development and Screening

### a) CAG input

- i) Craig summarized the CAG's concern to include Dry Park Road at the South end in the Preferred Alternative stating that it would meet the redundant access need. Dry Park could be evaluated as part of the Preferred Alternative. Dry Park Road may be hard to fund as part of this project and could slow the process from moving forward.
- ii) Craig asked what the priorities are between the City and County. Should it meet the City goals but help the County? At the CAG, City council indicated that the lack of redundant access is a joint problem. Jeff H. said the solution should drive the project not the perceived benefits. If Four Mile is built and Sunlight is developed, it would help by moving people from the north to Sunlight benefiting both the City and the County. Jeff Nelson also said it is a three party project. If Four Mile is selected, the adjacent area now located in the County may someday be part of the City.
- iii) Tom reviewed the CAG meeting. He said the CAG made good progress, but they are not done. The CAG screened North and South Alternatives but didn't screen Airport Alternatives. There was a site visit with the CAG which was valuable. He reviewed recommendations to drop alternatives from the CAG.
- iv) Many of these recommendations to eliminate are based on community impacts and access concerns.
- v) Recommendations regarding "Airport alternatives" were put on hold until the next CAG meeting. Impacts to the Carter Jackson Ranch are impeding progress to make decisions at this location.
- vi) For the southern options including Prehm Ranch and Four Mile Road, the C options were removed. D options had cleaner access. Potential historic structures are impacted by Option C. Jeff Nelson asked if Option D has residential impacts. Yes, west of the river, but we cannot avoid these altogether, either with Option C or Option D.

- vii) Jeff asked if we can modify Option D to modify impacts. Craig said this could be a possibility we can look at later in design.
- viii) Craig recapped; As a result of the CAG screening to date, we have three crossing areas and some variations at airport area. We can present to the public, three choices with variations and get meaningful input.
- ix) The Airport was still on the table as far as the Options A and B, and we did not resolve those issues. The CAG is reluctant to make choices in this area not knowing whether or not the airport will close.

b) Alternatives Evaluation

- i) Jeff H reiterated that we need to pick the best alternative and move forward.
- ii) Craig said we are still trying to draw out more detailed information from the CAG as to their recommendations and why.
- iii) Joe Elsen asked if airport was closed, would traffic counts change and become induced growth. Craig said it would accelerate growth.
- iv) Tammie asked if the CAG gave any consideration to the criteria JCB and the PWG evaluated. Because some of the CAG recommendations do not seem to be congruent with criteria. They made recommendations based on the data and their priorities. Tammie said some that the CAG recommended forwarding are rated poorly from a cost perspective.
- v) Craig asked if the PWG wants to:
  - (1) Discuss and potentially concur with CAG findings or;
  - (2) Discuss and make new recommendations.
- vi) Tammie and Eva feel we should have our own recommendations. There may be additional alternative considerations besides the CAG's
- vii) Tammie asked if we would revise the matrix based on CAG recommendations. Craig said we should go through the matrix and make sure we are comfortable with our previous recommendations relative to what the CAG saw on their field trip. We may change matrix relative to community impacts based on their field trip.
- viii) Joe Elsen said the CAG may be basing more emphasis on the context sensitive solutions criteria. The project team may need to reconsider those.
- ix) Jeff Hecksel asked if we go back to the CAG and let them know we changed and revised based on their input, would it skew the opinion of the CAG. He believes we should obtain CAG input before the PWG approves. We need to get closure on their recommendations.
- x) The PWG confirmed that CAG recommendations would be considered but the PWG may not concur with them.

3) Public Meeting Preparation

- a) Following a discussion of the public meeting it was agreed that the project team should present a full range of alternatives to the public or delay the public meeting until we gain the final recommendations from the CAG with the PWG's approval. The PWG agreed to proceed but presenting the full range of alternatives to the public with no CAG recommendations. However, the project team will take the four out that have been previously screened by both the PWG and CAG leaving 19 that meet the Purpose and Need.
- b) On May 29th the PWG anticipates finishing screening with Level 2. The project team will revisit the evaluation considering the CAG input relative to the evaluation criteria goals.
- c) Troy covered the Public Meeting #2 graphic list. JCB will add an aerial with the proposed alternatives for the public to draw on. Robin suggested JCB do three maps.
- d) The project team will be putting newsletter inserts into the newspaper. In addition, the newsletter with meeting announcement will be mailed to the mail list of over 2,000 adjacent property owners.
- e) Jeff Nelson to get up to date traffic counts for Sunlight.
- f) JCB will distribute public meeting graphics by the 16th and PWG will review by the 21st.
- g) Tom will distribute flyers to the community
- h) JCB will send out potential dates for the June PWG meeting.

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**ACTION ITEMS:**

**Jacobs Carter Burgess**

1. JCB will look for traffic counts from other studies. Scott will summarize CDOT traffic count (we have). (April 27, 2008)
2. The project team will revisit the evaluation considering the CAG input relative to the evaluation criteria goal and see if any preliminary recommendations change. (Scott/Craig) (April 21, 2008).
3. JCB will send out potential dates for the June PWG meeting. (April 27, 2008)
4. JCB will distribute graphics by the 16<sup>th</sup> and PWG will review by the 21<sup>st</sup>. (Done)

**City of Glenwood Springs**

none

**Garfield County**

5. Jeff Nelson will get up to date traffic counts for Sunlight if available.( April 27, 2008 )

**Newland Resources**

6. Tom will distribute flyers to the community. ( April 21, 2008 )

**PWG DISTRIBUTION LIST:**

City of Glenwood Springs	Jeff Hecksel, Mike McDill, Andrew McGregor, Robin Millyard
Garfield County	Jeff Nelson
CDOT	Tammie Smith, Pete Mertes, Zane Znamenacek, Joe Elsen
FHWA	Eva LaDow, Sean Cutting
RFTA	Kristin Kenyon
Jacobs Carter Burgess	Craig Gaskill, Jeff Mehle, Wendy Wallach, Scott Jones, Shonna Sam
Newland Resources	Tom Newland

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## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #7- Level 2 Evaluation and Screening, Public Meeting Debrief

**Date Held:** April 29, 2008

**Location:** Glenwood Springs Community Center (Glenwood Springs)

**Attendees:**

<b>City of Glenwood Springs:</b>	Jeff Hecksel, Robin Millyard, Mike McDill
<b>Garfield County:</b>	Jeff Nelson
<b>CDOT:</b>	Zane Znamenacek (via conference call)
<b>FHWA:</b>	Eva LaDow (via conference call),
<b>Jacobs Carter Burgess:</b>	Craig Gaskill, Wendy Wallach, Jeff Mehle
<b>Newland Resources:</b>	Tom Newland

**Copies:** Attendees, Distribution List, File

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### SUMMARY OF DISCUSSION:

1. Project Status:
  - a) Project Management-The CAG took more discussion than anticipated and this has delayed the process. A full recommendation on alternatives screening has not yet been received from the CAG: Craig anticipates an additional PWG meeting as a result in June. This will be tentatively scheduled for the 17<sup>th</sup> at noon or the 18<sup>th</sup> in the morning. This will be confirmed. Craig will also redo the detailed schedule.
  - b) Transportation Planning-A Traffic Analysis will be performed for the Level 3 alternatives. Scott Jones anticipates using information from the Corridor Optimization Study (COS) and supplementing this information. The team may also do some origin and destination analysis by looking at the COS license plate survey. This would help us to evaluate travel patterns with the alternatives. JCB will adjust the O/D information to reflect development at the Glenwood Meadows. Because there is good traffic data, no additional traffic counts are anticipated.

Based on a comment from Mike McDill it was confirmed that JCB has coordinated with PBS&J on the COS. Mike said they may do more modeling for the COS. They will be looking at the effect of new bridges in Glenwood Springs. Maybe JCB could expand this modeling for purposes of the South Bridge project. Mike will contact Jim Hanson and Scott will follow up with Jamie (PBS&J) to coordinate this effort.

- c) Environmental-Geological Hazards in the Cardiff Area and the Red Canon Road have been discussed at the CAG. Mike said that Prehm Ranch Road and Four Mile Road may also have geological concerns. Eva LaDow thinks we could do a technical report and summarize it for the EA but will defer to Tammie Smith. Jeff Nelson said there have been no issues on Prehm Ranch Road. He said there could be a blow out on CR 109. There is a history of rockfalls on Midland. Wendy Wallach will talk to Tammie and develop a recommendation on this.
- d) Public Involvement-Tom Newland got a call from Fred Englehart who was curious if the project would be impacting the El Rocko trailer park in the study area. Tom sent him a map of the area and the alternatives. Current alternatives are not expected to impact this trailer park.

Craig brought up that the project team is planning on additional effort to involve the potentially affected residents that will be directly affected by Level 3 alternatives. Many are already involved in the CAG or attended public meetings.

2. Public meeting debrief:

- a) Tom said that the public meeting was not as well attended as anticipated. There were 39 who attended, not including project team or staff. Over 14,000 newsletters were distributed via mail or newspaper insert in addition to newspaper ads. Everyone that attended was from Glenwood Springs except for one person. Tom reviewed how the attendees heard about the meeting. Half of the attendees submitted written comments.
  - ▶ Two people liked airport north.
  - ▶ Six people liked southern comments.
  - ▶ Four people liked airport crossings.
  - ▶ Not everyone had a preference (see handout attached).
- b) Because of the low attendance at the Public meeting, it seems the project is not as controversial as previously thought, so what we have left is people directly affected and most of these are in the CAG.
- c) Craig added that everyone on the PWG who attended the public meeting should debrief the group. Craig was expecting more interest in the public meeting because of the potential for the Midland bypass. Maybe the newsletter answered these people's questions. There was not a lot of attendance by the Citizen Advisory Group.
- d) Robin Millyard suggested that maybe something else was going on that Wednesday, or maybe it was the nice weather, or maybe the meeting was advertised to close to the meeting date. Robin thinks that more people will be involved later.
- e) Mike said he thinks there are three points of view. 1. Don't do it. 2. Get it done and 3. Don't do it on my property. Mike expected more people from Cardiff. We did have some people from Meadowwood and Park East.
- f) Jeff Hecksel noted that Little League and soccer might have diminished attendance. Jeff asked if there was involvement from Prehm Ranch. Tom has sent letters to them and their attorneys but their only involvement to date has been a phone call indicating

that they would be opposed. There was some representation of the southern portion of the study area by the Jamarons. They commented that they would be forced to stop cultivating their land for agriculture.

- g) Scott Jones talked about the modified alternative that was presented for the southern portion of the study area. This will be added to the alternatives under consideration.
- h) Pete Mertes said that there was lots of discussion about the Alternatives C and D in the southern portion of the study area.

### 3. Alternatives Development and Screening Process

#### a) CAG meeting debrief:

- i) Tom Newland passed out a summary of the CAG meeting. There were three items discussed:
  - (1) Recapped previous alternatives and asked why these should be carried forward.
  - (2) He reviewed the alternatives recommended to be screened out (see attached) with the CAG.
  - (3) He reviewed the goals set by the CAG.
    - Land use planning and right-of-way were most important and multi modal and cost were the least important.
    - The CAG also eliminated crossing A. This would have impacted Holy Cross who has development plans.
    - Tom explained to the CAG that we may bring alternatives back they recommended for dismissal.
- ii) Craig said the CAG moved forward in the screening process and were able to identify trade-offs between alternatives.
- iii) The CAG has not made a recommendation for crossing the airport (through, under, or around). Mike said two of the Council members brought up the airport and thought the issue should be discussed.
- iv) Mike said the conservation easement discussed during the CAG does not cover the portion of the alignment under consideration. Also, the folks from Holy Cross talked about Red Canon debris flows and how this would impact alignment A through their property.
- v) Craig said the CAG has had a number of recommendations although the discussion has not included alternatives going through or around the airport. Our role as PWG is to consider the CAG input and Public input and come up with our own recommendations.
- vi) Craig proposed that the PWG start the level 2 screening without the CAG screening being completed. The PWG could go as far as the group felt comfortable given input from the CAG.

- b) Alternatives Screening and Discussion
  - i) The PWG reviewed alternatives that were removed by the CAG:
    - (1) Alternative 3 (New Cardiff Bridge, North Route)–This alternative was screened out by the PWG as a stand alone and combined into alternative 5 (New Cardiff Bridge, South of Cemetery Route). Alternative 3 requires traffic to access the new bridge from the north providing a connection to SH 82 at either 27<sup>th</sup> Street or 29<sup>th</sup> Street. Since this provides little change from the No-Action Alternative, it does a poor job at meeting purpose and need. Alternative 5 uses the same bridge but allows traffic to go either north or south providing better access and connectivity. In addition, alternative 5 provides a new connection with SH 82 just south of the cemetery.
      - (a) The new connection would cross the RFTA trail and impact the Section 4(f) trailhead. This connection needs to be looked at more closely to determine its feasibility.
    - (2) Alternative 6, Mount Sopris Drive–This alternative was screened out due to a high level of impact to community. The alignment would require acquisition of at least 2 houses and travel directly through the existing neighborhood and directly adjacent to 2 schools. Compared to other alternatives, this alternative had a higher level of impacts.
    - (3) Crossing A, as part of Alternatives 9, 11, 13, and 15–Crossing A was screened out in favor of crossing B. In comparing crossing A to crossing B (part of Alternatives 10, 12, 14, and 16, crossing A did not compare as well. Alignment A would bisect the existing Holy Cross Electric facility and would place the intersection with SH 82 at a location that has poor sight distance and safety. Bisecting the property would likely impact access to Holy Cross Electric and parking at the facility. Crossing B would have additional impact to open land since it is not developed. Crossing A has more potential for hazardous materials impact.
      - (a) Robin noted that the portion of the Jackson Ranch that is not within the Conservation Easement (CE) may be set aside for Holy Cross expansion. It may also be omitted from the conservation easement for consideration of this road. Mike thinks the Conservation Easement may be easier access because we would pay ranchland value versus full redevelopment value. Mike said a CE is not exempt from the needs of the community; we would not be damaging some unique environmental property. Jeff H said not to underestimate the larger community’s affinity for the open space and the conservation easement. Jeff Nelson would want to respect Carter Jackson’s conservation easement.
      - (b) The group talked about the potential for the Jackson Ranch to be a historic resource. If it is, it should warrant Section 4(f) protection and we would have to select a feasible and prudent alternative.

- (c) Jeff Nelson pointed out that we are looking at corridors not specific alignments so with alignments such as C and D we may be able to realign to minimize impacts.
  - (d) Crossing B already has a planned access (previously funded CDOT project) Crossing B may give better access to the south but that land will probably not be developed. Crossing B would need major improvements. The PWG decided that if crossing B impacts Section 4(f) it may be *de minimis* and we still have other options considered feasible and prudent. Because of these potential 4(f) impacts Wendy will ask Metcalf to prioritize their work to look at Jackson Ranch.
  - (e) Alternatives 17, 20, and 22, Crossing C at Prehm Ranch—These alternatives were screened out because the crossing C option did not compare favorably to the crossing D option. All other things being similar, crossing C resulted in a poor connection with SH 82 and had more potential for impacts to existing ranch buildings, some considered historic by the CAG. The Alternative C bridge location has a braided river which could result in more riparian impacts or a longer bridge. Also with Alternative C it would be harder to avoid wetlands.
- ii) The PWG reviewed other alternatives where a consensus to keep the alternatives was reached by the CAG:
    - (1) Alternative 5, New Cardiff Bridge, South of Cemetery Route—The alternative was kept in as it compares favorably well to other alternatives. Concerns were noted with its close proximity to the existing 27<sup>th</sup> Street Bridge (not as good to address P&N), and proximity to an adjacent neighborhood.
  - iii) The PWG reviewed other alternatives where there was not a clear consensus by the CAG but the CAG had a show of hands against the alternative:
    - (1) East of Airport and Airport North, Alternatives 7 and 8—The PWG screened out the east of airport alternative as it did not compare as well as the Airport North Alternative #8. The PWG kept in Alternative #8 as it seemed to rate similarly to crossing B alternatives discussed above. Part of this discussion added a variation to consider going under the airport as well as going through the airport.
      - (a) Craig said if you look at either airport north alternative you may impact either church or USFS land. The east of Airport alternative may cause out-of- direction travel and route traffic through the neighborhood.
      - (b) Mike said East of Airport provides good access (emergency and local) to South Glenwood and it discourages bypass traffic.
      - (c) East of the airport you would have to go south because going north you would go through Park East Neighborhood. If you eliminated a connection the neighborhood north it may not meet secondary access and emergency needs. Both alternatives would also impact the church by

removing approximately half the parking. The USFS would be impacted but it is not highly used by USFS. The bridge may result in visual impacts to the people using the church and adjacent landowners. To minimize impacts to parking, a bridge could be constructed over the parking lot.

- (d) Jeff Mehle reviewed the FAA guidelines that would be applicable for the airport, including a 120 foot runway safety area. It should also be flat and extend 240 feet beyond roadway. The Glenwood Springs Airport does not comply with this but this project would be adding more traffic. Craig brought up that we are not required to meet FAA standards but should consider them as guidelines as they represent good airport planning. The project could consider a cut and cover for a two lane road and install a precast arch piece and then cover it back up and put a runway on top of that. Under the airport would not be as costly as originally thought. The City could decide after that whether or not to keep the airport.
  - (e) There is also a runway object free area to consider. This affects any alternative that goes under or adjacent to the runway and is 140 feet on each side of the runway safety area.
- (2) Crossing B (part of alternatives 10, 12, 14, and 16)–See discussion above where the PWG agreed to keep Crossing B and screen out Crossing A.
- (a) Regarding crossing the airport, the PWG suggested that all alternatives be considered for level 3 (through the airport, under the airport, and around the airport). All have trade-offs that are hard to evaluate at this level of detail and may be answered with conceptual alignments.
- iv) Mike McDill brought up that Dry Park could work if Purpose and Need refers to Four Mile Road and not South Glenwood. Craig pointed out that at the last PWG meeting, the PWG defined South Glenwood to include Four Mile Road in addition to the Cardiff area. However, Dry Park but does not provide good local access. It does provide emergency access for evacuation purposes.
- v) The PWG discussed the new alternative brought up at the public meeting.
- (1) Mike McDill said that if we have to impact the conservation easement maybe a trade could be done to result in no net loss. The group considered the new alignment north of C that would follow the property line between the Jackson and Jammaron Ranches. It would be new access and it could be consolidated with access to Orrison a little bit south. This alignment would go across the conservation easement to get to a narrower crossing of the river. It has a similar potential to meet Purpose and Need as C and D.
- vi) In summary, The PWG recommended the following:
- (1) Screen alignments 1, 2, 3, 4, 6, 7, 9, 11, 13, 15, 17, 19, 20, and 22. Alignments 1, 2, 4, and 19 were previously screened by the PWG.
  - (2) Keep in the following alternatives with modifications as described below:

- (a) Alignment 5
  - (b) Alignment 8a (through airport)
  - (c) Alignment 8b (variation under airport)
  - (d) Alignments 10, 12, 14, and 16 (Variations of crossing B that go through the airport, under the airport, and around the airport)
  - (e) Alignments 18, 21, and 23
- vii) Since the CAG has not yet evaluated alignments through the airport, the PWG agreed to revisit any CAG recommendations that may add additional information to the evaluation process.
- viii) JCB will develop concept layout alignments for each of the alternatives carried forward above.

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**ACTION ITEMS:**

**Jacobs Carter Burgess**

1. An additional PWG meeting for the purpose of Detailed Screening will be scheduled in June. This will be tentatively scheduled for the 17<sup>th</sup> at noon or the 18<sup>th</sup> in the morning (CRG). We will also redo the detailed schedule (CRG). (May 5, 2008)
2. Wendy Wallach will talk to Tammie Smith to develop a recommendation regarding Geological Hazards. (Done)
3. Wendy Wallach will ask Metcalf to prioritize their work to look at Jackson Ranch historic status. (Done)
4. Scott Jones will follow up with Jamie at PBS&J about additional modeling. (May 5, 2008)
5. JCB will add an option to the south near Prehm Ranch and evaluate it in level 2 evaluation. Scott will evaluate the new alignment.
6. Jeff Mehle will begin conceptual alignments of remaining alternatives.

**City of Glenwood Springs**

7. Mike McDill will call Jim Hanson regarding additional modeling.
8. Robin Millyard will send Jeff Mehle the City's airport information.

**PWG DISTRIBUTION LIST:**

City of Glenwood Springs	Jeff Hecksel, Mike McDill, Andrew McGregor, Robin Millyard
Garfield County	Jeff Nelson
CDOT	Tammie Smith, Pete Mertes, Zane Znamenacek, Joe Elson
FHWA	Eva LaDow, Sean Cutting
RFTA	Kristin Kenyon
Jacobs Carter Burgess	Craig Gaskill, Jeff Mehle, Wendy Wallach, Scott Jones, Sandy Beazley, Troy Halouska
Newland Resources	Tom Newland

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## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #8- Discussion of Alternative Screening and Development Level 2

**Date Held:** May 22, 2008

**Location:** Glenwood Springs Community Center (Glenwood Springs)

**Attendees:**

**City of Glenwood Springs:** Jeff Hecksel, Mike McDill, Andrew McGregor

**Garfield County:** None

**CDOT:** Joe Elsen, Pete Mertes,  
Tammie Smith (via conference call)

**FHWA:** Eva LaDow (via conference call)

**Jacobs Carter Burgess:** Craig Gaskill, Wendy Wallach, Jeff Mehle, Scott Jones

**RFTA:** Mike Hermes

**Newland Resources:** Tom Newland

**Copies:** Attendees, Distribution List, File

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### Summary of Discussion:

#### 1. Project Status:

##### a.) Project Management

Schedule–The CAG suggested having three meetings in a row in order to get through the level 3 screening information efficiently. The suggestion is to have the meetings start on June 16 and go to the end of the month. It was recognized that it took three meetings to complete the level 2 screening.

The schedule could be affected by the 4(f) evaluation. There are several potential 4(f) properties. They have not been surveyed pending right-of-entry. If we move forward with level 3 screening before these are evaluated the project would be at some increased risk of moving forward with the wrong alternatives.

Since all the alignments have varying degrees of 4(f) issues the PWG decided a preferred alternative should not be selected without knowing this information. A revised schedule will be developed for level 3 evaluation based on the right-of-entry process.

Craig will send a revised calendar to the PWG.

b.) Transportation Planning

Since the last PWG meeting, a meeting was held with the project manager for the SH 82 Corridor Optimization Study (COS) related to the two projects. Both PBS&J and JCB decided that it was in the best interest of both projects to share traffic information and ensure traffic forecast consistency.

It was explained how the purpose and need for the COS 82 project is much more concerned with traffic capacity enhancements and improved mobility north/south. Because of this PBS&J has much more thorough traffic information. This includes data related to peak hour traffic counts and even an origin/destination study that was conducted to estimate the percentage of traffic on SH-82 going to areas along the I-70 corridor (east or west). Some of this information will be valuable for the South Bridge project.

The planning horizons for the SH 82 COS is 2030 and for this project it is 2035. This will result in slightly different forecasts between the two studies.

Scott will coordinate with IBI (RFTA) to see if they have forecasts for the BRT system.

Mike will forward some forecasts PBS&J did for Midland between 27<sup>th</sup> and 4 mile.

Scott will send a list of MOEs that will be used for the level 3 screening.

c.) Environmental

4(f) Properties: All alternatives will have 4(f) issues as a result of the RFTA trail. Additionally, other parcels/buildings in the area have potential of qualifying for 4(f) protection. Initially the project team was waiting until the study area was more refined before starting the task of identifying 4(f) properties. Now that the study area has been defined and encompasses areas to the south, the sub-consultant can start to do 4(f) research once right-of-entry is obtained.

Other potential historic properties include:

- The Carter/Jackson ranch. In this case it is possible that the entire parcel (not just the barn or house) could be designated as 4(f).
- The rodeo grounds and airport.
- A barn on the Phrem Ranch

Several JCB staff members have been in the field to gather information for the expanded study area. This information will be useful for the screening process.

The project team is working with the sub-consultants on how to proceed with a larger study area. The expanded study area will likely not be covered with the existing budgets.

Wendy will send a list of right-of-entry owners to Andrew McGregor to see if there have been property ownership changes recently. This will be done for right-of-entry properties that the project team cannot contact and are critical properties.

d.) Public Involvement

CAG Meeting: The CAG is in consensus that any alternative that would result in closing the airport (at grade) should be screened. The CAG did understand how these alternatives could move forward to the level 3 screening. The primary reasons were to avoid impacts to the airport and discourage induced growth on the airport if it was closed.

It was discussed that the EA could move forward with an alternative that goes under the airport and if at a later time the airport were in fact closed by a separate process initiated by the City the EA could be revised to reflect this change.

The CAG is concerned with the number of private property impacts for each of the alternatives. They are also concerned with the road cross-section.

The CAG would like better clarification of the runway, FAA safety area, and FAA object free area on each of the alternative conceptual drawings.

## 2. **Alternative Screening Summary – Level 2**

The conceptual design for each of the alternatives that were presented to the CAG was presented by the consultant team. Based on the CAG meeting, eight alternatives would be carried forward with conceptual design for the level 3 screening.

PWG discussed how to handle the 'through' airport verses 'under' airport alternatives. The PWG decided to keep the through airport and under airport in for level 3 screening to determine the issues and costs related to either option

It was suggested that if a high level of controversy is found with an alternatives carried forward as the Preferred Alternative, and then a higher level of effort (EIS) may be necessary.

It was requested that the project team present to the RFTA board the list of alternatives that are still being considered. RFTA would likely prefer grade-separation of the trail with any alternative that moves forward. RFTA is also working to acquire the railroad right-of-way fully and they plan to provide the group with that agreement/documentation. They are looking to establish more specific guidelines (grade separation or not) related to a crossing of the trail system.

The group discussed whether the property owners have been notified about the remaining alternatives. Wendy explained that the right of entry letters will let all the affected property owners know about the project.

**No. 26**–Prehm Ranch Crossing E: The CAG recommends that alternative 26 be screened. The CAG felt that it hurt the open space, crossed the conservation easement and based on information provided by the conceptual design did not provide a crossing that was as narrow as they initially thought.

Although the PWG recognized the CAG concerns over impacts to open space/ conservation easement and no clear savings on the bridge cost, the PWG felt that there were potential elements of Alignment E that should be investigated further before making a screening recommendation on this. These elements included:

- (1) Alignment E (with access only to the north along Phrem Ranch Road) would not require as much reconstruction to Phrem Ranch Road as Alignment D (potentially lower cost);
- (2) Alignment E would result in fewer impacts to the Phrem Ranch area;
- (3) Alignment E could reduce out of direction travel (compared to Alignment D with only Phrem Ranch Road); and
- (4) Alignment E could potentially trade existing ranch land for land required from the conservation easement.

The PWG decided to add Prehm Ranch with crossing E (with improvements along Phrem Ranch Road to the north only) into the level 3 screening and that the crossing D with Prehm ranch could be screened because E appears comparatively to be a better alternative.

**No. 5**–New Cardiff Bridge: It was found that the connection to SH-82 is too steep as previously proposed. If we moved the alternative to the north, then there would be impacts to the cemetery but it may be possible to address the grade. There would also be a potential to consolidate access along SH-82. We plan to refine this alternative to improve the connection into SH-82 for later screening steps.

The city is also planning a trail where the bridge pillars appear. This may mean there are 4(f) impacts.

**No. 8**–Through the airport north alternative: The under airport alternative is designed so the airport can remain open. This would meet FAA requirements. The under airport alternative would be tunneled under the runway safety area. The area within the 'object free area' could be cut but with road low enough to meet height requirements.

It was suggested that two different alternatives are shown to represent the through and under airport alternatives.

With this alternative there could be a possibility of eliminating CR-116 south of the new alignment. It was explained that city standards require that a connection be maintained between CR-116 and the proposed alignment.

The connection with SH-82 is still under evaluation. This could either tie in with CR-154 or directly with SH-82. There are trade-offs with each alternative.

Jeff will double check FAA guidelines related to depressions in the object free area.

Tom will check about the conservation covenant near the CR-154 and SH-82 intersection.

**No. 10**–Airport South: It was suggested that this is a good location for a crossing because of the elevation on each side of the river is about the same.

It was noted that the CAG had some concerns related to the ROW impacts on the east side of the river (Carter/Jackson ranch and Holy Cross electric). The CAG also has concerns related to how CR-116 is connected to the alternative.

The project team will be looking at how to drop or raise the roads to minimize the grade with the connection at Airport Road. As proposed, the grade is too steep. Craig or Jeff will send Mike an email to see what the city's standards are regarded to the grade and speed standards for a collector streets.

City staff explained that the airport hangers are on a year to year lease, which means that costs to close the hangers would be low.

South Alternatives: The crossings in this area have nearly level elevation on either side of the river but the length of the bridge would be significantly longer (750 +/- feet).

The CAG is concerned with the environmental impacts up Four Mile Creek.

The CAG is also concerned about a road that looks like a by-pass. They thought that the design of the D alignment should reflect a slower design by following existing roadways in the area.

Jeff will extend the profiles over to SH-82, particularly for south alternatives.

JCB will look at the rock fall concern related to the connection with Midland.

As concept alternatives, it was suggested that more detail on alignments such as slower design speed could be addressed further down the road.

Wendy will check with the school district for any plans of a school near the D crossing.

### **3. Other Items**

Some of the members of the CAG wanted to meet with the PWG. There was discussion among the group members on whether this was appropriate and the best platform for a joint meeting. The group decided that there was no reason a CAG member could not attend but that it would be more effective to conduct a field visit and invite the CAG members to come.

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### **Action Items:**

#### **Jacobs Carter Burgess**

1. Scott will coordinate with IBI (RFTA) to see if they have forecasts for the BRT system.
2. Mike will forward some forecasts PBS&J did for Midland between 27<sup>th</sup> and 4 mile.
3. Jeff will extend the profiles over to SH-82, particularly for south alternatives.
4. JCB will provide additional screening for crossing E (alternative no 26) to the PWG.
5. Craig or Mike will send Mike an email to see what the city's standards are regarded to the grade and speed standards for a collector streets.
6. We will look at the rock fall concern related to the connection with Midland.
7. Jeff will double check FAA guidelines related to depressions in the object free area.

**Jacobs Carter Burgess**

8. Wendy will send a list of right-of-entry owners to Andrew McGregor to see if there has been property ownership changes recently. This will be done for right-of-entry properties that the project team cannot contact and are critical properties.
9. Wendy will check with the school district for any plans of a school near the D crossing.
10. Scott will send a list of MOEs that will be used for the level 3 screening.
11. Craig will send a revised calendar to the PWG.

**City of Glenwood Springs**

1. Andrew will verify the property owners on the right-of-entry list once we send them.

**Newland Resources**

1. Tom will check about the conservation covenant near the CR-154 and SH-82 intersection.

**PWG Working Group:**

City of Glenwood Springs	Jeff Hecksel, Mike McDill, Andrew McGregor, Robin Millyard
Garfield County	Jeff Nelson
CDOT	Tammie Smith, Pete Mertes, Zane Znamenacek, Joe Elson
FHWA	Eva LaDow, Sean Cutting
RFTA	Kristin Kenyon
Jacobs Carter Burgess	Craig Gaskill, Jeff Mehle, Wendy Wallach, Scott Jones, Sandy Beazley, Troy Halouska
Newland Resources	Tom Newland

## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #9-Discussion of Alternative Screening and Development Level 3

**Date Held:** July 1, 2008

**Location:** Glenwood Springs Community Center (Glenwood Springs)

**Attendees:**

<b>City of Glenwood Springs:</b>	Mike McDill
<b>Garfield County:</b>	None
<b>CDOT:</b>	Joe Elsen, Pete Mertes, Zane Znamenacek
<b>Jacobs Carter Burgess:</b>	Craig Gaskill, Wendy Wallach, Jeff Mehle, Scott Jones
<b>RFTA:</b>	Mike Hermes
<b>Newland Resources:</b>	Tom Newland

**Copies:** Attendees, Distribution List, File

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### Summary of Discussion:

#### 1. Project Management

Project Status: There would be less discussion at the PWG meeting since the CAG meeting could not be completed the night before. The Denver based members of consultant team could not get to the meeting due to a 3 ½ closure of I-70 near Dotsero. Both Tom Newland and Mike McDill were at the meeting before it was postponed. There were several new members in attendance affected by the New Cardiff alternative and were concerned. Sandy Jackson was not happy to see that Alternative E was still under consideration.

The next meeting for the CAG is planned for July 16 rather than the 7th as many key members could not make it July 7th. The CAG wants to get through the screening as quickly as possible.

The next PWG meeting is tentatively scheduled from 9:00 a.m. to noon on August 15th. This is pending feedback from all members of the PWG.

The group discussed the best time for a field trip. This was tentatively set for July 29th, pending input from other PWG members. Mike Hermes will check the availability of RFTA buses for the field trip.

#### 2. Transportation Planning

There are no new updates to report.

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### 3. Environmental

An update on the right of entry was provided. At the last PWG meeting the project team confirmed the larger study area and started to move forward sending out the right-of-entry forms to the affected property owners. This larger study area also resulted in a change in the sub-consultant agreements. Once all the needed right-of-entry forms have been received the resource specialists (sub-consultants) will be able to collect the necessary field work to complete 4(f), wetlands, wildlife, and rock fall areas analysis.

Right-of-entry for only part of the Jackson property was received allowing access to the northern end of their property. They provided right-of-entry of the parcel affected by crossing B but not E, likely because Sandy was unaware this alternative was still being evaluated.

Right-of-entry is also need for the Stewbens who are located near the New Cardiff crossing and the 4-mile Creek area.

### 4. Public Involvement

The project team plans to present the alternatives to the RFTA board at their next meeting on July 10. We are interested in RFTA input on the alternatives and how the proposed bridge would cross the RFTA corridor. This meeting will be in Carbondale.

Tom is going to try and schedule a meeting with the Mountain View Church on July 10th, to discuss their issues, based on their letter.

### 5. Alternative Development and Screening

Revised conceptual engineering:

- (1) Updated all the design to include the city approved width. (Refer to white paper for crossing sections.)
- (2) Changes for the New Cardiff crossing were made to try and address the grade of the road connecting with SH 82. The alignment was moved north and now impacts the cemetery.
- (3) There are implications of a full grade separated crossing of the RFTA trail. In order to maintain a 2% grade or less for the rail road, the grade of the railroad would be impacted for about a mile. It would be possible to provide an interim solution with a grade separated bike crossing and deeper piers for future grade improvements. This will be discussed with RFTA at the next board meeting.

The PWG discussed the issue of crossing the RFTA trail. The PWG agreed that it is reasonable to assume a grade separated crossing for the bike trail only at this point.

- (4) Changes were made at the North Airport crossing and to the connection with CR-154. This would require the relocation of the existing CR-154/SH-82 intersection.
- (5) Changes were made to crossing B. Retaining walls are assumed on this alignment to minimize impacts. This reduces the impacts to Carter/Jackson the

Holy Cross. The PWG discussed that, if the County allows a variance to the property set-back, the impacts to both properties would be minimal.

- (6) Updates were made for the 4 mile road corridor. Design for this alternative was not available at the last meeting. A 7% (or less) grade is maintained for the corridor. This creates some pretty steep walls (up to 40 feet). At this level of design, it is clear there will be many engineering constraints due to grade, retaining walls, etc.
- (7) Crossing E was added as an alternative. The thought by the PWG at the last meeting was that a narrower crossing could be possible here, but because of the contours the bridge at this location is actually longer.
- (8) The roadway cross-section for Prehm Ranch and 4-mile assume a narrower cross-section because of the cut/fill requirements to provide both bike and ped elements. This gives the alternative the best opportunity of meeting the project purpose and need. The PWG discussed what an approximate cross-section would be for these segments. It was decided that we would include an 8 foot multi-use path for both bikes and pedestrians on one side of the road instead of a 5 foot sidewalks and 6 foot bike path on both sides. This essentially provides the same overall footprint.

There was some question related to right of way costs. Unit costs were based on land use type (commercial, residential, agricultural). Costs for the Jammaron ranch land was assumed as ranch land use.

The PWG discussed how to better show the cost in the bar graphs. It was also discussed that a light industrial unit costs should be used to reflect Morrison Distributing and some of the parcels near the airport. Right-of-way costs will be updated based on land use plans. Joe will verify the unit costs assumed for the construction costs.

It was suggested that we should remain consistent when evaluating 'development potential' for the airport and the southern alternatives. Use of the land use plans will address this.

Concern was expressed about how the alignment would intersect with SH 82. The access management standards should be used, based on the access classification of EX and a description should be provided on how access to SH 82 is provided for each alternative. Scott will update this discussion.

**ACTION ITEMS:**

**Jacobs Carter Burgess**

1. Craig will confirm the availability of all the PWG members for a meeting on August 15th and a field trip on July 29th.
2. Wendy to contact Sandy Jackson to check the right of entry on the southern parcel. She will also contact the Steubens.
3. Wendy will confirm the land use plans for the Jammaron ranch and the airport to get a better estimate on the land value.
4. Jeff will separate out the right-of-way costs in the cost summaries.
5. Scott will provide a summary on the access issues for each of the alternatives
6. Jeff will include a line item to account for access mitigation (if needed) with SH 82
7. Jacob's staff will update the White Paper and distribute it to the PWG when ready.

**Newland Project Resources**

1. Tom to reserve Conference Center for planned PWG and CAG meetings.
2. Tom will contact the Mountain View church to see if they can meet on July 10 to discuss their concerns.

**RFTA**

1. Mike Hermes will check the availability of RFTA buses for a field trip on July 29th.

**CDOT**

1. Joe will verify the unit costs used assumed for construction costs.

**PWG DISTRIBUTION LIST:**

City of Glenwood Springs	Jeff Hecksel, Mike McDill, Andrew McGregor, Robin Millyard
Garfield County	Jeff Nelson
CDOT	Tammie Smith, Pete Mertes, Zane Znamenacek, Joe Elson
FHWA	Eva LaDow, Sean Cutting
RFTA	Kristin Kenyon
Jacobs Carter Burgess	Craig Gaskill, Jeff Mehle, Wendy Wallach, Scott Jones, Sandy Beazley, Troy Halouska
Newland Resources	Tom Newland



## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA  
**Purpose:** PWG Meeting #10- Detailed Alternative Screening  
**Date Held:** September 16, 2008  
**Location:** Glenwood Springs Community Center (Glenwood Springs)

### PWG Attendees:

**City of Glenwood Springs:** Mike McDill, Andrew McGregor, Jeff Hecksel  
**Garfield County:** None  
**CDOT:** Joe Elsen, Pete Mertes, Zane Znamenacek, Tammie Smith  
**FHWA:** Eva LaDow  
**Jacobs Carter Burgess:** Craig Gaskill, Sandy Beazley, Jeff Mehle, Scott Jones, Gina McAfee  
**RFTA:** Dan Blankenship, Kristin Kenyon  
**Newland Resources:** Tom Newland  
**White River Nat' Forest:** Randy Parker

### CAG and Public Attendees:

Dave Harris, Diane Steuben, Chris Steuben, Sandy Jackson, Jim Frehle, Mr. and Ms. Fred Inglehart, Jim Campbell, Chris Janusz, Dave Sturges

**Copies:** Attendees, Distribution List, File

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## SUMMARY OF DISCUSSION:

### INTRODUCTIONS:

Meeting was a group meeting for both the PWG and CAG. The CAG were invited to listen in on the discussion but were not there to actively participate. The meeting began by doing introductions of the PWG and CAG.

### PROJECT STATUS:

#### PROJECT MANAGEMENT

Craig Gaskill reviewed the roles throughout the project for the Citizen Advisory Group (CAG), Project Working Group (PWG) and Process Management Group (PMG). The

CAG had very active participation with 20-25 people participating through-out the length of the screening process. The role of the CAG was to develop recommendations for the PWG and to provide input at appropriate times. The role of the PWG includes developing recommendations for the PMG and providing input at appropriate times. The role of the PMG includes evaluating recommendations and assuring concurrence is received when appropriate.

#### **PUBLIC INVOLVEMENT**

Craig Gaskill provided a description of anticipated future meetings. After a screening from the PWG today the group will present the remaining alternative(s) to RFTA on November 13<sup>th</sup>, the Glenwood Springs City Council on either November 6<sup>th</sup> or the 20<sup>th</sup> and the Garfield County Board of County Commissioners (BOCC) on November 13<sup>th</sup>. There will be an effort to get the City Council and County Councils to meet together, in which case, two separate meetings would not be necessary.

Project public involvement to date was discussed later in the meeting.

#### **TRANSPORTATION PLANNING**

Scott Jones discussed the Sunlight Traffic Impact study that was completed for the development. There was a discussion about the difference between the projections of their study and from the South Bridge Project. Their study only considered the PUD. Mike McDill felt that the traffic projections for the Sunlight Traffic Study were low and that this project's projections seemed more reasonable. Mike also felt that the Sunlight Study under-estimated the number of trips associated with employees for both the resort and home maintenance activities.

The development plan for this project was on the agenda for the next BOCC on the October 18<sup>th</sup>. They anticipate traffic impacts being discussed at this meeting.

#### **ENVIRONMENTAL**

Sandy Beazley discussed the process and challenges that were experienced during the right-of-entry process. Obtaining the right-of-entry ended up taking more time and resources than initially anticipated.

We received 43% response rate on the right-of-entry, and completed a more focused outreach for those property owners that were critical for the field surveys. The remaining 57% that did not respond, or could not be reached, were not critically located parcels.

The final wetland delineation should be complete by October 3<sup>rd</sup>, with preliminary results available shortly thereafter. We have received reports for the wildlife habitat and

the paleontological survey and 4(f) analysis is ongoing, with a draft report expected early October.

Property owners, who are located near alternative 5, voiced concerns that the right-of-entry documents were vague and did not specifically address how individual property owners were affected. It was recognized that these were general legal documents that meet CDOT standards, but that providing more detail with future mailings would be a good idea.

Another property owner stated that he felt Jacobs did not send him the appropriate documentation he had requested related to his property. He said that he had granted a 'conditional' right-of-entry pending information related to his property and the project. It was subsequently discussed with the property owner that no surveys were conducted on the property so there was no documentation to send. Jacobs agreed to send a letter to the property owner documenting this information.

A field survey was conducted for the Ute Ladies'-Tresses Orchid, a federally protected species of plant. It was not found in the study area, but the habitat was considered suitable for its presence. Related to the habitat, Craig said that a Colorado Natural Heritage Program (CNHP) ecological assessment of the area could be completed. This survey could provide a more regional context than the NEPA field surveys. The cost of the survey is approximately \$2,500, which would cover the three remaining bridge crossing sites. The group discussed whether there was extra value in performing this work and if doing the survey would set a precedent for other NEPA studies. There are not any known biological risks for the area that would indicate a need for additional survey.. The project team will document the differences between the NEPA survey and the CNHP survey and provide this to the PWG to determine if there would be added value in doing the survey.

## **PUBLIC INVOLVEMENT**

Tom Newland provided a historical description of the public involvement and outreach process. He gave a background on the newsletters, public open houses, small group meetings and CAG meetings held for the project.

Tom thought that another public meeting could be conducted after the alternative selection to update and inform the public. Tom said he was concerned that there might be some confusion among the public because of the historical context of the project. Historically, 'South Bridge' was known as a project that provided a river crossing near the south end of the airport. It was assumed that many residents may not know that alternatives near the Cardiff Bridge and 4-Mile Creek were also considered.

Craig Gaskill suggested that due to the confusion about where the project is located, it may be beneficial to have another public meeting/open house before we go to the

County/City Councils and RFTA. He discussed that we could also conduct a targeted outreach to homeowners that are affected by the project.

The PWG next discussed the purpose of further outreach. Would the purpose of a meeting be to 'inform' the public or gathering additional information? There would likely be a need to reconvene the PWG to discuss findings from the meeting. The group concluded that this meeting would serve both purposes and be a last "check" that we are not missing critical information.

Zane Znamenacek stated that he has found that presenting the findings with one final alternative is good way of getting public participation. He feels the public often times does not offer input regarding the project until a specific alternative is provided.

Tammie Smith suggested that we conduct another public meeting and include a map with the remaining alternative(s). She also suggested that the public meeting be held within the study area, perhaps at Sopris Elementary School.

Eva LaDow stated that the notice for the public meeting should include a website link where people can go to get more information about the project. She also suggested we consider a public meeting in combination with a targeted outreach for those people that are more directly impacted.

Mike McDill suggested that before we decide on an appropriate outreach process we should move forward and see what alternatives the PWG recommends. There may be specific issues related to the final alternative that would direct how the next public outreach is performed.

## **ALTERNATIVE SCREENING:**

### **CAG RECOMMENDATIONS**

Tom Newland provided a summary of the CAG meetings, online survey, and CAG recommendations. This included the CAG discussions for evaluating and screening alternatives.

Tom Newland discussed CAG recommendations from the final CAG meeting:

- Three alternatives should be carried forward in the NEPA process: Alternative 5, Alternative 8b, and alternative 16.
- The No Action alternative should include non-programmed improvements to Midland and 27<sup>th</sup> Street (widening both to 4 lanes).
- Traffic calming should be incorporated into all alternatives to slow traffic and discourage future use of the roadway as a bypass.

The CAG also had several suggestions at their last meeting. These suggestions did not have CAG consensus:

- Place the alignment on a viaduct on the east side of the Roaring Fork River to reduce land use impacts.
- Add walls on the bridge structure to reduce visibility and noise (5 to 6 feet high was suggested)
- Consider a grade separated intersection with SH 82 to maintain traffic flow/safety on SH 82.
- Consider an alternative that includes Alternative 8 east of the river and Alternative 16 west of the river.

Jeff Hecksel asked if the public knew that changing the airport from public to private use would require a vote of the public. Tom Newland confirmed that the CAG members were aware of this since it was discussed during the CAG meetings.

Dan Blankenship had questions about the Purpose and Need. He was concerned that there were conflicting elements. It seems we are stating that we are not providing a bypass, but yet we are providing a grade separated intersection which facilitates efficient movement of traffic from SH 82 to Midland. Conversely, traffic calming is being considered to slow traffic speeds. The PWG was reminded that the purpose and need is only for local and emergency access. The grade separated intersection was suggested as a means to improve safety, not improve traffic flow. The traffic calming was suggested to slow traffic speeds and was intended to reduce community impacts.

Because of the grade separated intersection suggestions, the project team developed some concept layouts for how these might work. Jeff Mehle provided a presentation of the potential grade-separated intersection options and explained their function, as well pros and cons (see attachment for concept layouts)

Dan Blankenship asked how much the cost of construction is considered as part of the screening since many of the alternatives seem very expensive. Craig Gaskill stated that the costs are part of the screening criteria and should be considered as appropriate to the PWG along with other criteria.

### **LEVEL 3 EVALUATION AND SCREENING**

Craig Gaskill led the discussion of the level 3 evaluation and screening process. He reminded the PWG that all had received copies of the updated “Level 3 Evaluation and Screening Information Packet” white paper. In addition, PWG members had also received a blank matrix of alternatives and criteria and a matrix that listed notable differences between alternatives as they relate to evaluation criteria.

#### No Action Alternative:

Craig Gaskill discussed the CAG recommendation to have the No Action alternative include non-programmed improvements to Midland and 27<sup>th</sup> Street. Craig stated that

he understands the logic of the CAG in wanting to include these improvements as something to compare the build alternatives to, but since they are not planned or budgeted improvements they do not meet the definition of No Action within the constraints of NEPA implementation. Tammie and Gina confirmed the definition of the No Action alternative.

Craig then identified that these improvements had previously been considered as an actual build alternative (Alternative 1) and were screened during the Fatal Flaw screening process. Alternative 1 was screened as it did not meet the Purpose and Need in terms of providing redundant access.

East Airport Alternative:

Craig discussed another alternative that the CAG suggested. This was a combination of alternatives #8 & #16. Although not realized at the time of the suggestion, this alternative, known then as the “East of Airport” alternative, was screened during the Level 2 Comparative Screening based primarily on excessive community impacts.

Further Screening:

The PWG had previously screened out alternatives in the Level 1 (fatal flaw) screening and the Level 2 (comparative) screening. The remaining alternatives included Alternatives, 5, 8a, 8b, 10a, 10b, 16, 21, 23, and 26.

Tom Newland reminded the group of the purpose of this project by reviewing the project Purpose and Need and how emergency and local access is a critical component of the project.

Tom Newland suggested we review the CAG screening of alternatives #21, #23, and #26.

- Mike McDill thought that although these alternatives do provide better access to 4-Mile Road area they do not meet the primary purpose of this project, which is to provide access to the South Glenwood area.
- Zane Znamenacek said that alternatives #21, #23, and #26 provide better access with SH 82, but alternatives #8 and #10 provide an opportunity to provide roadway/intersection improvements in an area that is known as problematic on SH 82.
- Jeff Hecksel suggested we remove alternatives #21, #23 because of environmental impacts (wetlands, riparian habitat and historic property) and high cost. The PWG unanimously agreed to screen these two alternatives.

Alternative #5:

Although the PWG recognized that the CAG had recommended leaving in Alternative 5 along with Alternatives 8b and 16, the PWG felt that when

comparing alternatives Alternative 5 did not compare as favorably and it should be screened for the following reasons:

- Too far north to do a good job at meeting the Purpose and Need.
- Any obstruction or incident on Midland would seriously limit this alternative's effectiveness.
  - Geologic hazard levels that could obstruct Midland are higher north of the access point on Midland, but do exist at a lower level where this access connects with Midland. This would limit the effectiveness for this alternative to provide redundancy and emergency access.
  - A vehicular accident south of this alternative on Midland Avenue would restrict access to both the new alignment and existing 27<sup>th</sup> Street Bridge.
- Impact to the Cemetery, which is likely an eligible National Register property.
  - Tammie Smith stated that moving grave sites is very complicated, requiring the notification of families. Given the age of the Rosebud Cemetery this could require exhaustive research.
  - Gina McAfee stated the Rosebud Cemetery is likely provided 4(f) protection based on the historical significance of some of its occupants. It is also protected by the National Historic Preservation Act.
- This alternative is too close to 27th Street Bridge to provide maximum benefit.
- Traffic problems caused by proximity to Mt. Sopris Drive and Three Mile Road along Midland Avenue makes this alternative less favorable.

A variation to Alternative 5 that did not include the access to SH 82 at the Rosebud Cemetery was also discussed. Although this would avoid the cemetery impacts the alternative would have even less ability to meet the purpose and need. This variation was also screened out.

Alternative #26:

The PWG felt that this alternative should be screened for the following reasons:

- High degree of out-of-direction travel, so likely not as responsive to purpose and need
- Higher cost without corresponding higher benefit
- Crossing the conservation easement is not consistent with the community values

The PWG then discussed some the access issues with SH 82 for Alternatives #8 and #10:

- Zane Znamenacek stated that efforts should be taken to improve access and safety in this area. There are a lot of closely spaced intersections and safety concerns in the area. The temporary signal at CR 154 and SH 82 was installed because of safety concerns in this location.
- The PWG discussed whether there was an opportunity to share RFTA right-of-way for a frontage road to consolidate the accesses. Dan Blankenship stated that this was very unlikely. Tom Newland said that he had explored a similar solution in the Aspen area and found that sharing the RFTA right-of-way was not possible.
- It was recognized that the RFTA corridor is considered historic supporting the input from Dan and Tom.
- The PWG agreed that the access issues and consolidation were more reasonable with Alternative #10. Zane Znamenacek stated that he would like to meet with Jacobs to discuss and explore the access issues.

Alternative #16:

Although the PWG recognized that the CAG had recommended leaving in Alternative 16 along with Alternatives 5 and 8b, the PWG felt that when comparing alternatives, Alternative 16 did not compare as favorably to Alternative 10 and it should be screened for the following reasons:

- Impacts to neighborhoods because of traffic cutting through. The connection of the crossing with CR 116 would encourage traffic to cut-through neighborhoods to the north as this would become a shorter route to 4-mile Road and Midland Avenue. This cut-through traffic would impact the neighborhoods as well as an elementary school and two parks, to the north in an effort to avoid the more circuitous route south of the airport. Traveling to the south would cause approximately ½ mile of out-of-direction travel.
- When compared to Alternative 10, this alternative was considered to have more community impacts and have less ability to meet the purpose and need. Both alternatives had similar wetland impacts and potential 4(f) impacts to the Coke Ovens and Rodeo Grounds.

Alternative #8:

Although the PWG recognized that the CAG had recommended leaving in Alternative 8b along with Alternatives 5 and 16, the PWG felt that when comparing alternatives, Alternative 8 did not compare as favorably to Alternative 10 and it should be screened for the following reasons:

- Direct 4(f) impact to rodeo grounds. This alternative would bisect the rodeo grounds from the parking lot and would be considered a direct 4(f) impact.
- Potential direct impacts to the coke ovens, a resource listed on the National Register of Historic Places (NRHP).
- Impacts to Mountain View Church and commercial and residential properties on the east side of the Roaring Fork River.
- The technical feasibility of the new intersection at SH 82 was also a concern. Although a new intersection could be constructed, the intersection would have similar safety concerns as the existing CR 154/SH 82 intersection. This intersection would be on a curve reducing visibility, it would have short spacing between adjacent intersections, and would not meet CDOT's Access Guidelines. Options to improve this intersection to meet standards would result in a high level of property impacts and cost.

The PWG suggested moving forward Alternative #10 for the following reasons:

- Greater potential to minimize impacts to 4(f) properties. This alternative would fit between the coke ovens and the rodeo grounds, both of which are 4(f) properties. Therefore, the potential impact is lessened compared to Alternative #8.
- Technical feasibility issues are less with SH 82 intersection when compared with Alternative #8. The location better addresses safety on SH 82 and does a better job at addressing access control guidelines. The costs associated with a new intersection at this location are also anticipated to be lower.
- Less impact to residential and commercial properties. (impacts three properties compared to six with Alternative 8)

The PWG discussed screening the Over or Under the Airport options:

- The group discussed that closure of the airport is a politically charged issue in the community. There are strong feelings on each side of the debate, with vocal support to maintain or close the airport. It was reported that Garfield County may not "support any alternative that protects the airport". Since Garfield County was not present at the PWG meeting and there may be additional input on the subject, the group decided that it was best to hold off on making a recommendation. A recommendation will be made following additional input from Garfield County, the public, and elected officials.
- Tammie Smith pointed out that potential indirect or cumulative impacts associated with forcing a closure of the airport may have to be disclosed in the EA if we choose the at grade option

Given the Alternative 10 recommendation, the project team will provide more detail on the alignment map to show intersection configurations / connections, and updated cross-section details.

### **NEXT STEPS:**

The PWG agreed that the project should hold a Public Open House to present Alignment #10a (through the airport) and #10b (under the airport). The issue related to over/under will be presented and discussed at the public open house, as well as within local agency meetings.

The PWG decided against doing small group meetings with affected property owners, since most have been notified or have participated on the CAG.

A plan for getting the recommendations out to the public will be developed. This includes the Public Open House but may also include a press release and postcards.

A project working group meeting will be held after the public meeting. Public Open House will be scheduled for October 22<sup>nd</sup> and the next PWG will be scheduled for the morning of October 23<sup>rd</sup>.

Jacobs agreed to send out a revised schedule with future meeting dates.

Jacobs will also provide a screening recommendation of a new alternative suggested at a CAG meeting. This Alternative 27 will be sent to the PWG for review as there was not time to discuss at the PWG meeting.

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### **ACTION ITEMS:**

#### **Jacobs**

1. Paper describing the indirect and cumulative issues that will need to be analyzed if alignment #10 were to stay at grade.
2. Send out an updated schedule showing the next meetings.
3. Coordinate with Zane to discuss access options with SH-82
4. Provide additional information regarding CNHP survey to Tammie Smith with CDOT.
5. Provide more detail of Alternatives 10a and 10b to show intersection configurations / connections, and updated cross-section details
6. Develop a plan for getting information on alternative recommendations out to the public – including public open house.
7. Send screening recommendation of a new alternative (#27), suggested at a CAG meeting, for PWG review

## CDOT

1. Tammie will research whether there is a need to perform the CNHP survey. As of this writing CDOT has stated it does not feel the additional analysis is required and the question is being posed to the City since they would fund the study.

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## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #11- Public Meeting Debrief

**Date Held:** October 23, 2008

**Location:** CDOT Maintenance Conference Room, Glenwood Springs

### PWG Attendees:

**City of Glenwood Springs:** Mike McDill, Andrew McGregor, Jeff Hecksel, Robin Millyard

**Garfield County:** Jeff Nelson

**CDOT:** Joe Elsen, Zane Znamenacek (via phone), Tammie Smith (via phone)

**FHWA:** Eva LaDow (via phone)

**Jacobs Carter Burgess:** Craig Gaskill, Sandy Beazley, Jeff Mehle, Scott Jones, Brian Werle

**Newland Resources:** Tom Newland

**Copies:** Attendees, Distribution List, File

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## SUMMARY OF DISCUSSION:

### INTRODUCTIONS:

This PWG meeting followed the public open house that had occurred the previous night. The purpose of the meeting was primarily to discuss what was heard at the open house and how that information might relate to the project. The secondary purpose was to discuss ongoing project tasks.

### PROJECT STATUS:

#### PROJECT MANAGEMENT

Craig Gaskill discussed the upcoming meetings associated with the project. There are three planned meetings for the month of November, a meeting with the Glenwood Springs City Council, the Garfield County Board of County Commissioners, and the Roaring Fork Transportation Authority (RFTA) Board. A joint meeting with the City of Glenwood Springs and Garfield County is planned for December.

### **TRANSPORTATION PLANNING**

Scott Jones discussed the status of the transportation planning. Since the last PWG meeting, Sunlight Ski area had presented their plan before the County Planning and Zoning Commission<sup>1</sup>. The Planning and Zoning Commission indicated a desire to see development plans that are not so dense and intense.

Jeff Nelson thinks the plans will come back again in a slightly less intense form. He indicated that the owners of the resort seemed very interested in making something happen so he expects seeing new plans soon.

Jeff wanted to know if our traffic projections included build-out of Sunlight Ski area.

Scott Jones stated that the traffic projections did include the Sunlight Ski Area plans. Traffic projections also included residential land use development along the 4-Mile Road corridor. The proposed South Bridge roadway cross-section should be able to handle the allocated resulting traffic associated with development along 4-mile road and at Sunlight Ski area.

Jeff wanted to know if the roundabout at 4-Mile Road/Midland was planned to be one-lane or two-lanes. Scott Jones responded that we had assumed the previously designed and partially constructed roundabout since the existing configuration could not accommodate projected traffic and would need to be improved. Constructed elements included sidewalk along the east side only. This roundabout has not been studied in enough detail by the project team to confirm how well it would accommodate future traffic as a result of the project. The PWG agreed that we should complete an analysis of the intersection to determine whether a one-lane or two-lane roundabout is necessary.

### **ENVIRONMENTAL PLANNING**

Sandy Beazley provided an updated on the status of the environmental work. Sandy said that Michael Claffey was still coordinating with the Jackson Ranch to gain access to their property for detailed wetland delineation. Sandy stated that we plan to submit the cultural resource report to CDOT next week (week of October 27<sup>th</sup>) for their review and comment.

Tammie Smith asked if we had received the Native American Consultation letters. Sandy thought if we did it might have come to Wendy Wallach so he would follow-up to ensure we had received them.

Sandy stated that no other data collection was planned and that the EA documentation had begun.

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<sup>1</sup> Subsequent follow-up on this application indicated that an Amendment to the Comprehensive Plan to designate a portion of the land as Recreation was approved. The project will go before the County Planning and Zoning Commission again for the PUD phase.

### **PUBLIC INVOLVEMENT**

Craig Gaskill and Tom Newland did meet with some of the CAG members after the last PWG to address their concerns. Some members of the CAG did not understand why the PWG had selected an alternative that was different from those that they recommended. Craig felt that for the most part the CAG accepted the PWG recommendation to carry forward alternatives 10a and 10b<sup>2</sup>. However, there were several CAG members who were upset that the PWG did not go with the CAG recommendations, instead selecting alternative 10a/10b. Craig explained that the PWG preferred 10a/10b to alternative 16 primarily because it encouraged people to cut-through the adjacent subdivision, which has an elementary school and adjacent parks, both activity centers for children. Alternative 16 also resulted in more out-of-direction travel which is not as consistent with the Purpose and Need. To address the CAG concerns that the route will be used as a bypass, Craig explained that traffic calming elements are being considered to discourage use as a bypass. In addition, the roadway was only planned for two lanes.

### **PUBLIC MEETING DEBRIEF**

Tom Newland provided a summary of the comment sheets received at the Public Open House held for the project on October 22<sup>nd</sup>. He stated that we had over 100 people attend.

Tom presented Jim Frale's comments in which he stated that he was not happy that the PWG rejected 16, 8, or 5 and selected 10. This was consistent with the concerns he had expressed during the public meeting.

Mike McDill stated that PWG did consider alternative 16; however, in addition to the potential for cut-through traffic, it also requires an underpass at the south end of the airport so it made more sense to provide a more direct connection to Midland Avenue.

Brian Werle said a lot of people he talked to were new and they seemed supportive of the process and the project.

Joe Elsen said he felt a lot of the people he talked to at the meeting were against alternative 5. He also heard a lot of support for 4-mile creek alternatives, but he explained the environmental and cost constraints that these alternatives have. After this, most people did see that the impacts were too great in this area.

Craig Gaskill stated that he heard quite a bit of debate about the airport with some people against closing it and others supportive of closing it.

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<sup>2</sup> This comment was based on meeting with several CAG members before the public meeting and after the public meeting. Most of the CAG members that Craig talked to felt the PWG recommendations were appropriate.

Craig stated that Steve Smith wants us to present the CAG recommendations to the City Council and Board of County Commissioners when we meet with them. We will be doing this.

Craig also said he heard many people discussing the issue of a bypass. Some of these people wanted to see the by-pass happen.

Scott Jones said he heard a lot of people comment on whether there was money to construct the project.

Jeff Mehle said he had a lot of people who wanted to know when the project was going to be built. He said many people were tired of hearing the project being discussed and they wanted to see something happen.

Mike McDill said he did not hear any comments about closing the airport. He said he did address several comments about traffic on Midland Avenue.

Mike McDill stated that there is still flexibility in where the detailed alignment would be. We may need to evaluate whether it makes more sense to stay on the Carter Jackson property, the Holy Cross Energy property, or to split the difference between the two, as currently shown. He thought it seemed most cost effective to keep the alignment on the Carter Jackson property.

Craig Gaskill said that the public meeting was designed to provide information to the public, answer questions, and collect new information. The public meeting generated a lot of interest and there was a lot of information sharing. However, based on the meeting review and public comments received, Craig did not think we heard anything new that we either hadn't heard before or would affect any of the evaluation or recommendations that had occurred to-date.

#### **OTHER**

Jeff Hecksel does think that the City and County Commissioners will want to meet together and have a group discussion before a final recommendation on 10a or 10b is made. Jeff will work with the County to set a joint meeting on December 18<sup>th</sup>.

Jeff Hecksel and Jeff Nelson stated that there is an election this year with new county commissioners being elected. They suggested we should plan to provide an informative meeting with the candidates who might not be aware of the project as well as the existing commissioners. He thought the decision would likely be postponed until January when the new commissioners are sworn in. As such, we should schedule a meeting with the Board of County Commissioners on January 12<sup>th</sup>.

It was agreed that the upcoming presentations to the Board of County Commissioners and the City Council should be open meetings and the CAG should be notified.

As a result of the proposed meeting schedule, the next PWG meeting was scheduled for January 13<sup>th</sup>, 2009, the morning after the BOCC presentation on January 12<sup>th</sup>.

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## **ACTION ITEMS:**

### **Jacobs**

1. Provide an updated calendar for PWG and CAG.
2. Evaluate the proposed roundabout at Midland and 4-Mile Road to determine if it should be one lane or two lanes.
3. Jacobs will confirm we received the Native American Consultation letters for this area.
4. Schedule a new Board of County Commissioners meeting for January 12<sup>th</sup>.

### **Newland Project Resources**

1. Tom will check with Tom Blankenship (RFTA) to see if RFTA wants to vote/comment on this project.

### **City of Glenwood Springs**

1. Jeff Hecksel will coordinate a joint meeting between the city council and board on the 18<sup>th</sup> of December.

## FINAL Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #12- Project Status Update

**Date Held:** July 7, 2009

**Location:** Glenwood Springs Community Center

### PWG Attendees:

**City of Glenwood Springs:** Mike McDill, Andrew McGregor, Jeff Hecksel  
**CDOT:** Joe Elsen, Roland Wagner, Tammie Smith  
**FHWA:** Eva LaDow (via phone)  
**Jacobs Carter Burgess:** Craig Gaskill, Gina McAfee  
**Newland Resources:** Tom Newland

**Copies:** Attendees, Distribution List, File

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## SUMMARY OF DISCUSSION:

### INTRODUCTIONS:

This PWG meeting followed a series of City Council and Board of County Commissioners public hearings, briefings, and workshops where the South Bridge project was discussed. The primary purposes of this meeting were to provide a project status update and identify next steps based on debriefing of the various meetings that had been held.

### PROJECT STATUS:

#### TRANSPORTATION PLANNING

There have been minor transportation planning activities since the last PWG meeting. All of the activities have related to providing updated information for the elected official white paper revision.

#### ENVIRONMENTAL PLANNING

Most of the ongoing technical work as been in environmental planning as follows:

##### Cultural and Historic Resources

- CDOT is undertaking their final review prior to submittal to SHPO for eligibility determinations.

- The Steuben Property, which would be impacted by Alternative #5, has been determined eligible for listing on the NRHP (SHPO has not yet concurred).
- Next steps include eligibility determination and concurrence from SHPO, followed by effects determination and concurrence from CDOT and SHPO.

#### Wetlands

- A wetland delineation was completed in November 2008. The delineation included lands on the east and west side of the Roaring Fork River, and included the Lazy H/11 Ranch and Holy Cross Energy Properties. A functional assessment was completed at the same time. CDOT has reviewed both the Wetlands Delineation Report and functional assessment.
- This wetland has been described as a “unique wetland”
- A U.S. Army Corps of Engineers representative was on-site and felt that, based on the conceptual drawings, a permit would not be required if the bridge spanned the wetlands. The Corps has not yet reviewed the wetlands report.
- CDOT is currently reviewing the shading memo which details the anticipated vegetation impacts due to shading caused by the proposed bridge.
- CDOT is currently reviewing a temporary construction impacts memo which illustrates anticipated temporary construction impacts. This memo also included a discussion on hydrology. Hydrology for the wetland complex on the eastern shore is derived from a series of springs and seeps located along the hillside. Depending on the underlying geology the placement of caissons has the potential to alter the flow of groundwater through the wetland. Mitigation options have been discussed and geotechnical investigation of the area is anticipated.
- Next steps include submittal of Wetland Delineation Report to USACE and concurrence from CDOT regarding shading and temporary construction impacts.

#### 4(f)

- The Rodeo Grounds have been determined a likely 4(f) resource. The City of Glenwood Springs is willing to collaborate in early planning efforts to minimize impacts to the Rodeo Grounds and enhance future access.
- Next steps include eligibility concurrence from CDOT and FHWA and use, least harm and or *de minimis* analysis.

There was some follow-up discussion about the environmental planning activities:

- It was suggested that the project team could look at realigning Alternative 10 either north or south to minimize impact to the “unique” wetland
- In granting the 404 permit, the USACE requires the least environmentally damaging practicable alternative (LEDPA) but this relates only to aquatic resources.
- This wetland is anticipated to be an indirect impact in that there is no filling or dredging.
- It is also likely that this will not be a jurisdictional impact.

## **PUBLIC INVOLVEMENT**

Public involvement activities were primarily related to the various City Council and County Commissioner meetings where the public was allowed to provide public input. Meeting notes or meeting minutes have previously been provided for each of these activities.

Some ongoing coordination with CAG members has also occurred since the last PWG meeting.

## **NEXT STEPS**

### **DEBRIEF OF PUBLIC INPUT AND ELECTED OFFICIAL INPUT**

Six meetings were held since the last PWG meeting as following:

1. January 12<sup>th</sup>, 2009, Board of County Commissioners project update
2. January 15<sup>th</sup>, 2009, City Council project update
3. February 19<sup>th</sup>, 2009, Joint City Council, Board of County Commissioners Workshop
4. March 2<sup>nd</sup>, 2009, Board of County Commissioners project update
5. March 19<sup>th</sup>, 2009, City Council project update
6. May 27<sup>th</sup>, 2009, Joint City Council and Board of County Commissioners Public Hearing

All of the above meetings allowed public input

Input from PWG members who had attended some or all meetings is summarized as follows:

- Various elected officials do not support an alternative that effects one or more of the following:
  - The Carter Jackson ranch
  - Holy Cross Electric
  - The Mountain View Church
- Elected officials are concerned about high cost
- Many have expanded their view of the project to include more than is covered by the Purpose and Need, specifically to include regional mobility or consideration of a bypass as part of this project. Some thought this project was a bypass of a different color.
- Because all alternatives have impacts, a couple of elected officials suggested that there must be a better answer.
- There is a strong hesitancy on the County's part to participate, based primarily on cost.
- The first few meetings had a handful of public attendees. At the 4<sup>th</sup> meeting, there was a strong showing of support for a bypass.

- Many questioned if this is the most pressing transportation issue.
- The 3 Commissioners are tentative about the project. About half the Council members are in favor of the project and the other half are “so-so”.
- The Jackson family property has huge sentimental value
- The County Commissioners see this as a lower priority project
- The City Council probably doesn’t have the plurality to move this project forward in it’s current form.
- Unlikely to get support of current alternative 10B from City Council or Commissioners.
- Elected officials want a staff recommendation
- Elected officials may not understand the project and that this is not a final recommendation
- There was no direction to close the airport. Most seem to want to preserve options to keep the airport open.

#### **OPTIONS FOR MOVING FORWARD**

The following discussion was related to how the project might move forward.

- We should demonstrate, using traffic models, that:
  1. There will be less northbound AM Peak Traffic and less southbound PM Peak traffic on Midland north of Four Mile Road with the South Bridge.
  2. Travel times will cause drivers to make the decision at either 27<sup>th</sup> Street or Four Mile Road that there is a quicker way to get to any destination south of the South Bridge/SH 82 connection than traveling the stretch of Midland Avenue between these two points.
- The proposed facility could actually help the Jackson’s obtain access to their commercial property.
- Because the Jackson property is zoned commercial, right-of-way would be valued based on this zoning.
- It was recognized that the federal government always has the option of pulling unobligated money from an earmark. This is not considered likely.
- An alignment option was considered for the existing Cardiff bridge. This was previously considered and was screened out due to rockfall potential, low ability to best meet the purpose and need, and concerns about the existing Cardiff bridge being historic.
- We should work with the Jackson’s on options to minimize impacts
- The Purpose and Need should be strengthened, such as more education and definition of constraints behind it.
- Should update elected officials on NEPA process, including the timeframe, the decision process, and the commitments.
- FHWA confirmed that without a commitment of funding, the project could complete the EA but a decision document could not be signed.

- The EA alone would have a life of about 3 to 5 years but could easily last for 7 years with a re-evaluation.
- A suggestion was made to examine more alternatives through the EA.
  - There are some federal regulations that limit the full evaluation of alternatives if alternatives have known fatal flaws
    - The project team should consider studying alternatives that provide trades offs
  - Advantages of studying multiple alternatives is that if any one of these gets carried forward into a decision document at a later date, a new EA or re-evaluation would not be needed, or at least not be needed to the same level.
  - There are many examples of EAs with multiple alternatives.
  - If we go with multiple alternatives in the EA, the document will give objective information on all alternatives. This will be more detail than provided in the screening phase. All alternatives will be fully evaluated for impact to resources. No recommendation will be provided with multiple alternatives.
- **The PWG agreed that multiple alternatives would be appropriate for the EA.** This would provide elected officials more options to consider and weigh the trade-offs between the alternatives.
- **A discussion of the alternatives resulted in recommendation of 2 build alternatives to carry through the EA.**
  - **Alternative 10B should be carried through the EA for the same reasons as previously recommended by the PWG.**
  - **Alternative 8B should be carried through the EA as it provides an alternative to impacts of the Jackson Ranch or Holy Cross Electric. It was also considered the most feasible of the remaining level 3 alternatives.**
- Four other existing alternatives were recommended to be screened out and 1 previously screened out alternative was reconsidered but not carried forward:
  - Alternative 5 should be screened out as it does a poor job at meeting Purpose and Need, has direct impacts to the Steuben property, expected to be 4(f), and has very little support from the public or elected officials. Several elected officials and members of the public recommended screening it out.
  - Alternative 10A should be screened out as it requires closure of the airport. There was support for keeping the airport open or at least keeping the option available to keep it open. There was very little support for closing the airport.
  - Alternative 16 should be screened out as it does not meet purpose and need as well as Alternative 10B and results in out-of-direction traffic. It also has higher potential to create neighborhood impacts in the Park East neighborhood due to cut-through traffic.
  - Other alternatives to the south were also reconsidered. Alternative 26 seemed to have the best opportunity to reconsider further as it avoided

the major impacts along the 4-Mile Creek corridor. However, there are so many negatives with this alternative including impacts to the conservation easement, impacts along Prehm Ranch Road, much higher costs, and additional right-of-way impacts that there was not a reasonable chance this could be selected and it would be a waste of tax payer dollars to study it further.

- It was also recommended to provide some level of re-evaluation of the alignments to see if they could be modified or adjusted to reduce impacts. This may also require additional evaluation of intersections, particularly Alternative 8b at US 82, and possibly at the 4-Mile Road, Sopris School area.
- Further, the alternatives need to evaluate the full set of improvements including improvements to Airport Road, traffic calming measures, and improvements to Dry Park Road and Prehm Ranch Road.

Based on the above recommendations, the following steps should occur:

- Set up a workshop with the BOCC and City Council to make a staff recommendation. Tom and Mike will take the lead on this. The target for the workshop is either September 16<sup>th</sup> or 23<sup>rd</sup>.
- Update Jeff Nelson on the PWG meeting and obtain his input into the recommendations. Craig will take the lead on this.
- Develop a presentation on the staff recommendations for the BOCC and City Council workshop. Tom and Craig will take the lead on this.
  - This will include more background and clarity on the NEPA process including schedule, process, decisions, and flexibility.
  - Include staff recommendations
  - Include scope and budget implications
  - Emphasize purpose and need,
    - Discuss earmark legislation
    - Discuss project priority
    - Discuss traffic and travel times
  - Discuss EA and decision document
- Develop a revised scope and budget based on proceeding with an EA with the two alternatives as recommended for full evaluation.

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**ACTION ITEMS:**

**Jacobs**

1. Set up meeting with Jeff Nelson to update him and get input on PWG and staff recommendations
2. Work with Tom Newland to develop a presentation for BOCC and City Council workshop
3. Develop revised scope and budget for 2 alternatives in the EA and related activities.

**Newland Project Resources**

1. Set up workshop with BOCC and City Council
2. Work with Jacobs to develop a presentation for BOCC and City Council workshop

**City of Glenwood Springs**

1. Support setting up workshop with BOCC and City Council



## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA  
**Purpose:** PWG Meeting #13- Elected Officials Public Hearing Debrief  
**Date Held:** November 5, 2009  
**Location:** Glenwood Springs Community Center

### PWG Attendees:

**City of Glenwood Springs:** Mike McDill, Andrew McGregor  
**CDOT:** Joe Elsen, Roland Wagner, Tammie Smith (conference call)  
**Jacobs Carter Burgess:** Craig Gaskill, Gina McAfee  
**Newland Resources:** Tom Newland

**Other Attendees:** Diane Steubens, Chris Steubens

**Copies:** Attendees, Distribution List, File

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## SUMMARY OF DISCUSSION:

### MEETING PURPOSE AND INTRODUCTIONS:

This PWG meeting followed a joint City Council and Board of County Commissioners public hearing on the South Bridge project. The primary purpose of this meeting was to debrief the PWG on the results of the meeting and develop a course of action to move forward.

Since there were other non-PWG attendees, introductions were made.

### ELECTED OFFICIALS DEBRIEF:

The public hearing was set up to hear public comment on the South Bridge EA alternatives and to get formal direction from the Commissioners and the Council on how to move forward.

The great majority of the public input was requests to the Councilors and the Commissioners to remove Alternative 5 from further consideration. (As history, in September both groups of elected officials had made an unofficial recommendation to move forward with an EA that included three alternatives (5, 8b, and 10b).

The public hearing resulted in 2 votes, one taken by the Board of County Commissioners and one taken by the City Council.

The Board of County Commissions voted 2 to 1 in favor of recommending to the City, that they discontinue the Environmental Assessment (EA) and work with the County to develop a local study that is more comprehensive.

The City Council voted 3 to 3 on a motion to move forward with an EA that did not include Alternative 5. Since the motion did not pass, the conclusion by City Council was to not move forward with the EA.

## **NEXT STEPS**

It was agreed by the PWG that the public hearing votes provided direction to the PWG to not pursue completion of the EA.

The PWG concurred that options for wrapping up the EA process should be developed and presented to City Council, perhaps with a staff recommendation. A discussion of options resulted in the following draft list:

1. Stop all work on the project immediately.
2. Stop all further analysis, data collection, and evaluation, and develop minimal documentation of what has been done to date.
3. Complete the environmental evaluation tasks remaining on the 2 alternatives considered viable (8b and 10b), and wrap up the project by developing an Environmental Overview Study (OES) planning document that could be used as a linking planning with NEPA document in the future.
4. Address questions, related to the NEPA study, that have come up during the elected official review process. Document this information so it could be used for future discussion/studies on transportation issues in the area. Specific questions include what would be required to cross the RFTA corridor, how would a South Bridge option address and relate to bypass traffic, and what could local improvements to Midland Avenue, the 4 Mile Road intersection, and Airport road look like with a South Bridge project. Option 4 could be combined with Option 3.
5. Work with the City and County on developing a study that is more comprehensive, as recommended by the County vote. Identify what elements of this study could be addressed under the current earmark, if any.
6. Given that not all members of City Council were present at the joint Public Hearing, it was recognized by the PWG that City Council could bring the issue back to a vote with all members present, with a potential outcome to move forward with an EA.

7. Another suggestion brought up by one of the elected officials at the Public Hearing was to work with their Congressional Delegation to reallocate the earmark funds for an expanded study.

Craig and Tom will develop a white paper of the various options and route through the PWG for review. The white paper will include the pros and cons of each alternative, the consequences of each alternative, and estimated cost of each alternative. Based on the PWG review, CDOT's Project Manager (Roland Wagner) will forward the list to FHWA for input as to which alternatives would be eligible for use of the earmark funds. Following this input, city staff will then bring the options to City Council for their input on how to wrap up this project.

Tom will also provide an update to the CAG and related affected interests with the direction recommended by the PWG.

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**ACTION ITEMS:**

**Jacobs**

1. Work with Tom Newland to develop white paper on options to wrap up the project.

**Newland Project Resources**

1. Work with Jacobs to develop white paper on options to wrap up the project.
2. Provide an update to the CAG and related affected interests

**CDOT**

1. Submit white paper above to FHWA for review.

**City of Glenwood Springs**

1. Bring white paper options to City Council for input.

## Meeting minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #14- Project Status Update

**Date Held:** May 5, 2010

**Location:** Glenwood Springs Community Center

**PWG Attendees:**

**City of Glenwood Springs:** Mike McDill, Jeff Hecksel

**CDOT:** Joe Elsen, Roland Wagner, Zane Znamacek,  
Tammie Smith (by conference call)

**FHWA:** Eva LaDow

**Jacobs Carter Burgess:** Craig Gaskill, Gina McAfee

**Garfield County:** Jeff Nelson

**Newland Project Resources:** Tom Newland

**Copies:** Attendees, Distribution List, File

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## SUMMARY OF DISCUSSION:

### PURPOSE OF MEETING:

To obtain PWG Recommendation on how to take forward into the EA process with two build alternatives, consistent with the Glenwood Springs City Council Resolution 2010-9.

### BACKGROUND:

The City Council passed a resolution on April 1<sup>st</sup> to take two build alternatives, 8b and 10b, into the EA process. Council requested a work session with the consultant to understand and discuss the supplement scope of work items. A concern was minimizing cost and if the additional supplement scope items were needed.

### HISTORY:

Craig provided a background of the process leading to the Council Resolution and summarized the additional scope items in question.

- The PWG met on July 7<sup>th</sup>, 2009 after several City Council and Board of County Commissioner (BOCC) meetings and workshops. Based on input from the elected officials, the PWG recommended it would be appropriate to carry multiple build

alternatives into the EA. The PWG also recommended a work session be held with the elected officials (Council and BOCC) to present this recommendation and answer questions about the pros and cons of this approach.

- Subsequently, a presentation was made to the elected officials and a supplemental scope was developed to add one build alternative to the original scope. This would include environmental evaluation, documentation, and a decision process. No additional alternative development was included in the scope as it was assumed that alternatives had been developed adequately for the EA documentation process.
- Over the next 4 months, the elected officials had additional meetings and on November 4<sup>th</sup> held a joint meeting where a motion to carry 2 build alternative forward into the EA process did not pass on a 3 to 3 vote. At the same meeting the BOCC voted 2 to 1 to recommend to the Council not to continue with the EA. The effective result of the Council vote was to not continue with the EA.
- The next day, the PWG met to discuss the implications of the votes. The PWG agreed to develop a list of options of how to stop the EA process. Several options were developed including: stop all work immediately and close the project; document the work that had been done then close the project; answer questions that had been raised during the elected official process, complete a environmental linkage document that would allow a future EA to be built on top of it, conduct a regional transportation study (one request from the BOCC), and complete the EA. Pros and cons were developed for each along with planning level schedules and costs. This information was subsequently provided to the Council.
- As a result of Council review, individual scope items were developed for additional studies that would answer the questions that came out of the elected official meetings. These are separate from the base EA scope to add a 2<sup>nd</sup> build alternative to the EA. A total of eight individual scopes were developed and have been referred to above as the supplement scope items. Seven of these scope items pertain to the EA and are summarized below. The eighth item was development of a scope for a regional transportation study and is not included below.
  1. More detailed traffic flow analysis to determine where traffic is coming from and going to as a result of the S. Bridge project. This considers congestion on 27<sup>th</sup> Street bridge, Midland Avenue, and SH 82
  2. Development and effect of high and low land use forecasts on need for project
  3. More detailed evaluation on how to provide connection with SH 82 for both build alternatives
  4. More detailed evaluation and coordination with RFTA on how the RFTA Rail corridor should be accommodated
  5. More detailed evaluation of alignment for both alternatives to minimize and avoid impacts to sensitive resources and properties
  6. Additional development of traffic calming techniques for both alternatives

7. Additional development of the 4-mile Road/Midland Ave. intersection

It was noted that for number 2 above, the high land use forecast should include development of the airport property if the airport was eventually closed and redeveloped.

It was also pointed out that for number 5 above, Holy Cross Electric is currently constructing new facilities adjacent to the Alternative 10b alignment. The Holy Cross plans had been reviewed during the EA process but had not been approved. These improvements could affect the alignment for 10b.

- Discussion on Approach to move forward with 2 build alternatives:

Craig presented an approach for consideration that would allow 2 alternatives to be carried forward into the EA and also allow the key questions asked by the elected officials to be answered.

1. Whereas, the current base EA supplemental scope assumes that both build alternatives would be fully evaluated for environmental impacts and mitigation, and then documented in an EA, then a public hearing would be held on the EA with two build alternatives, the base EA supplement does not answer the questions asked by the elected officials. This could result with no decision on a Preferred Alternative.
2. The alternate (incremental) approach would complete the additional scope items for only those questions that are likely to result in a discernable difference between build alternatives. This approach would also complete environmental analysis on alternative 8b so it was at the same level as had been completed for 10b (10b had additional environmental analysis as it made it further through the original screening process). After this additional evaluation was complete, the two alternatives would go through an elected official and public screening process to see if a single Preferred Alternative could be selected. If so, this alternative would be documented in the EA.

**PARTICULAR COMMENTS RELATED TO THE APPROACH:**

1. It was felt there are benefits to fully evaluating and documenting both alternatives in the EA, particularly for highly controversial projects.
2. Either the full documentation or incremental approach could work, although the incremental approach may be more efficient with public funds if a Preferred Alternative decision can be made with the additional evaluations.
3. There is concern on Council that either one of the build alternatives may have fatal flaws (such as the wetland on Alternative 10b or the SH 82 intersection on 8b). This is one reason to carry both alternatives into the EA. Evaluating these

key issues to satisfactorily answer these fatal flaw questions would address this concern.

4. It was felt the wetland was not a fatal flaw but this needs to be clearly communicated to Council.

**FOLLOW-UP DISCUSSION ON THIS APPROACH INDICATED THAT**

1. There was agreement to proceed with the suggested incremental approach with the following input and caveats:
  - a. Input on the 2 build alternatives needs to come from the elected officials and needs to recognize that public input was a reason that the elected officials requested 2 alternatives to be taken into the EA.
  - b. The PWG should not decide on a Preferred Alternative based on the information collected in the evaluation without input from the elected officials.
  - c. The process should consider that if a decision cannot be made after this additional evaluation is completed, both alternatives could still be fully documented in the EA.
  - d. The additional questions that should be answered with the evaluations should include supplemental scope items 1 through 5 above. The traffic calming is not likely to be much different between the two alternatives and can be developed in preliminary design on the Preferred Alternative. The 4-Mile Road intersection has already been developed to accommodate the project needs and additional alternatives development would not be different between the two build alternatives.
  - e. When presented to Council the emphasis should be on a process that is consistent with the Resolution, is incremental to only do work that is necessary, answers relevant questions that came out of the elected official process, and is flexible to make a decision on the Preferred Alternative either when the evaluation is complete or when the EA is signed with 2 alternatives.
  - f. The BOCC should be kept up to date on the progress of the EA process and should have input into the Preferred Alternative decision.
  - g. FHWA supports either the full documentation approach or the incremental approach with the additional evaluations as discussed.

## **SCHEDULE AND ACTION ITEMS:**

1. Craig and Tom will attend the City Council work session on May 20th to present the PWG recommendation.
2. Depending on the outcome of this work session, but assuming it includes direction to move forward consistent with the Council Resolution, a supplemental scope will be developed, negotiated, and signed to include the 2nd build alternative and relevant supplement scope items.
3. This will allow the EA process to begin again beginning with the supplemental scope items and additional environmental evaluation.
4. Approximate time line following re-start of the EA process includes 9 months to get to a public hearing assuming a Preferred Alternative can be easily selected, maybe 12 if this process takes several Council meetings. (Spring to Summer of 2011) Following the public hearing, a decision document, presumably a Finding of No Significant Impact (FONSI) would be developed taking approximately 2 to 4 months depending on comments received. (late 2011). Preliminary Engineering (PE) would take 4 to 6 months (beginning of 2012). After PE, right-of-way preservation or acquisition could occur as funding and opportunities arise.
5. Craig reported that he will be taking a sabbatical beginning in June and lasting through the summer. He will have limited but some availability to support the project, but proposed that the environmental evaluation and documentation portions of the project be led by Jim Clarke of Jacobs (as a Deputy Project Manager). Jim has recently led the environmental NEPA efforts on two large western slope projects; involving local agency, CDOT, and FHWA input and review. Tom Newland would continue to provide public and agency interaction and Gina McAfee would continue to provide senior NEPA input and advice. Jeff Mehle would continue to lead the conceptual design studies and preliminary engineering tasks.
6. Assuming the EA continues as discussed above, a PWG meeting will be scheduled once the additional evaluations are ready to start. A separate meeting may be needed to talk specifically about the SH 82 intersection re-evaluation and how this might relate to access control planning on SH 82 and how the tasks will be accomplished.
7. Jacobs will also develop a budget loaded schedule that shows approximately how project budget will be expended over the course of the project. This will be provided to Mike McDill who will add City expenses. Mike will then provide to CDOT.



## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #15- Project Status Update

**Date Held:** August 20, 2010

**Location:** Glenwood Springs Community Center

**PWG Attendees:**

**City of Glenwood Springs:** Mike McDill, Andrew McGregor

**CDOT:** Joe Elsen, Roland Wagner

**FHWA:** Eva LaDow (via conference call)

**Jacobs:** Craig Gaskill, Gina McAfee, Sandy Beazley, Mike Gill, Jeff Mehle

**Garfield County:** Jeff Nelson

**Newland Project Resources:** Tom Newland

**Copies:** Attendees, Distribution List, Tammie Smith, File

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## SUMMARY OF DISCUSSION:

### PURPOSE OF MEETING:

To provide an update on the activities since the last PWG and obtain input from the PWG on the revised scope of work and the associated methodologies and issues.

### INTRODUCTIONS:

Mike Gill, who is leading the transportation analysis, is new to the team and was introduced to all PWG members present.

## TASK 1, DATA COLLECTION FIELD INVESTIGATION AND ANALYSIS

The scope for the EA has been approved to proceed with two alternatives, 8b and 10b. Should a fatal flaw or other significant difference between the two alternatives make itself known then the EA may only examine a single alternative, upon concurrence by City Council.

Additional fieldwork will include noise monitoring to update previous efforts and analyze known areas of concern. The field work portion of this effort is complete, but subsequent analysis has not yet begun.

A wetland delineation will be completed at the site of the 8b crossing, as well as expanding the already completed delineation at the 10b crossing, to allow greater flexibility in minimization measures during preliminary design. This work will be scheduled for fall 2010, ideally by the end of September. The wetlands team needs a new outside boundary of the alternatives, in order to schedule this work.

Cultural resources, which will now be studied in-house by Jacobs, as Metcalf does not have the capacity to complete this work, will include an expanded Area of Potential Effect to accommodate alternative 8b. Field work will be scheduled for September 2010.

Obtaining right of entry for these field surveys will begin shortly.

## **TASK 2, TRANSPORTATION ANALYSIS**

This is an area of concern for both City Council and CDOT.

Mike Gill has proposed that analysis will be based on travel time and hand adjusted as needed since there is no existing traffic model. Two different land use scenarios could be used, a low and high development scenario, which would then indicate if a 2-lane facility would provide adequate capacity for projected traffic volumes.

The City is currently looking at redevelopment opportunities at the airport location. There is no plan to close the airport at this time, but redevelopment could push capacity needs to a 4-lane facility. The City could make a caveat that if a development would exceed the capacity of the road, that development would pay for expanding its capacity. This is likely not an issue since the proposed Sunlight Mountain Resort development (since then opposed by Garfield County) did not indicate a need for a 4-lane facility.

The Cattle Creek development, owned by another group now, could be a private golf course community with no commercial development. This development is not a concern as it is incorporated into existing growth assumptions.

Per CDOT, SH 82 is an expressway highway. There is currently an Access Control Plan (ACP) in development. The South Bridge EA may be completed prior to the ACP, coordination with CODT to ensure the compatibility of proposed connections with SH 82 is a must. A key concern is what will be the distribution of traffic at the connection and the connection geometry. CDOT is also concerned with how landowners adjacent to the highway will maintain access.

Garfield County is working on a comprehensive plan. It should be approved in fall 2010, but a draft version is available online.

Traffic analysis should keep in mind the traffic flows at Mt Sopris Elementary school. During AM peak period, the left-hand turn from Midland Avenue to Mount Sopris Drive can backup.

It is suspected by some that people will try to use the South Bridge as a bypass, but roundabouts and traffic calming will discourage this behavior. Mike McDill suggested using a 3-D model showing the driving experience on the proposed roadway side-by-side with the existing route along SH 82 so as to illustrate the difference in travel times and whether or not South Bridge would be a viable bypass.

The question was asked how to incorporate traffic calming into the traffic analysis. Tom Newland is to send the Midland Avenue traffic calming plan to Mike Gill, who will review and further discuss with Chris Primus. Analysis will likely be based on travel time, but the type of devices in use could affect distribution.

Mike Gill will coordinate right away with CDOT (Sean Yates) for a Safety Assessment Report for the stretch of SH 82 from 8b to 10b. A “quick and dirty” analysis will be requested first, to be followed by the full report.

### **TASK 3, ALTERNATIVE DEVELOPMENT**

All the items listed below for Item 3 are open for suggestion. As you read through this, should you have any ideas related to interchange and intersection design, variations on alignments to minimize impacts, how to address the RFTA crossing, etc., please share these ideas with Jeff Mehle, [jeff.mehle@jacobs.com](mailto:jeff.mehle@jacobs.com).

The alternatives development report will be updated to describe how 8b was included in the EA.

Jeff Mehle and his team are working on a series of alignment refinements. One idea is to curve the alignment at the river crossings so as to minimize wetland impacts. This curvature could also be seen as a traffic calming technique. The bridge could also be raised on the river side to minimize shade impacts.

We will need to determine if noise mitigation will be required along the southern portion of the Holy Cross property, which has been recently developed for workforce housing. Gina McAfee will provide Joe Elsen with the cost per square foot noise barrier.

The team is still working to determine at what traffic level an intersection or interchange is necessary at SH 82. This effort will include Dan Roussin (CDOT) to ensure consistency with the ACP. Also, the level of design will be adequate to show that we can provide grade separation, either over or under, along the rail corridor. This will require coordination with the RFTA board, as RFTA will want a commitment of future grade separation. Mike McDill asked if this something that would be constructed with South Bridge or a commitment of funds to grade separate when the rail project is constructed. This question will be posed to the RFTA board.

The roundabout at Midland Avenue/4-Mile Road/Airport Road is currently designed as a three-legged roundabout. Mike Gill's transportation analysis could alter the lane needs at this location. Grade impacts at this location may require a retaining wall.

Traffic calming will use similar features as to those already found on Midland Avenue. The purpose of this is twofold, as those features are proving effective, plus this will add to the visual continuity of the corridor. Midland Avenue is a three phase plan, of which, only phase one has been constructed and the City has already achieved the desired effect. The traffic calming beyond Cardiff Glen may only consist of curvature, the underpass and the bridge, as there are no residences south of that point.

Refinements to Dry Park Road and Prehm Ranch Road could enhance emergency access. These are not stand-alone alternatives, but meant to complement the recommended alternatives. Garfield County would need to acquire a formerly abandoned 15 foot section of roadway extending from the cul-de-sac on Oak Lane to complete the Prehm Ranch connection.

#### **TASK 4: ENVIRONMENTAL ASSESSMENT**

Will include two build alternatives (if deemed necessary).

#### **TASK 5: PUBLIC INVOLVEMENT**

Public involvement will include:

- Up to 3 CAG meetings, often in conjunction with public meeting, PWG meetings and City Council meetings
- Press release and display ad to alert the public that the project is active again
- Outreach to the community in case other citizens wish to join the CAG
- Specific outreach to affected homeowners along the alignments for 8b and 10b
- An open house.
- Elected officials meetings and workshops.
- Agency meetings as required
- Web site

Andrew Light and Randy Parker are landowners near the southern end of the airport and they would like to be contacted regarding the project. Tom Newland will contact all property owners in the next few weeks.

#### **SCHEDULE**

Following are key dates:

- Present to the City Council on 10/21, meaning that all materials need to be delivered to the city by 10/4
- Schedule a CAG meeting on 10/26
- Schedule a PWG meeting on 10/27
- Schedule a workshop with City Council for 12/2, with all materials submitted by 11/18
- Schedule an open house for.

### **ACTION ITEMS:**

1. Mike Gill is to review the Garfield County Comprehensive Plan.  
[http://www.garfieldcomprehensiveplan2030.com/File\\_Drawer.html](http://www.garfieldcomprehensiveplan2030.com/File_Drawer.html)
2. Mike Gill and Chris Primus to determine methodology for analyzing the impact of traffic calming on traffic volumes.
3. Mike Gill to coordinate with Sean Yates (copying Joe Elsen and Roland Wagner) for a Safety Assessment Report (SAR) of SH 82 for the section of roadway between 8b and 10b.
4. Tom Newland to get the project on the RFTA agenda.
5. Tom Newland to send Midland Avenue traffic calming plan to Mike.
6. Tom Newland to contact all adjacent property owners, including Mr. Light and Mr. Parker.
7. Tom Newland to invite the Garfield County BOCC to the workshop on 12/2.
8. Sandy Beazley to coordinate the updating of the project website and send URL out to project team. (Done)
9. Sandy Beazley and/or Tom Newland to send the Midland Avenue/4-Mile Road/ Airport Road roundabout plan to Jeff Mehle. (Done)
10. Sandy Beazley to send Eva LaDow an updated version of the schedule, along with all other meeting materials. (Done)
11. Gina McAfee to provide a copy of the signed contract to Mike McDill. (Done)
12. Gina McAfee to provide cost/square foot of noise barrier to Joe Elsen.
13. Mike McDill to coordinate with City Council to be on their 10/21 agenda. (Done)
14. Mike McDill to coordinate with City Council for a workshop on 12/2. (Done)
15. Joe Elsen to provide recent aerials of the project area. (Done)
16. Sandy Beazley to coordinate obtaining rights of entry. (In process)



## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #16 Project Status Update

**Date Held:** October 26, 2010

**Location:** Glenwood Springs Community Center

**PWG Attendees:**

**City of Glenwood Springs:** Mike McDill

**CDOT:** Roland Wagner, (Joe Elsen, Tammie Smith  
via conference call)

**FHWA:** Eva LaDow (conference call)

**Jacobs:** Craig Gaskill, (Gina McAfee, Sandy Beazley, Mike Gill,  
Jeff Mehle, Keith Borsheim via conference call)

**Garfield County:** Jeff Nelson

**Newland Project Resources:** Tom Newland

**Copies:** Attendees, Distribution List, File

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## SUMMARY OF DISCUSSION:

### DEBRIEF FROM CITY COUNCIL MEETING

Several comments and general input were received at the City Council meeting on October 21st. A South Bridge update presentation was made on the current work being done. Comments and input came from Council members and the public.

- It was noted that the presentation included considerable discussion regarding traffic. We should make sure that safety and access (consistent with the Purpose and Need) is always included in the discussion.
- There was concern about how the RFTA corridor interacts with the project. What are the cost consequences to construct this crossing, particularly if it is a grade-separated intersection or interchange?
- There was discussion about what type of land is more valued within the community. Is undeveloped land more valuable than developed land or vice-versa?

- A presentation by Aspen Valley Land Trust (AVLT) noted that the City would have to condemn conservation easement property. A property with a conservation easement is no different than purchasing from an unwilling landowner in terms of process.
- There is tendency for a sensationalistic approach to impacts. The wetlands at 10b were described at the meeting as the “most pristine” wetlands in the Roaring Fork Valley. This is not consistent with actual studies.
- The traffic impacts on neighborhoods along Airport Center Road were of concern. It was suggested that the project team should show what mitigation and improvements will be proposed to alleviate these impacts.
- Projected traffic numbers should be put in perspective recognizing that we can’t accurately predict 20 years into the future.

## **DEBRIEF FROM CAG MEETING**

Five CAG members attended the meeting. This was mostly an informational session for CAG members. Input was limited but was generally consistent with input received at the City Council. CAG members did feel that with the South Bridge project, there would be some minor growth in traffic along Midland north of 27<sup>th</sup> Street.

## **TRAFFIC**

27<sup>th</sup>/South Grand Avenue is a limiting factor for traffic, leading to the existing congestion at the 27<sup>th</sup> Street Bridge. This has been observed to occur around 15 to 25 minutes per day. The South Bridge project can provide congestion relief in this area, although it is not the primary intent of the project.

The CAG members felt there would be a minor traffic volume increase on Midland Avenue, which we should recognize. This is a minor increase and is “lost in the noise” of such a high level analysis. ACTION ITEM: This increase will be acknowledged by revising the graphic and including narrative.

The area between 27<sup>th</sup> Street and Four Mile Road on Midland Avenue is an area of concern, as there is a perception of a large traffic increase. The projections show that traffic on this section would decrease with South Bridge in place.

For travel between SH 82up-valley and locations north of 27<sup>th</sup> Street along Midland Avenue, traffic calming and school traffic makes the use of South Bridge as a bypass or alternative route unattractive, as the travel time would be greater compared to using 27<sup>th</sup> Street and SH 82.

## **ALIGNMENTS**

### **Alternative 8b**

Two additional alignment options have been considered, one that crosses the river slightly north to reduce the amount of wetland impact and one that crosses the river a little south to avoid wetland impact. It was also suggested that the bridge should be modified to span the

entire wetlands. This will increase the cost, but provide an “apples to apples” comparison to 10b and would be consistent with the project goal of minimizing environmental impacts. Current design shows one pier in the wetland and total wetland and water impacts would be much less than ½ acre.

Shifting the alignment to the south avoids the wetlands, but result in property takes. These include two commercial properties, one likely residence and an outbuilding.

It was noted that with a possible impact of less than ½ acre, the wetlands would unlikely need an individual Section 404 permit and thus no need to provide justification that there are no other practicable alternatives. This also makes it easier to proceed with the Army Corp of Engineers (ACOE). The project team is planning to coordinate with ACOE.

It may be possible to tie into the existing connection at SH 82 and CR 154 recognizing that there would like be a take of the Buffalo Valley development. There are challenges to maintain access to Buffalo Valley, and a loss of visibility, so is could be a full take. ACTION ITEM: Craig will talk to Ken Carlson about input on the Buffalo Valley property impacts.

The safety of the access connections between South Bridge and SH 82 was discussed. The substandard spacing, poor sight distance, tightly spaced access, and steep grades all contribute to a very difficult and likely unsafe intersection. ACTION ITEMS: To address this, Jeff Mehle and Mike Gill will work together to create a configuration that offers reasonable safety and service, more comparable to the safety and service associated at the connection with 10b. Mike Gill will also contact Zane Znameacek and Dan Roussin to obtain traffic and safety input on the SH 82 intersections.

Tammie asked the status of historic property surveys along the Alternative 8b alignment. ACTION ITEM: Gina will provide historic property information to Tammy and others as needed as it becomes available. The field survey has been complete and office research has started.

### **Alternative 10b**

Two new alignment options have been considered for Alignment 10b. One crosses the river and the wetland on the west side farther north to minimize impact to the higher value portion of the wetland, a spring. This alignment impacts both the Holy Cross parcel and Lazy H Slash Eleven parcel. The Holy Cross parcel impacts would likely not affect their existing development plan. The alignment on the Lazy H Slash Eleven parcel crosses a conservation easement. ACTION ITEM: Tom will discuss this alignment with Holy Cross Electric to obtain their input.

The second option swings farther south across the river to minimize the amount of wetland impact. This alignment would result in a larger take of the conservation easement and an approximately one acre remnant between the roadway, Holy Cross and the River.

The connection with SH 82 provides a point of access consolidation. Accesses that could be consolidated at this location include Red Canyon Road, two driveways to the Jackson ranch, the

Holy Cross Electric access, and one or more businesses to the north of the existing Red Canyon Road intersection.

Garfield County is working through the first condemnation since Jeff Nelson has been there. Given the interest in property rights it has been a contentious issue and it is doubtful the county would support a condemnation effort, particularly on a piece of land with a conservation easement. Since there is not a way to avoid the conservation easement on the Alternative 10b alignment, it was suggested that the project commit to purchasing a conservation easement on the south side of the Jackson conservation easement in-lieu of the take. ACTION ITEM: Tom will contact AVLT to discuss this option. Mike McDill will participate in these discussions.

### **RFTA CROSSING**

The project needs to maintain the value of the RFTA corridor, both as an existing multi-use path and for future rail service. At a meeting with RFTA staff on October 25<sup>th</sup>, a discussion was held about the project making a commitment to fund a grade separated railroad crossing once the South Bridge project is ready for construction. This funding would go to RFTA in lieu of the project constructing a grade separated crossing of the RFTA rail corridor. In addition, the project would construct a grade separation for the existing trail. This is advantageous since the use (high speed, freight, commuter rail, etc) of the corridor is not yet known and allows the South Bridge project to proceed without a decision being made on the Rail Corridor.

This means that South Bridge would be constructed with an at-grade connection at SH 82 with a grade separated crossing for the Rio Grande Trail.

### **TRAFFIC CALMING**

Traffic calming recommendations were presented for both alternatives along Airport Road. These are consistent with traffic calming on Midland Avenue north of 27<sup>th</sup> Street. There was a question if noise walls can also be shown. Since noise walls cannot be developed until the full noise study is done which is waiting on alternative selection, it was found appropriate not to show proposed noise walls at this time but to show example of noise wall treatments, including berms and landscaping. ACTION ITEMS: Jeff Mehle will develop a plan view of Airport Center Road showing proposed traffic calming and access points. An updated map will be used to show recent developments. A presentation showing potential noise wall treatments will be prepared to accompany this plan. Examples of short walls and berms from other projects will be provided to alleviate the perception of Interstate highway type walls.

### **ENVIRONMENTAL**

Wetlands: 8b will be delineated based on gaining right-of-entry to the Mountain View parcel. ACTION ITEMS: Tom Newland will follow-up with Mountain View Church about gaining access to the wetlands. Jacobs will review existing literature regarding wetlands in the Roaring Fork Valley to provide a comparative analysis of the overall function and value of the wetlands in the project area.

Historic: We are not aware of any discernible differences. The draft report should be done at the end of November. The restaurant at Buffalo Valley was built in 1958 and Tammie thought it may be eligible for listing, our historic architect did note this site when in the field and will present her findings by the end of the month.

Rodeo grounds: Both alternatives affect the rodeo grounds. 8b is more of a substantial effect as it bisects the property, possibly limiting future uses. 10b skirts the southeast corner, limiting the overall level of impact. ACTION ITEM: Jacobs (Sandy Beazley) will inquire with Tom Barnes at the City to determine if any plans for the Rodeo Grounds have been drafted in the last two years.

Noise: Information presented is based on the white paper, and represents a “rooftop” count, in which rooftops are counted on an aerials to determine the total residences, to determine approximate impacts. The level of noise impact, decibels, has not been determined. ACTION ITEM: Jacobs will perform a high level noise analysis at select locations for a preliminary determination of likely noise impacts. Residents along Airport Road have noted this as a concern.

## **SAFETY**

Safety concerns at 10b tend to be animal vehicle collisions. 8b tends to be vehicle collisions typical of an intersection, broadsides, rear-ends and sideswipes. The CDOT Safety Assessment focuses on existing conditions and projecting existing conditions into the future, it does not examine the future condition based on either Alternative 8b or 10b being constructed.

## **COST**

Mike McDill noted that 8b is less expensive, but given the challenges of the SH 82 connection, it would likely cost more than 10b. The team should examine all costs, in light of providing adequate access to all users and maintaining a safe and adequate system comparable to what can be done at 10b. Comparable treatments of the wetlands in terms of the lengths of the river crossings for the two alternatives should also be re-examined. ACTION ITEM: Costs will be updated for both alternatives based on current year data along with alignment and intersection revisions.

## **NEXT PWG MEETING**

The next PWG meeting should occur after the City Council and Board of County Commissioner Workshop. This was originally scheduled for December 2<sup>nd</sup> but because of a TPR meeting conflict, this will have to be moved. Mike McDill will look into having the workshop on 12/16/10 since the TPR meeting is scheduled on 12/2/10, but it may also push to early January. As a result, the next PWG meeting will not be scheduled until the Workshop is scheduled.

## ACTION ITEMS:

1. Craig Gaskill to ask Ken Carlson (Jacobs) about the commercial viability of the Buffalo Valley parcel should the access change and visibility reduced.
2. Tom Newland to arrange a meeting with AVLTT regarding the purchase of land at the Jamarron Ranch to mitigate impacts to the easement on the Lazy H Slash Eleven property. Mike McDill will be included in the discussions.
3. Tom Newland to meet with Mountain View Church to ask for access to wetlands and present alignment options, per their request.
4. Jacobs to obtain photos of the noise walls in Grand Junction on Riverside Parkway. Tom Newland will do the same for noise wall examples along SH 82.
5. Sandy Beazley to touch base with the Park and Recreation department to determine if any uses for the rodeo grounds have been identified. **Complete.**
6. Mike Gill and Jeff Mehle to coordinate with CDOT designing a layout at 8b that is more comparable to 10b in terms of safety, LOS and access.
7. Gina McAfee will identify where the wetlands are in terms of overall value in the Roaring Fork Valley. **In process.**
8. Keith Borsheim and Mike Gill will examine bypass traffic and update the graphic to note the minor increase in traffic on Midland Avenue. Will caveat the discussion with a bullet point.
9. Mike Gill will call Zane and Dan to get their input on 8b and 10b traffic and safety.
10. Jeff Mehle will develop a conceptual plan showing access and traffic calming on Airport Road.
11. Sandy Beazley to identify noise wall examples and landscaping examples for noise mitigations.
12. Tom Newland to meet with Holy Cross regarding the 10b.
13. Gina McAfee will provide any updates to historic resources as they become available.
14. Mike McDill will look into having the workshop on 12/16/10 since the TPR meeting is scheduled on 12/2/10, but it may push to early January.
15. Jacobs will perform a high level noise analysis at select locations for a preliminary determination of likely noise impacts and the need for noise abatement. **In process.**
16. Costs will be updated for both alternatives based on current year data along with alignment and intersection revisions.



## Meeting Minutes

**Project:** City of Glenwood Springs – South Bridge EA

**Purpose:** PWG Meeting #17

**Date Held:** April 15, 2011

**Location:** CDOT Conference Room (Glenwood Springs)

### **PWG Attendees:**

**City of Glenwood Springs:** Mike McDill, Dave Betley

**CDOT:** Tammie Smith, Roland Wagner,  
Zane Znamenacek (via conference call)

**FHWA:** Eva LaDow (via conference call)

**Jacobs:** Craig Gaskill, Gina McAfee, Jeff Mehle,  
Sandy Beazley (via conference call),  
Keith Borsheim (via conference call)

**Newland Project Resources:** Tom Newland

**RFTA:** Michael Hermes, David Johnson

**Copies:** Attendees, Distribution List, File

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## **SUMMARY OF DISCUSSION:**

### **INTRODUCTIONS**

### **SAFETY MOMENT**

### **PURPOSE**

A project update, including design, environmental issues, public involvement, and NEPA documentation.

### **RFTA**

1. Mike Hermes asked for clarification regarding the RFTA crossing assumptions. We are assuming lowering the railroad to allow for this. The grade-separated crossing is a now-and-then scenario; with a grade separation for the trail occurring now, but a commitment to fund a grade separation in the future for rail if it is put in at some point. Rail is not funded nor is it a reasonably foreseeable future project. Engineering feasibility should be completed as part of the EA. Alternative 10b works best for this grade separation.

2. Is the plan to modify the Buffalo Valley intersection? The assumption would be that the railroad grade would stay low to avoid modifying the intersection. We need to work around the fiber-optic line along SH 82 and a Qwest easement also. This line would be impacted if the tracks are lowered.

### **ELECTED OFFICIALS REVIEW PROCESS**

1. There have been 22 public officials meetings, focused on selecting the Preferred Alternative. From Mike McDill's perspective, each of the elected officials felt this was the right alignment, but they needed to get the political will and other objective information to go through the Jackson property. Craig said the process also allowed for additional design refinement and avoidance and minimization of impacts, including minimization of impacts to the Jackson property. We will continue to coordinate with all property owners.

### **PREFERRED ALTERNATIVE**

1. Craig described the recent modifications to Alternative 10b, noting the efforts to minimize impacts to wetlands, the Holy Cross and Jackson properties.
    - We minimized impacts to the Jackson property.
    - We minimized impact to the wetland.
    - We have provided access consolidation along SH 82 in this area providing enhanced access to Holy Cross Energy, the Jackson property, and the existing Red Canyon/CR 154 intersection.
    - We removed the retaining wall and replaced this with a fill slope, which is more consistent with the conservation easement.
  2. Mike Hermes asked if there is an opportunity for a bus queue jump/bypass at the new SH 82 intersection. Mike will provide us with a detail for this based on the RFTA BRT system. We hope to accommodate the queue jump lane. The possible effect to the historic railroad right-of-way will need to be considered.
  3. Coordination with RFTA during intersection design would be good to determine RFTA's needs in terms of exemption/queue bypass. This coordination would include RFTA, CDOT, and Jacobs.
  4. There will be no signalization at Buffalo Valley. This is a "temporary signal" that will be removed due to the proposed improvements at the alternative 10b/SH 82 interchange. The resulting intersection will be a "3/4" intersection with the only left turn allowed being from northbound SH 82 to CR 154.
  5. Relative to the traffic analysis work, a range of land use was used to determine a range of traffic. Craig mentioned that we will be using the highest volume traffic for analysis purposes as it provides the most conservative measure. Mike Hermes asked about whether or not Alternative 10b will accommodate future bus service. Craig said that the design would accommodate future bus service, if needed.
  6. From a purpose and need perspective, we should check the traffic calming treatments to make sure these still meet the purpose and need. Can fire trucks get in? Emergency
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response? Maybe just make it clear that in an emergency situation, the intersection with SH 82 is the constraint to capacity, not any traffic calming treatments.

7. Traffic calming will be a continuation from what is currently happening along Midland Avenue north of 27<sup>th</sup>. Slowing traffic will help discourage bypass usage. Traffic calming will not impact the ability to evacuate the area in case of emergency.
8. Buses can handle traffic calming treatments, but things like bus pullouts could be considered.
9. If we include the RFTA grade separation, should we include the impacts of this in the EA? This would include the historic impacts to the railroad. This could be a challenge since the future rail transportation technology is unknown. This is intended to be more of a cost commitment in the future between the City and RFTA at the time the bridge will be built. Per Eva, this should be disclosed, but to what degree is unknown and will be determined in consultation between CDOT and FHWA. We should probably discuss this with Stephanie. Tammie will set up a conference call with Stephanie, Eva, and Gina to discuss how to handle this. (*Note: This discussion has occurred. We will not be assessing impacts of a future rail crossing, but will be disclosing this possible future action.*)

## NEXT STEPS

1. Impact documentation of the No Action and Preferred Alternative has begun.
  2. Safety analysis: One has been completed but it did not predict future conditions with the No Action and Preferred Alternative. Coordination will need to occur with CDOT to complete this safety analysis. It is hoped that we can expedite the process. CDOT feels they can complete the analysis in mid-June. (**Action:** Craig will work with Zane to get the safety analysis initiated. *Note: This updated safety analysis has been formally requested*)
  3. FHWA needs to approve CDOT's new noise guidelines. Jacobs will use the new noise guidelines to assess noise impacts.
  4. Section 106. Gina will check with Lisa Schoch on her schedule for reviewing the Eligibility Report. With Jen Wahlers having left CDOT, review could take awhile. Other than railroad right-of-way, it seems the project will not affect historic resources.
  5. Section 4(f). The current plan is to pursue joint planning at the rodeo grounds property, which will eliminate that impact as a Section 4(f) use. Gina will send Mike McDill a copy of a letter addressing the joint-planning approach to the Rodeo Grounds. Coordination with Tom Barnes will occur to secure a commitment to joint planning. This can occur in the form of letter that will then be included in the EA.
  6. Craig and Mike McDill discussed the advisability of having a workshop with the new City Council members. Mike will set this up. (*Note: this has been scheduled for 6:00 PM on August 4, 2012.*)
  7. Paula may need to go back out and check for *spiranthes*. Tamie will have her coordinate with Jacobs.
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8. Craig discussed the plan for a newsletter – also the schedule and the plan for proceeding with preliminary engineering. This would allow the city to go forward with right-of-way preservation after the NEPA process is complete.
9. EA Sections:
  - Chapter 1 has been started.
  - Chapter 2 will be updated for the Preferred Alternative
  - Chapter 3 is in process and will include transportation.
  - Chapter 4, Section 4(f), if needed
  - Chapter 5, comments and coordination
  - Review process: Region and City review, followed by EPB, then another Region review, EPB review a second time, then FHWA review; public review of 30 days or 45 days depending on whether or not there are any Section 4(f) uses; followed by a decision document, which goes through the same review process.

## TEAM COORDINATION AND ORGANIZATION

This is an updated document showing the latest people involved in the project. It has been updated to include elected officials since they have had a decision making role in the project to date.

## PROJECT SCHEDULE

Right-of-way acquisition is a major action related to keeping the decision document current; as is final design or any construction.

## NEXT PWG MEETING

This will be held after the next City Council workshop, which will be in a few months.

## ACTION ITEMS:

1. Tammie will set up a conference call to discuss how to assess the impacts associated with the grade separation commitment. **Complete.**
2. Craig will initiate the request for the full updated safety analysis. The analysis for Parachute will be used as a template. **Request to Region 3 completed.**
3. Accommodating a queue bypass and how it affects the railroad corridor is now on the critical path. Mike Hermes will provide RFTA Queue bypass plans to Jeff Mehle.
4. Work session with City Council, to be organized by Mike McDill and Tom Newland. **Work session scheduled**
5. Tom Newland will develop a newsletter for mailing.
6. Gina McAfee will check with Lisa Schoch about the review of the Eligibility Report.
7. Gina McAfee to send a joint planning letter to Mike McDill.