

SH 82

GRAND AVENUE BRIDGE

Environmental Assessment

Appendix E: Public Involvement

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Public Information Materials on CDOT Website

Public Information Materials on CDOT website

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Project FAQs

- General project FAQs
- FAQs on Impacts to Downtown (February 26, 2013)
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- Stakeholder Alternatives FAQs August 2012 (August 17, 2012)
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- Grand Avenue Bridge Rehabilitation Feasibility Study
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Public Involvement

Summary of activities to date.

Complete list of outreach activities

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Summary, Exhibits

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Summary, Exhibits, Historic Timeline, Photos from Workshop

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Article, Summary, Exhibits

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- Project Leadership Team Member List
- Meeting Minutes for all Meetings

Project Working Group

- List of Member Organizations

Stakeholder Working Group

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Outreach Activities Log

Date	Outreach Activity	Purpose
4/6/2011	Project Leadership Team (PLT) Meeting #1	Initiate project.
12/7-8/2011	Visioning Session Workshop	Discover a community vision for the Grand Avenue Bridge
8/4/2011	PLT Meeting #2	Introduce Jacobs and outline project.
8/4/2011	Press Release	CDOT moving forward with Grand Avenue Bridge Project
9/1/2011	Glenwood Springs City Council Meeting	Obtain input on the project from City Council.
9/30/2011	PLT Meeting #3	Chartering Session
10/6/2011	City of Glenwood Springs City Council Meeting	Introduction of Resolution to Establish Goals in Collaborating with CDOT
10/20/2011	City of Glenwood Springs City Council Meeting	Passing of Resolution No. 2011-22 to Establish Goals in Collaborating with CDOT
10/28/2011	In Person Meeting	Listen and answer to questions about the project.
10/28/2011	In Person Meeting	Listen and answer to questions about the project.
11/10/2011	Press Release	Inform the public of the Project and the Public Scoping Meeting on 11/15. Grand Avenue Bridge study underway
11/11/2011	Distribute Postcards to Businesses	Inform adjacent businesses of Project and Public Meeting. Listen and answer to questions about the project.
11/15/2011	Agency Scoping	Provide information about the project, answer questions and listen to input.
11/15/2011	Public Scoping Open House	Provide information about the project, answer questions and listen to input.
11/15/2011	KSNO Interview	Raise public awareness of project
11/16/2011	In-Person Meeting	Discuss input and issues regarding project
11/16/2011	In Person Meeting	Discuss input and issues about project.
11/16/2011	PLT Meeting #4	Share what was heard at the Public Scoping meeting on 11/15/2011, hear about and give input to Visioning Workshop Agenda and invitees, and have NEPA 101 overview.
12/2/2011	Press Release	Inform that the Visioning Group will set Visioning Goals for Grand Avenue Bridge.
12/6/2011	Call Various Media	Inform about Visioning Session
12/14/2011	GovDelivery	Public Participation Update
12/15/2011	PLT Meeting #5	Visioning Workshop update; other updates on Planning, Engineering and Environmental tasks
1/12/2012	PLT Meeting #6	Screening Process and alternatives
1/13/2012	Glenwood Springs Rotary Club	Inform community group of project and answer questions
2/3/2012	One-on-one Meeting	Talk about stakeholder's concerns expressed in letter to the Editor
2/9/2012	PLT Meeting #7	Review alignment and cross section alternatives under initial screening.
2/10/2012	Press Meeting	Meet with Glenwood Post Independent to discuss media coordination for project.
2/10/2012	City of Glenwood Springs Staff	Meet with City staff to discuss social media and internet opportunities for public outreach.
2/13/2012	Stakeholder Working Group (SWG) Workshop	Review alignment and cross section alternatives under initial screening.
2/19/2012	Press Release	After SWG 2/13 meeting Stakeholders Review Alternatives
2/20/2012	Interview with Glenwood Springs Post Independent	Follow up on press release

Date	Outreach Activity	Purpose
3/1/2012	Glenwood Springs City Council	Update public and City Council on project and alignment alternatives.
3/5/2012	Door-to-Door Meetings	Inform business owners on 6 th St. of Wednesday 3/7/2012 meeting with Engineers. Hand out informational packet.
3/7/2012	In Person Meetings with 6 th St. Businesses West of Laurel, East of 6th	Update businesses on project and alternatives; listen to suggestions and concerns; answer questions
3/7/2012	6 th St. Business Owners Meeting/ Open House	Update businesses on project and alternatives; listen to suggestions and concerns
3/8/2012	PLT Meeting #8	Level 2 Screening continued, Draft Public Open House Content
3/8/2012	Roaring Fork Transportation Authority (RFTA) Board	Update RFTA on project and alignment alternative (memo only)
3/13/2012	Garfield County Board of County Commissioners Work Session	Update public and Board of County Commissioners on project and alignment alternatives and answer any questions.
3/13/2012	City of Glenwood Springs Planning Staff	Obtain input from City Planning Department on Grand Avenue bridge
3/13/2012	Telephone Call with Stakeholder	Obtain stakeholder input
3/14/2012	Re-1 School Board Meeting	Update RE-1 School Board on project and alignment alternatives and answer any questions.
3/15/2012	Press Release and GovDelivery	CDOT Evaluating Grand Avenue Bridge Alternatives
3/19/2012	Glenwood Springs Rotary Club	Update Rotary Club on project and alignment alternatives and answer questions.
3/21/2012	Hot Springs Pool Board	Provide background information and answer questions
3/22/2012	Elected Officials Transportation Committee (EOTC)	Update EOTC on project and alignment alternatives.
3/20/2012 and 3/28/2012	Ad for April 4 Public Open House	Advertise April 4 Public Open House
4/2/2012	2-page Information Ad	Information to be Shown at the Public Open House Provide type of information that will be at Public Open House about all alternatives – no-action, rehabilitation, replacement, intersection options
4/3/2012 + 5 more times before May 1	Ad for Glenwood Springs Travel Survey	Glenwood Springs Travel Survey Ask public to participate in survey – provide url for Survey Monkey
4/3/2012	City of Glenwood Springs Transportation Commission	Update on project and alignment alternatives.
4/4/2012	City of Glenwood Springs River Commission	Provide project update and get input on concerns/issues
4/4/2012	Press Release	Glenwood Springs Travel Survey Now Online Public Asked to Participate
4/4/2012	Media Briefing	Brief Glenwood Springs Post Independent on Public Open House displays
4/4/2012	SWG Workshop	Review alternatives and options to be presented at Public Open House
4/4/2012	Public Open House	Inform the public on alternatives and selection process.
4/5/2012	Press Release	Community Weighs In on SH 82 Grand Avenue Bridge Alternatives Public Open House held on Wednesday, April 4th

Date	Outreach Activity	Purpose
4/5/2012	PLT Meeting #9 Combined Meeting with Project Working Group (PWG)	Debrief on Public Open House and other meetings (SWG, Transportation Commission, River Commission, CDOT Maintenance) ; talk about how to proceed with alternatives screening
4/17/2012	Chamber of Commerce Board	Provide information on alternatives and get feedback
4/20/2012	2012 Regional Trails, Biking, Walking Summit	Provide information on project
4/20/2012	Telephone Call with Stakeholder	Answer stakeholder concerns about intersection options at 6 th and Laurel
4/23/2012	GovDelivery	A Reminder to Provide Comments for SH 82 Grand Avenue Bridge Study
4/25/2012	City of Glenwood Springs Planning & Zoning Commission	Provide background on the project and answer questions about alternatives
Starting 5/3/2012	Colorado Mountain College	Provide display with Public Open House information and travel survey cards
5/3/2012	Press Release and GovDelivery	Community Input Helps SH 82 Grand Avenue Bridge Project Public Comment Period Closes for Open House
5/10/2012	PLT Meeting #10	Level 2B Screening; Level 2B Alternatives
5/15/2012	Club Rotario	Provide background on the project and answer questions
5/18/2012	FAQ Ad	We have answers to the questions you've been asking about the project
5/23/2012	Access Control Plan Open House	Display SH 82 Grand Avenue Bridge project information and answer questions
5/23/2012	GovDelivery	SH82 Grand Avenue Bridge Public Open House & Presentation on June 6
5/24/2012	Press Release	SH82 Grand Avenue Bridge Public Open House & Presentation on June 6
5/24/2012	Downtown Partnership Town Meeting	Provide background on the project and alternatives and answer questions
5/25/2012	Ad for June 6 Public Open House	Advertise for June 6 Public Open House
5/29/2012	Media Briefing	Provide information on June 6 Public Open House and screening process
5/31/2012	Phone Interview with Glenwood Springs Post Independent	Provide information on June 6 Public Open House follow-up to 5/29 media briefing; more information on pedestrian/bike connection
5/31/2012	Press Release and GovDelivery	SH 82 Grand Ave. Bridge – Public Participation Glenwood Springs travel survey had high level of participation, exceeded expectations
6/1/2012	FAQ Ad	We have answer to the questions you've been asking about the project
6/1/2012	TV Interview – GJ TV5	Provide background information on project, answer questions on status, screening criteria, what's next
6/4/2012	Email to PLT, PWG, SWG, and Interested Citizens	Remind about June 6 Public Open House
6/1/2012 and 6/5/2012	1-page Information Ad	Alternatives for Next Phase of Study Provide information about results of Level 2 screening, describe Alternatives 1, 3, 4, 6; announce June 6 Public Open House
6/5/2012	GovDelivery	Remind about June 6 Public Open House
6/5/2012	Lions Club	Provide background on project
6/5/2012	Colorado Contractors Association / CDOT Staff Bridge	Provide overview of project, evaluation process, Alternatives 1, 3, 4, and 6
6/6/2012	SWG Workshop	Review tradeoffs and community values related to Alternatives 1, 3, 4, and 6

Date	Outreach Activity	Purpose
6/6/2012	Public Open House	Obtain input on Alternatives 1, 3, 4, and 6
6/7/2012	Press Release and GovDelivery	SH 82 Grand Ave. Bridge – Good Public Participation; Community members attend public open house, review short list of bridge alternatives
6/7/2012	PLT Meeting #11 Combined with PWG	Debrief of SWG workshop and Public Open House regarding Alternatives 1, 3, 4, and 6
6/7/2012	Glenwood Springs City Council Work Session	Provide information from June 6 Public Open House, ask for input on Alternatives 1, 3, 4, 6
6/8/2012	FAQ Ad	We have answer to the questions you've been asking about the project
6/12/2012	Garfield County Board of County Commissioners Work Session	Provide information about public involvement program; Alternatives 1, 3, 4, 6; other public alternatives; and next steps
6/13/2012	Hot Springs Pool Board	Provide information about Alternatives 1, 3, 4, and 6 and answer questions
6/15/2012	PLT Meeting #12	Level 3A Evaluation Results – Alternatives 4 and 6 screened out
6/15/2012	In Person Meeting	Discuss concerns about potential impacts to the bank property
6/15/2012	FAQ Ad	Why doesn't CDOT use the allocated money to build a bypass or reroute SH 82 traffic away from the bridge
6/15/2012 6/16/2012 6/17/2012	Strawberry Days	Provide project information and obtain input on current alternatives and options
6/19/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
6/22/2012	FAQ Ad	Why was the Rehabilitation Alternative eliminated from further consideration
6/25/2012	Media Briefing	Provide information about selection of two alternatives (Alternatives 1 and 3) for further evaluation, other public alternatives considered, and next steps (including Independent Peer Review)
6/26/2012	City of Aspen Transportation Open House	Provide project background and current information
6/26/2012	In Person Meeting	Discuss redevelopment opportunities of alternatives
6/26/2012	Email to PLT, PWG, SWG, and Interested Citizens	Provide information about selection of two alternatives (Alternatives 1 and 3) for further evaluation, other public alternatives considered, and next steps (including Independent Peer Review)
6/26/2012	2-page Information Ad	Two Alignment Alternatives with Options are Undergoing Further Detailed Evaluation Provide information on Alternatives 1 and 3 with options, how alternatives were developed, evaluation criteria, cross-section options for south pedestrian crossing
6/27/2012	In Person Meeting	Listen to concerns about business owners on US 6 west of Laurel, answer questions
6/27/2012	In Person Meeting	Listen to concerns from property owner on US 6 about pedestrians, answer questions
6/27/2012	In Person Meeting	Review an alternative presented by stakeholder, answer questions
6/27/2012	Press Release	Provide information about selection of two alternatives (Alternatives 1 and 3) for further evaluation, other public alternatives considered, and next steps (including Independent Peer Review)
6/29/2012	FAQ Ad	Glenwood Springs Travel Survey thank you
7/3/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
7/3/2012	Colorado Mountain College	Provide a briefing of the project and Alternatives 1 and 3, answer questions

Date	Outreach Activity	Purpose
7/6/2012	FAQ Ad	How are the alternatives presented by stakeholders being considered
7/9/2012	Telephone Call with Stakeholder	Review project status, answer questions and concerns
7/10/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
7/12/2012	PLT Meeting #13	Review of Independent Peer Review recommendations, review of evaluation of public alternatives, refinements to options for Alternatives 1 and 3 options, planning for Joint Open House with Downtown Development Authority (DDA), public involvement planning
7/12/2012	Garfield County Library	Obtain input from Garfield County Library on Grand Avenue Bridge
7/13/2012	FAQ Ad	How are the City's planning goals being considered in the process
7/17/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
7/19/2012	Email and Mail to Interested Citizens	Provide information about upcoming project activities: CDOT/DDA Joint Open House
7/20/2012	FAQ Ad	What happened at the Independent Peer Review
7/24/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
7/24/2012	Press Release	Community Input is Shaping Grand Avenue Bridge Project
7/27/2012	FAQ Ad	Has the project team used suggestions from the public for the alternatives
7/27/2012	PLT Open Letter to the Editor	State support for the project, the process, and the alternatives that are being recommended
7/23 and 7/30/2012	Joint Open House Ad	Announce upcoming workshop
7/30/2012	Press Release	Public Workshop for downtown Glenwood Springs projects
7/31/2012	CDOT/DDA Joint Open House	Present Alternatives 1 and 3 with drive-through visualizations and traffic simulations, listen to comments, answer questions
7/31/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
8/6/2012	Ad for August 22 Public Open House	Advertise August 22 Public Open House
8/7/2012	Garfield County Board of County Commissioners Work Session	Review of public involvement to date, summarize Independent Peer Review, present Alternatives 1 and 3, present new visualizations and DDA urban design renderings from July 31 open house
8/7/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
8/9/2012	GovDelivery	Announce August 22 Public Open House
8/10/2012	PLT Meeting #14	Debrief on DDA/CDOT joint open house on July 31, debrief on bridge workshop held August 2 and 3 about Grand Avenue Bridge types for Alternatives 1 and 3, plans for upcoming Stakeholder Working Group workshop and Public Open House, information on Colorado Bridge Enterprise and project funding
8/10/2012	FAQ Ad	What will be presented at the August 22 Public Open House
8/14/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
8/16/2012	Grand Avenue Businesses Meeting	Provide an update to Grand Avenue business owners and property owners.
8/16/2012	Glenwood Springs City Council Work Session	Have an open discussion regarding Grand Avenue Bridge alternatives, process, and Colorado Bridge Enterprise funding
8/17/2012	Media Briefing	Provide details about Alternatives 1 and 3 (with options) that would be presented at August 22 Public Open House

Date	Outreach Activity	Purpose
8/17/2012	FAQ Ad	How is the bridge alignment determined
8/19/2012	Media Invite and GovDelivery	Invite to August 22 Public Open House
8/20/2012	Email to Interested Citizens, SWG, PLT, PWG	Remind about August 22 Public Open House
8/20/2012	2-page Information Ad	New Information on Alternatives Information about Alternatives 1 and 3, examples of exhibits and simulations for Public Open House
8/21/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
8/22/2012	SWG Workshop	Get input on alternatives and options to be presented at Public Open House
8/22/2012	Public Open House	Review Alternatives 1 and 3 prior to identification of preferred alignment, input on intersection options for Alternative 3, present new information on traffic, pedestrian/bike connections, and pedestrian options at south end of bridge
8/22/2012	Glenwood Springs Police Department	Project Information on emergency services
8/23/2012	PLT Meeting #15 Combined with PWG	Debrief of SWG workshop and Public Open House regarding Alternatives 1 and 3, pedestrian bridge/ramp, pedestrian bike connections, alternative route; review of next steps
8/23/2012	Press Release	SH 82 Grand Avenue Bridge Open House Invited Community to Comment on Alternatives
8/23/2012	Glenwood Springs Fire Department	Project Information on emergency services
8/24/2012	FAQ Ad	CDOT and FHWA extend our gratitude to the greater Glenwood Springs community that has shown a high level of interest in the SH 82 Grand Avenue Bridge Environmental Assessment
8/28/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
9/4/2012	Aspen Public Radio Interview	Provide information on the project, traffic impacts, costs, decision process, alternatives
9/4/2012	Media Briefing	Provide information on identified alternative
9/4/2012	One-on-one Meeting	Learn about stakeholder's concepts for how the bridge might look
9/4/2012	Glenwood Downtown Market	Provide current project information and answer questions about the project
9/10/2012	KMTS Radio Interview	Provide information about identified alternative and next steps
9/10/2012	1-page Information Ad	Preferred Alignment for the Bridge is Identified Describe identified alternative and provide criteria for recommendation
9/10/2012	Aspen Public Radio Interview	Provide information after identified alternative was in the newspaper, answer questions about acquisitions, other alternatives, what's next
9/10/2012	Email and Mail to Interested Citizens, SWG, PLT, and PWG	Provide notification on identification of preferred alignment and other recommendations
9/10/2012	Press Release and GovDelivery	SH 82 Grand Avenue Bridge Preferred Alignment Identified
10/10/2012	One-on-one Meeting	Coordinate about pedestrian bridge options
10/11/2012	Downtown Partnership Board	Discuss Downtown Partnership Position Statement, provide project update, and answer questions about the project.
10/12/2012	PLT Meeting #16 Combined with PWG	Pedestrian bridge replacement, pedestrian and highway bridge options, constructability and phasing
10/19/2012	Press Release	SH 82 Grand Avenue Bridge Team Announces Traffic Simulations On Web

Date	Outreach Activity	Purpose
10/22/2012	Telephone Call with Stakeholder	Listen to concerns about the project
10/23/2012	City of Glenwood Springs Transportation and River Commissions Joint Meeting	Provide update on the project
10/23/2012	One-on-one Business Meetings (3)	Provide updates on project and listen to concerns
10/26/2012	FAQ Ad	What is happening on the Grand Avenue Bridge project
10/29/2012	Telephone Call with Stakeholder	Offer to provide project information based on questions and issues posed in Glenwood Springs Post Independent Letters to the Editor
11/11/2012	"My Side" column	Bridge and bypass are separate projects
11/14/2012	One-on-one Meeting	Review project status, answer questions and concerns
11/14/2012	SWG Workshop	Provide information on bridge type, constructability, traffic impacts, and construction impacts
11/15/2012	Press Release and GovDelivery	SH 82 Grand Avenue Bridge Stakeholders Discuss Bridge Types and Pedestrian Access
11/15/2012	Glenwood Springs City Council Work Session	Provide update on project
12/4/2012	Garfield County Board of County Commissioners Work Session	Provide project update and information reviewed with the SWG on November 14.
12/12/2012	Press Release and GovDelivery	SH 82 Grand Ave. Bridge Team Includes New Pedestrian Bridge Also Selects Signal Option at 6th and Laurel as Part of Environmental Assessment
12/20/2012	GovDelivery	Reminder: SH 82 Grand Ave. Bridge Public Open House
12/20/2012	Emails and Mail to Interested Citizens, SWG, PLT, PWG	Provide project updates since last Public Open House and remind about January 9 Public Open House
12/21/2012	Ad announcing January 9 Public Open House	Ad for January 9 Public Open House
1/4/2013	Media Briefing	Provide information on January 9 Public Open House
1/7/2013	KMTS Radio Interview	Provide information on January 9 Public Open House
1/7/2013	Email Reminder to Interested Citizens, SWG, PLT, PWG about Public Open House	Remind about January 9 Public Open House
1/7/2013	GovDelivery	REMINDER: SH 82 Grand Ave. Bridge Public Open House
1/7/2013	1-page Information Ad	Project Elements Further Refined
1/9/2013	Public Open House	Provide updated information on bridge type options or the Grand Avenue Bridge and a new pedestrian bridge, construction traffic impacts, and pedestrian and bicycle connections. Information was also available on related projects (Grand Avenue bypass/alternate route and CDOT's Access Control Plan).
1/10/2013	PLT Meeting #17 Combined with PWG	Debrief on Public Open House regarding pedestrian bridge type options, detour concerns and suggestions, bypass roadmap; and Access Control Plan options that would affect the project
1/10/2013	Press Release and GovDelivery	Good Participation at SH 82 Grand Ave. Bridge Public Open House
1/10/2013	Chamber of Commerce Ask the Experts Forum	Answer questions from the public

Date	Outreach Activity	Purpose
1/24/2013	Telephone Call with Stakeholder	Return call from business owner
1/30/2013	Hot Springs Pool Board	Project update and discuss pedestrian connection options on north side of river
1/30/2013	City of Glenwood Springs Staff	Provide information to City how Grand Avenue Bridge project is affected by Access Control Plan options
2/12/2013 (two times)	Access Control Plan Open House	Provide recent information on project and answer questions
2/13/2013	One-on-one telephone phone call	Ask Pool about stair ownership and parking needs
2/25/2013	City of Glenwood Springs River Commission	Participate in brainstorming session about options for pedestrian connections
2/26/2013	Downtown Businesses Walkaround	Inform approximately 75 businesses about project, answer questions, distribute FAQ flier and announcement about the March 7 story poling event
2/28/2013	Press Release and GovDelivery	SH 82 Grand Avenue Bridge "Story Poling" Event Planned for March 7 Two new Grand Avenue FAQs posting to CDOT website
2/28/2013	Email to Interested Citizens, SWG, PLT, PWG	Inform about the "Story Poling" Event Planned for March 7 and the two new Grand Avenue FAQs posting to CDOT website
2/28/2013	Email to Citizens who had Contacted Dave Eller Directly	Inform about the "Story Poling" Event Planned for March 7 and the two new Grand Avenue FAQs posting to CDOT website
3/1/2013	Email to Citizens who had Contacted Joe Elsen Directly	Inform about the "Story Poling" Event Planned for March 7 and the two new Grand Avenue FAQs posting to CDOT website
3/6/2013	PLT Meeting #18	Detailed description of the Build Alternative to be evaluated in the Environmental Assessment, including Alternative 3E for 6 th and Laurel intersection, pedestrian bridge types that came out of March 6 pedestrian bridge workshop, 8 th and Grand intersection options based on Access Control Plan status, and new pedestrian underpass north of river
3/7/2013	Story Poling Event for the Public	Demonstrate to City Council and the public the potential width, height, and depth of new bridge
3/7/2013	Story Poling Event for Glenwood Springs City Council	Demonstrate to City Council and the public the potential width, height, and depth of new bridge
3/19-3/21/2013	Business Owners and Managers in Study Area	Gather information on economic concerns for the Environmental Assessment
3/21/2013	Colorado Bridge Enterprise / Open to Public	Present update on Grand Avenue Bridge
3/21/2013	Glenwood Springs City Council Meeting – Part of Public Hearing on SH 82 Access Control Plan	Presented options for bridge and pedestrian connection between 7 th and 8 th Streets and the intersection options at 8 th Street and Grand Avenue
3/28/2013	DDA Open House Project Information Display	Provide recent project information – recent renderings and traffic simulations – and answer questions about the project
4/2/2013	Glenwood Springs Chamber/DDA Forum	Answer questions from the public about the project
4/4/2013	Email to SWG	Describe transition of the SWG from broader project issues to details and options that will shape design
4/5/2013	Telephone Call with Stakeholder	Answer questions about the project and listen to other concerns

Date	Outreach Activity	Purpose
4/9/2013	Telephone Call with Stakeholder	Answer questions about the project and listen to other concerns
4/16/2013	Hot Springs Pool Board	Coordinate with Glenwood Hot Springs on 6 th and Laurel intersection, right-of-way, and effects on parking lot
4/24/2013	Hot Springs Pool Board	Gather input on architectural treatments for pedestrian bridge options
4/24/2013	Glenwood Springs City Council	Gather input on architectural treatments for pedestrian bridge options
4/24/2013	DDA and Other Stakeholders	Gather input on architectural treatments for pedestrian bridge options
5/6/2013	Press Release	Project Update: SH 82 Grand Avenue Bridge Environmental Assessment Moving Forward
5/15/2013	PLT Meeting #19	Introduction of CM/GC; Build Alternative update, including revised Alternative 3A at 6 th and Laurel, going ahead with full access intersection at 8 th and Grand, pedestrian ramp/elevator, height and width of Grand Avenue bridge downtown; plans for SWG workshop on May 30; physical model; level of public involvement during Environmental Assessment phase
5/28/2013	City of Glenwood Springs City Council Open Forum	Attended only, did not present
5/30/2013	SWG Workshop	Discuss the pedestrian bridge structure type, the process for determining the Grand Avenue Bridge architectural and design elements, and the design elements and treatments for the entry into Glenwood Springs from I-70
5/30/2013	Press Release	SH 82 Grand Avenue Bridge Design Concepts Considered by Stakeholders
6/11/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
6/11/2013	Pitkin County Board of County Commissioners	Provide project update and answer questions about the project
6/13/2013	One-on-one Meeting	Answer questions about the 6 th and Laurel roundabout and concerns about pedestrians crossing Laurel
6/18/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
6/19/2013	One-on-one Meeting, City Council Member and City Staff	Provide information about pedestrian bridge options and get input on the physical model
6/20/2013	Glenwood Springs City Council Work Session	Provide information on mitigation, present physical model and answer questions, review next steps
6/21/2013 6/22/2013 6/23/2013	Strawberry Days	Provide project information and obtain input on current alternatives and options
6/24/2013	Hot Springs Pool Board	Show Grand Avenue Bridge physical model; provide answers about project
6/25/2013	Club Rotario	Provide update on project
6/25/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
7/2/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
7/8/2013	Telephone Call with Stakeholder	Receive request for information on 6 th and Laurel intersection alternatives
7/9/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
7/10/2013	Press Release	Grand Avenue Bridge Model on Display Opportunity to see the scale and form of the bridges

Date	Outreach Activity	Purpose
7/12/2013	GovDelivery	Grand Avenue Bridge Model on Display Opportunity to see the scale and form of the bridges
7/12/2013	Stakeholder Information Request	Provide requested information to stakeholder on 6 th and Laurel intersection alternatives
7/16/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
7/23/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
7/30/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
7/31/2013	City of Glenwood Springs Staff	Discuss 8 th Street Connection and 6 th and Laurel intersection
8/1/2013	DDA Board	Provide project update
8/1/2013	RFTA Staff	Provide project update and discuss 8 th Street Connection
8/1/2013	Glenwood Springs City Council Work Session	Obtain input on pedestrian bridge options
8/2/2013	Press Release to Glenwood Springs Post Independent	Over 1,500 People Have Viewed Comments on Grand Avenue Bridge Model; Comments are useful for City Council's input on architectural elements
8/6/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
8/6/2013	City of Glenwood Springs Transportation Commission	Provide project update.
8/9/2013	Glenwood Springs Rotary Club	Provide project update and show physical model
8/13/2013	Stakeholder Information Request	Provide requested information to stakeholder on process for all alternatives
8/13/2013	Lions Club	Provide update on project with model
8/13/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
8/14/2013	City of Glenwood Springs Staff and RFTA	Discuss 8 th Street connection
8/19/2013	Press Release and GovDelivery	Grand Ave. Bridge EA - Enthusiastic Support for the New Pedestrian Bridge Type; Glenwood Springs City Council favors simple ped bridge design that complements surrounding environment
8/20/2013	Email and mail to PLT, PWG, SWG, Interested Citizens	Distribute press release and renderings of pedestrian bridge Option D2
8/20/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
8/22/2013	City of Glenwood Springs Staff and RFTA	Discuss 8 th Street connection
8/27/2013	Glenwood Downtown Market	Provide current project information and answer questions about the project
9/3/2014	Email to PLT members	Answer question about the straight alignment of pedestrian bridge
9/4/2013	Garfield County Board of County Commissioners Work Session	Provide project update on Build Alternative, 6 th and Laurel, pedestrian bridge D2, 8 th Street detour
9/4/2013	One-on-one Meeting	Answer questions about Exit 116 during construction and concerns about traffic and economic impacts

Date	Outreach Activity	Purpose
9/18/2013	City of Glenwood Springs Staff	Discuss potential public meeting for 8 th Street, 8 th Street detour, and City Council agenda items
9/29/2013	Letter to Editor	Provide additional information on bridge for consideration related to Citizens to Save Grand Avenue opinion ballots
9/30/2013	Colorado Municipal League, District 11	Provide project update and answer questions
9/30/2013	City of Glenwood Springs Staff	Discuss 8 th Street detour and water quality issues
10/1/2013	City of Glenwood Springs Transportation Commission	Provide project update
10/3/2013	Glenwood Springs City Council Work Session	Discuss construction detour route, ADA accessibility options for south end of new pedestrian bridge, and area under the bridge between 7 th and 8 th Streets
10/9/2013	Email and mail to Interested Citizens, SWG, PLT, PWG	Forward CDOT press releases on 8 th Street coordination and 6 th and Laurel development; attached press releases and 6 th & Laurel Intersection Devt. document
10/9/2013	Press Release and GovDelivery	Grand Ave. Bridge Project Team Highlights 6th & Laurel Evaluation Process
10/9/2013	Press Release and GovDelivery	8th Street Detour for Grand Avenue Bridge Project under Development
10/15/2013	Press Release and GovDelivery	SH 82 Grand Avenue Pedestrian Bridge "Story Poling" Event Tomorrow
10/15/2013	Email to Interested Citizens, SWG, PLT, PWG	Forward CDOT press release on story pole event for pedestrian ramp
10/16/2013 10/17/2013	Story Poling Event for the Public	Demonstrate to City Council and the public the potential location, width, height, and depth of new pedestrian ramp
10/25/2013 10/26/2013	Glenwood Springs Chamber of Commerce Bizopoly Event	Show model and provide information booth to inform about project process
11/7/2013	Glenwood Springs Post Independent	Discuss results of C2SGA poll that were published in paper
11/7/2013	Glenwood Springs City Council Meeting	Provide information and answer questions on two ADA accessibility options for south end of new pedestrian bridge.
11/11/2013	Sunnyside Retirement Center	Provide project update and show model
11/12/2013	Telephone Call with Stakeholder	Receive request for information on 6 th and Laurel intersection
11/15/2013	Letter to Editor	Response to Citizens to Save Grand Avenue Poll on Grand Avenue Bridge
11/19/2013	Kiwanis Club	Provide project update
11/19/2013	City of Glenwood Springs Planning & Zoning Commission	Provide project update, recent recommendations, and schedule
11/21/2013	Email to Interested Citizens, SWG, PLT, PWG	Provide information about recent recommendations on the pedestrian connection from Two Rivers Trail to 6 th Street with underpass and the location of the Grand Avenue Bridge piers downtown
11/21/2013	Email to Interested Citizens, SWG, PLT, PWG	Provide information about recent recommendations on the pedestrian connection from Two Rivers Trail to 6 th Street with underpass and the location of the Grand Avenue Bridge piers downtown
11/21/2013	SWG Workshop	Provide update on recent and upcoming project decisions
11/22/2013	PLT Meeting #20	Provide project update, recent recommendations, answer questions

Date	Outreach Activity	Purpose
11/26/2013	Stakeholder Information Request	Provide requested information to stakeholder on 6 th and Laurel intersection
12/3/2013	City of Glenwood Springs Transportation Commission	Provide project update.
12/6/2013	City of Glenwood Springs Staff	Obtain input in ramp and elevator Options
12/10/2013	Issue Task Force - Pedestrian Ramp and Elevator Information	Review and organize information on ramp and elevator options into a packet of information for City Council review.
12/12/2013	City of Glenwood Springs Staff	Discuss City right-of-way options
12/19/2013	Glenwood Springs City Council Work Session	Discuss options for pedestrian bridge ADA access, including ramps and elevators.
12/27/2013	1-page Information Ad with information about Pedestrian Ramp Options	New Renderings Developed for Pedestrian Bridge Access with Modified Ramp for Next Phase of Project
12/30/2013	Letter to City Council	Decision process summary on ramp and elevator options
1/2/2014	Glenwood Springs City Council Meeting	Public hearing on ramp and elevator options. Obtain Input on the options.
1/7/2014	City of Glenwood Springs Transportation Commission	Provide project update.
1/7/2014	City of Glenwood Springs Staff	Discuss right-of-way ownership between 6 th and 7 th Streets
1/7/2014	Hot Springs Pool Board	Coordinate on construction impacts in parking area.
1/28/2014	Stakeholder Contact	Ask for input on elevator and ramp concepts
2/3/2014	One-on-one Meeting	Listen to input on elevator and ramp concepts
2/14/2014	Stakeholder Information Request	Provide requested information to stakeholder on 6 th and Laurel intersection alternatives
2/18/2014	Email to Interested Citizens, SWG, PLT, PWG	Distribute the project brief on the background on the decision about ADA access from the new pedestrian bridge to 7 th Street
2/20/2014	Glenwood Springs City Council Meeting	Ask for City Council to provide two representatives for the Design Elements Issue Task Force
2/21/2014	City of Glenwood Springs Transportation Commission	Provided information about the 8 th Street detour schedule and approach to coordinate with City's 8 th Street project
2/24/2014	Press Release and GovDelivery	Grand Avenue Bridge Project to Engage Public in Refining Design Features
3/12/2014	Issue Task Force – Design Elements	Obtain input on urban design/aesthetics and landscaping elements
3/13/2014	SWG Workshop	Obtain input on urban design/aesthetics and landscaping elements
3/19/2014	One-on-one Meeting	Listen to additional input on design elements
3/20/2014	Telephone Call with Stakeholder	Address concerns about 6 th and Laurel intersection
3/20/2014	Telephone Call with Stakeholder	Address concerns about 6 th and Laurel intersection
3/21/2014	Stakeholder Information Request	Provide requested information to stakeholder on walls included in the project
3/21/2014	Press Release and GovDelivery	Stakeholder Groups Provided Feedback on Grand Avenue Bridge Project Design Features

Date	Outreach Activity	Purpose
3/21/2014	Email to Design Elements Issue Task Force	Provide summary of March 12 meeting and inform about next meeting in April
3/24/2014	Email to SWG	Provide summary of March 13 Workshop and inform about next Workshop in April
3/26/2014	Email to PLT	Provide summaries of March 12 Issue Task Force and March 13 Stakeholder Working Group Workshop
4/1/2014	City of Glenwood Springs Transportation Commission	Provide project update
4/1/2014	Hot Springs Pool Board	Discuss parking lot design and right-of-way
4/1/2014	One-on-one Meeting	Listen to concerns about W. 6 th Street businesses
4/2/2014	City of Glenwood Springs	Discuss 30% design plan comments
4/3/2014	Glenwood Springs City Council Work Session	Provide information on March Design Elements Issue Task Force and SWG Workshop and obtain input on urban design/aesthetics and landscaping elements
4/3/2014	RE-1 School District Board	Provide information and discuss issues related to the SH 82 Detour on 8 th Street and school access
4/4/2014	Press release and GovDelivery	Grand Avenue Bridge Project Will Review Design Details at Second Round of Meetings
4/4/2014	Email to Interested Citizens, PLT, PWG	Inform about upcoming meetings with Design Elements Task Force meeting and the SWG meeting open to the public
4/8/2014	One-on-one Meeting	Talk about project and listen to concerns about the project
4/10/2014	Issue Task Force – Design Elements	Present revised options and obtain input on urban design/aesthetics and landscaping elements
4/11/2014	Stakeholder Information Request	Respond to stakeholder request for information
4/11/2014	SWG Workshop	Present revised options and obtain input on urban design/aesthetics and landscaping elements
4/14/2014	Radio Interview	Provide update on project and design elements CDOT, Firm Closer to Finalizing New Grand Ave Bridge Design
4/17/2014	Email to SWG	Distribute April 10 meeting summary and exhibits; inform about next steps in process
4/17/2014	Email to Design Elements Issue Task Force	Distribute April 9 meeting summary and exhibits; inform about next steps in process
4/17/2014	Glenwood Springs City Council Work Session	Provide information on April Design Elements Issue Task Force and SWG Workshop and obtain input on urban design/aesthetics and landscaping elements
4/22/2014	One-on-one business meeting	Discuss access on to businesses on W. 6 th Street
4/24/2014	Press release and GovDelivery	Grand Avenue Bridge Design Team Presented Revised Design Elements
4/30/2014	PLT Meeting #21	Provide update on input received from design elements input process and status of outcomes from the meetings; schedule update; future public outreach approach
5/2/2014	Email to Design Elements Issue Task Force	Provide requested information on girder type selection and update on PWG review of input from design elements input process
5/5/2014	Email to SWG	Provide update on PWG review of input from design elements input process
5/5/2014	Email to Interested Citizens	Distribute press release on April design elements meetings
5/5/2014	Glenwood Springs Middle School	Provide overview of project
5/7/2014		

Date	Outreach Activity	Purpose
6/2/3014	Garfield County Board of County Commissioners Work Session	Provide an update on project and start discussions about funding for project elements.
7/23/14	PLT Meeting #22	Provide an update on the project, including funding, scope, and schedule
7/25/14	Intermountain Transportation Planning Region	Request project funding
7/29/14	Eagle County Board of County Commissioners	Provide project update, including funding and scope
8/5/14	Glenwood Springs Transportation Commission	Provide funding update
8/15/14	Glenwood Springs Rotary Club	General CDOT presentation on Glenwood Springs Transportation
8/18/14	Garfield County Board of County Commissioners	Project update and request for funding
9/9/14	Pitkin County Board of County Commissioners	Project update and request for funding.
9/9/14	City of Glenwood Springs City Council and Garfield County Board of County Commissioners Joint Workshop	Request for funding
9/15/14	City of Aspen City Council	Project update and request for funding
10/3/14	Email to SWG, PLT, ITF, and interested citizens	Provide project status update, including information about project funding, project schedule, and project elements.

SH 82

GRAND AVENUE BRIDGE

Environmental Assessment

Public Open House Summaries

NOVEMBER 15, 2011, PUBLIC SCOPING MEETING SUMMARY

Project: SH 82 Grand Avenue Bridge Environmental Assessment

Meeting: Public Scoping Meeting Open House
November 15, 2011

Study Team Attendees:

CDOT: Josh Cullen, Joe Elsen

Bridge Enterprise: Charlie Trujillo

FHWA: Eva LaDow

Consultants: Craig Gaskill, Jim Clarke, George Tsiouvaras, Jeff Simmons, David Woolfall, Don Connors, Pat Noyes, Tom Newland, Mary Speck

Date/Time/Location

November 15, 2011, from 4:30 p.m. to 7:00 p.m. at the Glenwood Springs Community Center.

Purpose

To listen to and gather the public's concerns, issues, and ideas about the project that might affect the scope, as well as to answer questions about the project. The study team members attending the meeting were instructed to communicate that we do not have answers yet. The study team was available to:

- Provide background information on the project
- Present the project's draft context statement and critical issues
- Explain the environmental process
- Obtain input from members of the public
- Answer questions about the project
- Listen to suggestions and concerns
- Identify how the public can get involved in the process
- Present what's next

Meeting Notices

A press release about the project initiation and the Public Open House was sent to the media on November 10, 2011. A display ad was placed in the Glenwood Springs Post Independent and the Aspen Times that included a contact number for Spanish speakers. In addition, study team members distributed a post card announcing the Public Open House to downtown businesses on November 11.

**SH 82 Grand Avenue Bridge Environmental Assessment
Summary of Public Scoping Meeting Held November 15, 2011**

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Joe Elsen was interviewed on the KSNO radio station on November 15 to talk about the project and the Public Open House.

Meeting Format

There was no formal presentation. Boards were displayed and the Grand Avenue study team was available to answer questions.

Presentation Boards were as follows:

- Welcome
- Purpose of Tonight's Meeting
- What is Scoping?
- Project Overview
- Project Team
- Draft Project Key Issues
- Regional Map
- Project Vicinity Map
- Project Schedule
- Other Studies in the Area
- Alternatives Screening Process
- What is an Environmental Assessment?
- Environmental Assessment Process
- Environmental Assessment Categories
- Preliminary Critical Issues
- Preliminary Stakeholder Issues
- What is Context Sensitive Solutions (CSS)?
- Draft Context Statement
- How will CSS be used on this project?
- How Can You Get Involved?
- Please Give us Your Comments
- Next Steps for the Project Team?

Number of Attendees

Approximately 70 people, a mixture of business owners, long-time area residents, and elected officials.

The attendees at the meeting were very engaged. There was positive discussion surrounding concerns and ideas for the project. There was little to no opposition to the project voiced, although there were several opinions about what the solution should be.

Summary of Comments at the Public Open House

The comments and discussions recorded by the study team generally fell into the following areas and are summarized below.

Comments received at the Public Scoping Meeting

Project Scope/Purpose

- Don't tell me this is another study
- Why is this different from previous attempts
- No open opposition to project
- Alternate route discussions
- Support expressed for bypass options
- Peer to peer communications is important

Bridge

- There was an historic bridge at Pitkin (a nice, flat bridge)
- Bridge should be iconic – positive statement
- Pothole on the bridge – repair it
- Story of accident on bridge – losing a mirror
- Need a “narrow bridge” sign where it can be seen
- Start the approach to the bridge at 9th Street
- Widen the bridge
- Aesthetics are important
- Success characterization – tourists taking photos in Glenwood Springs would include the bridge in the picture
- Explore potential for artwork from students
- Revised pier column between Colorado River and I-70. Could this allow lengthen of the on ramp? This would not be part of Bridge Enterprise funding.
- Solution needs to be consistent with character of Glenwood
- Bring bridge into the street
- Not a lot of discussion about rehabilitation vs. replacement
- Perception that rehab is just fixing the bridge in its exact configuration
- Double-decker had support

Bike/ped

- On the east side, need a bike rack – right now, people chain bikes to the bridge rail
- Bike access – there's limited space for a ramp
- Improve pedestrian access from under the bridge
- Pedestrian friendly
- Add pedestrian access to west side
- Create a vibrant space
- Space under the bridge – plaza
- Bike/ped separation is good because of splashback, noise, aesthetics
- Traffic exhaust affects the restaurants in the pedestrian mall on the west side.
- Treat the pedestrian plaza well

SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Scoping Meeting Held November 15, 2011

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- Plaza concept – eliminate left turns at 8th Street
- Move restrooms further south
- Hot pot parties –north side of bridge

Safety

- Emergency access along Wing Street
- Sight distance is important to Fire Department

Utilities/Infrastructure

- Primary gas line can't be shut down in winter
- Future infrastructure – incorporate into bridge now, broadband, water – want to be able to expand in the future

Construction/Mobility

- SH 82 Corridor Optimization Plan – frustrations around implementation – mobility issues
- Construction traffic a concern
- Can't do anything on this bridge without shutting the city down
- Construction – can we at least have two lanes?
- Closing of Wing Street

Funding

- If there is \$50 million available for the project, there is not enough for a bypass
- How far does Bridge Enterprise funding go?
- How far will funding go?
- Great economic development opportunity for Glenwood
- We hear there is no money

Economic

- Can businesses be compensated for loss of business during construction?
- Don't impede the current momentum of the downtown businesses
- Impact to downtown businesses
- Maintain appeal of southwest corner
- Community is now cohesive – different from the past

Environmental

- City Council and River Commission have been looking at bank improvements, such as mini whitewater facility, fishing area, improving the visual as one looks across the river at 7th Street. There may be an opportunity for a grant and/or partner with CDOT to implement improvements as part of the Grand Avenue Bridge project.

Comment Sheets

There were 25 Comment Sheets filled in and left by attendees. Some people took the Comment Sheets with them and were asked to send them back to the study

**SH 82 Grand Avenue Bridge Environmental Assessment
Summary of Public Scoping Meeting Held November 15, 2011**

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team. One additional form was submitted to the study team after the Public Open House.

About three-quarters of the comment sheets ranked the transportation issues listed on the sheet. When items were ranked, they were either ranked "Extremely Important" or "Important." Craig Gaskill summarized the rankings as follows:

Connectivity	Most important
Congestion & Access	Tied for second
Safety	
Reliability	
Mode choices	

There was one consolidated statement signed by representatives from the Downtown Development Authority and the City Council with recommendations and drawings.

All of the comments are recorded as part of the documentation for the NEPA process.

**Public Scoping Meeting
SH 82 Grand Avenue Bridge Environmental Assessment
Glenwood Springs Community Center
November 15, 2011**

Public Comment Form

Date: _____ Telephone: _____
 Name: _____ Email: _____
 Address: _____ Preferred contact method: Mail Email

Note: The following questions relate to the informational boards located throughout the room. Thanks for attending this evening!

What important transportation issues need to be addressed with this project? Examples of transportation needs include access, connectivity, safety, modal choices (pedestrian/ bicycle/ transit/ highway), reliability, and congestion. In the table below, please rank the relative importance of each need.

	Importance for Grand Avenue Project				
	Extremely Important	Important	Somewhat Important	Not Important	Not Applicable
1. Access to local businesses/land uses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Connectivity across the Colorado River, I-70, and the UP railroad	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Safety of the traveling public	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Choices in transportation modes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Reliability (of bridge)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Congestion	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. Other (list)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

8. Do you have thoughts or comments on the identified Key Issues?



SH 82
GRAND AVENUE BRIDGE

APRIL 4, 2012, PUBLIC OPEN HOUSE SUMMARY

Project: SH 82 Grand Avenue Bridge Environmental Assessment

Meeting: Public Open House
April 4, 2012

Study Team Attendees:

CDOT: Josh Cullen, Joe Elsen, Roland Wagner, Tammie Smith, Tim Woodmansee, Sean Yeates

Colorado Bridge Enterprise Charlie Trujillo

Consultants: Craig Gaskill, Jim Clarke, George Tsiouvaras, Ryan Abraham, David Woolfall, Dan Logsdon, Don Connors, Pat Noyes, Tom Newland, Mary Speck

DATE/TIME/LOCATION

April 4, 2012, from 4:30 p.m. to 7:00 p.m. at the Glenwood Springs Community Center.

PURPOSE

To listen to and gather the public's concerns, issues, and ideas about the alternatives under development and to answer questions about the project. The study team members attending the meeting were instructed to communicate that we do not have solutions yet. The study team was available to:

- Provide project background information
- Display an updated project schedule
- Explain the Purpose and Need for the project
- Explain the Environmental Assessment process
- Describe the responsibilities of the project working teams
- Explain bridge issues and concerns
- Describe the evaluation process
- Describe the initial alternatives
- Answer questions about right-of way
- Show how the public can participate in the process
- Ask for public input on what is important about the elements of the initial alternatives

MEETING NOTICES

A press release about the Public Open House was sent to the media distribution list on March 15, 2012. Accompanying information was distributed via GovDelivery, Facebook, and Twitter.

A display ad announcing the Public Open House was placed in the Glenwood Post Independent and Aspen Times on March 20 and March 28 that included a contact number for Spanish speakers.

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A two-page 11- x 17-inch display ad was placed in the Glenwood Post Independent and Aspen Times on April 2 that contained a reminder about the Public Open House, background of the project, alternatives that are under consideration, and thumbnail graphics of the alternatives and intersection options that would be presented in more detail at the Public Open House.

MEETING FORMAT

There was no formal presentation. Boards were displayed and the study team was available to answer questions. Also, there was a traffic simulation of two of the north side intersection options displayed via computer.

Presentation Boards were as follows:

Project Background

1. Welcome
2. Purpose of Tonight's Public Open House/Project Overview/Project Background
3. Vicinity Map/Stakeholder Input to Decision Process
4. Stakeholder Input (Roles and Responsibilities)
5. Context Statement\Critical Success Factors/Key Project Outcomes
6. Existing Bridge Conditions
7. Draft Project Purpose/Draft Project Needs/Draft Project Goals

Alternatives

1. Alternatives Screening Process/No-Action Alternative
2. Rehabilitation Alternative
3. Development of Replacement Alternatives/Level 1 (Fatal Flaw) Screening Criteria
4. Level 2A Evaluation-Alignments - Alignments Evaluated
5. Level 2A Screening - Alignments Screened Out
6. Level 2A Screening - Cross Sections South of 7th
7. Level 2A Screening - Alignments to be Evaluated for Level 2B
8. Level 2B Alternatives-Alignments (4-Lane Bridge on the South End of Grand Ave.) - Alternatives 1 & 2
9. Level 2B Alternatives-Alignments (4-Lane Bridge on the South End of Grand Ave.) - Alternatives 3 & 4
10. Level 2B Alternatives -Alternative 3 Intersection Options
11. Level 2B Alternatives Cross-Section Options - (4-Lane Bridge on the South End of Grand Ave.)
12. Level 2B Alternatives-Alignments (Couplets Using Grand Ave. and Colorado Ave.) - Alternative 5
13. Level 2B Alternatives-Alignments (Couplets Using Grand Ave. and Colorado Ave.) - Alternatives 6 & 7
14. Level 2B Alternatives-Alignments (Couplets Using Grand Ave. and Colorado Ave.) - Alternatives 8 & 9
15. Level 2B Alternatives-Cross-Sections (Couplets Using Grand Ave. and Colorado Ave.)
16. Level 2B Alternatives - Alternative 9 Intersection Options
17. Level 2B Alternatives-Alignments (Couplets Using Cooper Ave. and Colorado Ave.) - Alternatives 10 & 11
18. Level 2B Alternatives - Alternative 11 Intersection Options

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19. Level 2B Alternatives- Cross Sections (Couplets Using Cooper Ave. and Colorado Ave.)
- Alternatives 10 & 11

Environmental

1. What is an Environmental Assessment/ Environmental Assessment Categories/EA Process/Historic Resources Map

Comments

1. Project Schedule\ Next Steps for the Project Team/How You Can Keep Informed/Please Give Us Your Comments

Other

1. Help Us with the Glenwood Springs Travel Survey
2. Colorado Bridge Enterprise
3. Large Format: Historic Timeline

NUMBER OF ATTENDEES

Approximately 91 people attended the meeting – a mixture of business and building owners, long-time area residents, and public officials.

The attendees at the meeting were very engaged. There was positive discussion surrounding concerns and ideas for the project. There were several opinions about the various alternatives, which included a single bridge, couplet combinations, and options for intersections on the north side of the Colorado River.

DEBRIEF IMMEDIATELY AFTER THE PUBLIC OPEN HOUSE

The study team also took notes during the meeting. At a debrief following the meeting, the following topics were noted:

1. Several folks think a bypass should be built instead.
2. Couplets in general were not too popular, for numerous reasons:
 - a. Couplets create event planning challenges.
 - b. Couplets affect the new Library.
 - c. Couplets affect the new parking garages.
 - d. Couplets affect downtown businesses.
 - e. Couplets affect the County parking and campus.
 - f. Couplets affect the nearby elementary school.
 - g. Couplets affect traffic flow.
 - h. Couples affect circulation.
 - i. CDOT has already spent money putting down concrete paving. Why consider couplets that might not use all of this?
3. Cooper Street couplet was seen as the worst of the options.

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4. There was some support for couplets, particularly using Colorado.
5. Without the proposed 8th Street bridge, couplets would be bad for downtown traffic.
6. Concern about traffic speeds on Grand Avenue.
7. Keep bike and ped movements separate.
8. Build an iconic structure.
9. Parking is not as important on Grand Avenue.
10. Parking downtown is very important.
11. 5th lane on bridge would be good for events.
12. Some folks had gripes about other transportation problems, such as Midland Avenue.
13. Three-lane roundabout was generally less favorable.
14. Not much support for flyover alternative.
15. General opposition to change.
16. Not much interest in Maple.
17. Some City Council members expressed interest in more council presentations.

COMMENT FORMS

The Comment Form provided to attendees contained both ranking questions and questions that required written responses. They addressed the project Purpose & Need, Project Goals, Level 1 and 2A Screening, and questions about the 2B alternatives and options presented in the displays. (A copy of the Comment Form is attached.) There were 15 Comment Forms filled in and left by attendees the day of the Public Open House. Several people took the Comment Form with them to turn in later via mail, fax, or email. The Comment Form in a Survey Monkey format also was accessible from CDOT's project website. There were an additional 3 forms submitted to the study team after the Open House and 6 submitted via Survey Monkey. There were 2 comments emails sent to the project team through the website specifically commenting on the Public Open House.

All of the comments are recorded as part of the documentation for the NEPA process.

An analysis of the ranking questions provides general preferences of those who responded. This analysis weighted responses either from 0 to 100 based on how supportive they were of the subject and from -100 to +100 based on how strongly they disagreed or agreed with the ranking questions.:

1. Purpose & Need: Respondents are generally supportive of both needs. On a scale of 0 to 100 with 100 representing strong support and 0 representing no support, the rating was 65 for support on the connectivity need and 60 for support of the bridge deficiencies need. The most frequent response for both needs was "extremely important."
2. Couplet alternatives: The overall rating was -18 on a scale from -100 to +100 with -100 being very unfavorable and +100 being very favorable. The most frequent response was "strongly disagree" (with couplets).

SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held April 4, 2012

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3. Existing pedestrian bridge: There was strong overall support retaining the existing pedestrian bridge with a +55 positive rating (scale from -100 to +100). The most frequent response was “strong agree” to keep existing pedestrian bridge.
4. Changes in parking associated with couplet: Responses generally felt it was not good to remove parking from Cooper and Colorado Avenues to gain parking on Grand Avenue with a -15 rating. (scale from -100 to +100). However, the most frequent response was to “agree” that these parking changes are acceptable. The lower rating was due to many “strongly disagree” responses.
5. Ground level space was generally considered more important than bridge sidewalk space with a rating of +34, (scale from -100 to +100). The most frequent response was “strongly agree” with ground level space being more important than bridge sidewalk space.

SUMMARY OF COMMENTS RECEIVED VIA COMMENT FORMS, EMAILS TO CDOT, AND THE SURVEY MONKEY

Comments on Purpose and Need

Responses were generally supportive of both stated needs, other than those who want a bypass. Additional transportation needs mentioned were:

- Separate bike and pedestrians from traffic.
- Consider bypass concept.
- Maintain easy on/off access for I-70.
- Reduce speed of vehicles on the bridge.
- Improve traffic speed through 6th Street intersection.
- Improve pedestrian experience from west Glenwood to the Pool and downtown.
- Improve bike/ped access.
- Connections from the 8th St. bridge to the Meadows Area and Red Mountain with Grand Avenue, Blake Avenue, and Pitkin Avenue.
- Improve safety of “malfunction junction” (6th and Laurel).
- Remove graffiti on pedestrian bridge.
- If the solution results in moving traffic off of Grand Avenue, then a true SH 82 bypass should be considered instead.

Comments on Project Goals

- Consider traffic outcomes from changes – keep big picture in mind.
- Minimize impact on tourism during construction and promote it post-construction.
- Move through traffic on SH 82 through town as quickly as possible.
- The solution should create best opportunities for future development.
- Keep our small town feel.

Comments on Level 1 and Level 2A Alignments and Cross-Sections Screened Out

There were very few comments provided here. If any, they agreed that the screening made sense.

SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held April 4, 2012

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Comments on “Single Bridge or Couplet (Paired) Alignments

There was some support for couplets. The advantages to couplets over a single bridge included that they would provide a less imposing structure through downtown; they would move traffic efficiently; would be safer in case of accident; and would reduce the potential for head-on collisions. Couplets would create advantages for Grand Avenue—those paired with Grand Avenue would take some traffic off of Grand, which would have a calming effect, and couplets not using Grand Avenue would create an opportunity to revitalize downtown and Grand Avenue. Couplets would also have advantages over a single bridge in constructability.

Alignment 3 (single bridge) was considered to have fewer impacts to other projects (library, pedestrian plaza, 8th Street), neighborhoods, businesses, and local traffic. Elevating the single bridge is a good idea.

There were more disadvantages listed for couplets than advantages. Overall, traffic movements were seen as more complicated. For example, couplets would require one-way access onto business streets; the out-of-direction travel would move traffic to side streets; 90-degree turns would be difficult for trucks to maneuver, especially those on 9th Street; and there would be no way for cars to turn across couplet traffic going to/from bridge. There also would be more conflicts with parking and the pedestrian plaza on Cooper.

Transferring traffic to streets other than Grand Avenue just transfers adverse impacts to other parts of downtown. For example, the businesses and residences on the couplet streets would have more impacts in noise and fumes, particularly if the traffic is slowed down. Neighborhoods and businesses on Cooper and Colorado would be boxed off.

Other disadvantages mentioned were the added cost to build two bridges and added impacts to the river.

Comments on Intersection Options on the North Side of I-70 and the Colorado River

Most people preferred the smaller roundabouts because they would be less complicated and therefore less confusing for pedestrians and tourists who aren't familiar with the area. Intersection C was seen as the most desirable because of its smaller scale and it would move traffic better, easing pressure on local traffic and it would have the least amount of traffic congestion.

It was considered important to think about how to move people from the hotels to the Hot Springs and to downtown. Intersection B would create a more direct connection to I-70 and direct pedestrian movement from hotels to the Pool. Moving the intersection to Laurel was seen as positive because it leaves 6th and Pine intersection more for pedestrians. Alignments to Pine and Maple would still be restricted by 6th Street. It was noted that improvements are needed to the current 6th and Laurel intersection.

Some of the options were considered confusing to tourists and difficult for larger trucks to maneuver. There was a desire to separate through traffic from local traffic (Intersection A), if possible. There was a concern about loss of businesses with the intersections—for example, by bypassing 6th Street. Stop lights were thought to add to the cost, and medians are difficult with snow and at night.

SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held April 4, 2012

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Comments on Couplet Combinations

Couplets aligning to Laurel were generally more acceptable than those touching down at 6th and Pine. It was noted that Alternative 9 (aligning Colorado and Grand with Laurel) provides the best opportunity for long-term urban design. It also would allow the existing pedestrian bridge to remain and/or create additional bike/ped crossing, and it would open Colorado to more development. In addition, it keeps some traffic in front of businesses on Grand and on 6th.

Colorado was more acceptable than Cooper for one of the couplet routes. Reasons cited for liking the couplet configurations were: they keep traffic off of Grand so it is better for pedestrians, makes room for more parking on Grand, and they open other possibilities for development. It is better for construction phasing, offers an opportunity to reclaim Grand Avenue between 7th and 8th, and is the best opportunity for future improvements on the south side.

There were several reasons cited for not liking couplets. Multiple bridges would look too “big city” and detract from the historic character of the residential streets, Hotel Colorado, and the train station. Cooper and Colorado would have to be rebuilt to accommodate the added traffic; they are not suited to additional traffic and would impact residential areas. Couplets would add to traffic generated by courthouse, post office, and school. The couplet on Cooper would impact the train depot and likely require the removal of the existing bike/ped bridge. Its width would also impact access to stores and eliminate parking. Also, the turns and additional stop lights would slow traffic down.

Alternatives 6 and 7 – traffic movements at 6th look restrictive.

Comments on Pedestrian/Bicyclist Considerations

Most of the comments on these questions indicated a strong desire to create an environment in Glenwood Springs that enhances the experiences for pedestrians and bicyclists. There was a lot of support for keeping pedestrians and bicyclists separated from vehicle traffic, several people preferring to have them on separate facility. It was generally accepted that the separation greatly improves the experience of both visitors and locals as they move from one side of the river to the other. Safety, fumes and noise were mentioned as concerns.

There were comments related to improving the pedestrian crossing at the north end of the bridge (access from 6th Avenue is confusing to pedestrians). It is dangerous for pedestrians coming off of south side of bridge because they aren't aware of cars turning onto to 7th Street. A suggestion was made to direct bike traffic to Midland if the trail through South Canyon gets built; also, to keep the existing pedestrian bridge.

Additional Comments on How Could the Alternatives or Options be Modified to Meet the Project Goals and Key Objectives More Effectively

- Consider safe and efficient snow removal.
- Avoid creating a haven for pigeons and other birds.
- Reduce number of options in an efficient manner to study/minimize impacts on the north side.
- Reduce traffic speed.
- No traffic on Cooper or Colorado.
- Must retain pedestrian refuge – close Grand to traffic completely.

SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held April 4, 2012

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- Weight some objectives more than others, i.e., the ability to accommodate traffic flow and demand and the ability to enhance urban design.
- Include east-west bike tunnel under bridge at alley in the 700 block of Grand Avenue.
- Incorporate delivery truck unloading areas in planning
- Design bridge(s) without pilings/supports in river.
- Design east-west bike route from Two Rivers Park to Glenwood Canyon path.
- Specify low-carbon concrete.



SH 82 Grand Avenue Bridge Environmental Assessment

Public Open House, Wednesday, April 4, 2012

COMMENT FORM

The following transportation needs have been identified for the project. Please rank the relative importance of each need.

	Extremely Important	Important	Somewhat Important	Not Important	Not Applicable
Improve connectivity between downtown Glenwood Springs, and the Roaring Fork Valley, with the historic Hot Springs pool area and I-70.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Address the functional and structural deficiencies of the bridge to improve public safety, including emergency service response, and reliability as a critical transportation route.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Are there other important transportation needs in the vicinity of the project?

Do you have thoughts or comments on the identified Project Goals?

What thoughts or ideas do you have regarding the Level 1 and Level 2A alignments and cross-sections that were screened out?

Please indicate your preferences for the following and provide comments, as needed, to explain your preferences.

	Strongly Agree	Agree	Neither Agree or Disagree	Disagree	Strongly Disagree
A couplet (two one-way roads between 7 th and 9 th) would enhance downtown Glenwood Springs.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Retaining the existing pedestrian bridge is preferable to adding sidewalks to replacement bridge.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It is acceptable to lose on-street parking on Cooper or Colorado in exchange for wider sidewalks and more parking on Grand Avenue.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
It is more important to maximize the ground-level sidewalks on Grand Avenue and minimize the bridge width than to add a sidewalk to the new bridge.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Comments:

How could the alternatives or options be modified to meet the Project Goals and Key Objectives more effectively?

Please provide your email to be notified of planning updates and meetings:

Name: _____ E-mail: _____

Address: _____

Please leave completed comment sheet in the drop box located at the exit/entrance.

You may also (by April 25, 2012):

- **Mail** your comments to: Joe Elsen, Colorado Department of Transportation, 202 Centennial Street, Glenwood Springs, CO 81601.
- **Email** your comments to: Joseph.Elsen@dot.state.co.us.
- **Fax** your comments to: Joe Elsen at 970.947.5133.
- **Fill out this form on line at:** <http://www.coloradodot.info/projects/sh82grandavenuebridge/public-involvement>.



SH 82
GRAND AVENUE BRIDGE

JUNE 6, 2012, PUBLIC OPEN HOUSE SUMMARY

Project: SH 82 Grand Avenue Bridge Environmental Assessment

Meeting: Public Open House
June 6, 2012

Study Team Attendees:

CDOT: Josh Cullen, Joe Elsen, Roland Wagner, Mike Vanderhoof
Colorado Bridge Enterprise: Charlie Trujillo
Consultants: Craig Gaskill, Jim Clarke, George Tsiouvaras, David Woolfall, Pat Noyes, Tom Newland, Mary Speck

DATE/TIME/LOCATION

June 6, 2012, from 5:00 p.m. to 7:30 p.m. at the Glenwood Springs Community Center. A formal presentation was held at 6:00 p.m., followed by a question and answer session.

PURPOSE

To provide additional details on the alternatives that are still being considered for evaluation and to gather public input on the public's concerns, issues, and ideas about them. The presentation, exhibits, and the study team provided:

- Project background information
- Results of Level 2 alternatives evaluation and screening
- New information on:
 - Phasing
 - Circulation
 - Travel Survey

MEETING NOTICES

A press release about the Public Open House was sent to the media distribution list on May 24, 2012. Accompanying information was distributed via GovDelivery, Facebook, and Twitter.

A display ad announcing the Public Open House was placed in the Glenwood Post Independent and Aspen Times on May 25 that included a contact number for Spanish speakers. A media briefing was held with the Glenwood Springs Post Independent on May 29, which was followed up with a phone interview on May 31. Reminder emails were sent to the project contact lists on June 4.

A one-page 11- x 17-inch display ad was placed in the Glenwood Post Independent and Aspen Times on June 1 and 5 that contained a reminder about the Public Open House, results of the Level 2 evaluation, and a description of the four alternatives that were still under consideration.

SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held June 6, 2012

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MEETING FORMAT

Boards were displayed in an open house format from 5:00 p.m. to 7:00 p.m. and the study team was available during that time to answer questions. There were two traffic simulations of the 6th and Laurel intersection options displayed on computers. A formal presentation of the information on the exhibits started at 6:00 p.m. The question and answer period continued until the end of the Open House at 7:30 p.m.

Exhibit Boards were as follows:

Project Background

1. Welcome
2. Purpose of Tonight's Public Open House
3. Project Overview/Project Background
4. Stakeholder Input to Decision Process
5. Existing Bridge Conditions
6. Level 2 Screening Criteria

Alternatives Screening Results

1. Replacement Alternatives
2. Replacement Alternatives (cont.)
3. Rehabilitation Alternative
4. Alternative 1 - Single bridge at existing location aligned to Pine
5. Alternative 3 with Intersection Option A - Full bridge aligned to Exit 116/Laurel/6th with small roundabout
6. Alternative 4 - Two bridges, aligned to Laurel and Pine with a single connection to Grand Ave.
7. Alternative 6 - Couplet using Grand Ave. and Colorado Ave.

Construction Phasing

1. Phasing Possibilities and Options - Outside-Inside Concept
2. Phasing Possibilities and Options - Half-Half Concept
3. Phasing Possibilities and Options - Slide-in Concept

Comments

1. Project Schedule\ Next Steps for the Study Team/How You Can Keep Informed/Please Give Us Your Comments

Other

1. Glenwood Springs Travel Survey Preliminary Results
2. Colorado Bridge Enterprise

NUMBER OF ATTENDEES

Approximately 100 people attended the meeting; 80 were present for the presentation made at 6:00 p.m. Attendees were a mixture of business and building owners, long-time area residents, and public officials.



SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held June 6, 2012

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After viewing the exhibits, the attendees listened to the presentation. The question and answer period lasted until the meeting ended. There were several questions posed to the study team about the alternatives, the status of the project, and how the project was being funded.

COMMENT FORMS

The Comment Form asked attendees to rank the relative importance of several considerations for Alternatives 1, 3, 4, and 6 when they are evaluated in more detail. The considerations were based on the project goals and criteria established through the public process. The form had graphic images and descriptions of each of the four alternatives and a list of characteristics that attendees could indicate if they liked or disliked. There was a question about which viewpoint from which to view the bridge was the most important, one about which alternative provided the greatest potential for redevelopment of 6th Street from Pine to Laurel. There was also space to indicate if any alternatives screened out in Level 2 should still be considered and why. (A copy of the Comment Form is attached.) A version of the Comment Form was provided on Survey Monkey.

There were 14 Comment Forms filled in and left by attendees the day of the Public Open House. There was one additional form and three emails with comments submitted to the study team after the Public Open House. Three individuals filled in the Survey Monkey form.

All of the comments are recorded as part of the documentation for the NEPA process.

Based on the feedback provided on the forms, Alternative 3 had the most “likes” indicated. The two views which the view the bridge ranked the most important were “from the Hot Springs pool” and From the downtown areas.” For redevelopment opportunities on 6th Street, Alternative 3, which diverted SH 82 traffic away from 6th Street, was the most preferred.

General comments on the forms were:

- Impacts to businesses – important.
- Opportunity to redevelop 6th Street area – important.
- Duplicate 7th Street on the north side of River – and connect north and south.
- Businesses – differing comments – taking traffic away – some good and some bad.
- What happens between Pine and Laurel on 6th Street?
- Alternative 3 comments – what is the roundabout going to look like and how will it operate? Biggest concerns are the pedestrians.

SUMMARY OF COMMENTS HEARD BY STUDY TEAM

- There is still interest in bypass, so need to keep bypass options open, or not precluded. But, people recognizing the need for the bridge. Maybe not an either/or question.
- Split bridges (couplets) – why split traffic up?
- How does Alternative 3 work? – how do I get from A to B from I-70?
- Study team members spent time talking to Jim Denton about his proposed alternative. He is very interested in seeing it fully evaluated and considered.
- Keep the City in the conversation. Fold 7th Street improvements into the process.
- Is there compensation for businesses during construction?



SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held June 6, 2012

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- Rationale for elimination of rehabilitation alternative – documentation/report isn't clear enough although the information is there.
- Financial/funding questions:
 - Is Colorado Bridge Enterprise (CBE) going to make the decision?
 - Will the money go away?
- Where are the sidewalks? Need to show on the plans.
- Concerns about bridge widths, bridge heights, sidewalk locations, and speed of traffic into town.
- North-south pedestrian access – several comments saying absolutely not an elevator.
- High interest in traffic simulations. Also need to show pedestrian and bike connectivity – how does it work with the various options?
- Most people were interested in business impacts – direct, as a result of improvements, and indirect – making sure we preserve/cultivate tourism – important driver in the town.
- Heard preference for Alternative 3 because of business opportunities and traffic advantages from the roundabout at Laurel.
- Couplets have circulation problems.
- Important to provide a “marquis” structure.
- Questions about what happens at the north end of Alternative 1? Alternative 3 shows intersection improvements at Laurel. What about Alternative 1?

SH 82 Grand Avenue Bridge Environmental Assessment

Public Open House, Wednesday, June 6, 2012

COMMENT FORM

Rank the relative importance of each of these considerations for all of the four remaining alternatives when they are evaluated in more detail (Alternatives 1, 3, 4, and 6).

	Extremely Important	Important	Somewhat Important	Not Important
Connectivity between downtown and the Hot Springs area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Accommodations for bikes and pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to move through-traffic from SH 82 to I-70	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ability to construct the bridge with minimal impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual/aesthetic design	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Opportunities to preserve and enhance recreation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impacts to historic structures	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide on-street parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Impacts to businesses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Opportunity to redevelop the 6 th Street area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic operations in the downtown area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic operations in the 6 th Street area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency access and operations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Additional right-of-way requirements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

From you, we learned about the importance of a future bridge to Glenwood Springs' visual setting. Considering the visual setting, please choose the one most important location FROM WHICH to view the future bridge.

- From the Hot Springs pool
- From I-70
- From driving over the bridge
- From the downtown areas
- Other – please list

Please indicate if you like or dislike the results of each alternative, compared to the other alternatives.

Alternative 1: Single bridge at existing location aligned to Pine

Like	Dislike	(compared to the other alternatives)
<input type="checkbox"/>	<input type="checkbox"/>	Downtown traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	North side traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	Relative noise and air quality impacts
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate larger vehicles
<input type="checkbox"/>	<input type="checkbox"/>	Potential for aesthetic treatments
<input type="checkbox"/>	<input type="checkbox"/>	Volume of SH 82 traffic on 6 th Street
<input type="checkbox"/>	<input type="checkbox"/>	Development opportunities in 6 th Street area
<input type="checkbox"/>	<input type="checkbox"/>	Property acquisitions (partial or full)
<input type="checkbox"/>	<input type="checkbox"/>	Impacts during construction
<input type="checkbox"/>	<input type="checkbox"/>	Impacts to businesses
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate bikes and pedestrians
<input type="checkbox"/>	<input type="checkbox"/>	Intersection at Laurel
<input type="checkbox"/>	<input type="checkbox"/>	Hot Springs pool parking access
<input type="checkbox"/>	<input type="checkbox"/>	Effects on views
<input type="checkbox"/>	<input type="checkbox"/>	Access to I-70
<input type="checkbox"/>	<input type="checkbox"/>	Construction impacts

Other

Additional comments:



Alternative 3 with Intersection Option A: Full bridge aligned to Exit 116/Laurel/6th

Like	Dislike	(compared to the other alternatives)
<input type="checkbox"/>	<input type="checkbox"/>	Downtown traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	North side traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	Relative noise and air quality impacts
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate larger vehicles
<input type="checkbox"/>	<input type="checkbox"/>	Potential for aesthetic treatments
<input type="checkbox"/>	<input type="checkbox"/>	Volume of SH 82 traffic on 6 th Street
<input type="checkbox"/>	<input type="checkbox"/>	Development opportunities in 6 th Street area
<input type="checkbox"/>	<input type="checkbox"/>	Property acquisitions (partial or full)
<input type="checkbox"/>	<input type="checkbox"/>	Impacts during construction
<input type="checkbox"/>	<input type="checkbox"/>	Impacts to businesses
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate bikes and pedestrians
<input type="checkbox"/>	<input type="checkbox"/>	Intersection at Laurel
<input type="checkbox"/>	<input type="checkbox"/>	Hot Springs pool parking access
<input type="checkbox"/>	<input type="checkbox"/>	Effects on views
<input type="checkbox"/>	<input type="checkbox"/>	Access to I-70
<input type="checkbox"/>	<input type="checkbox"/>	Construction impacts

Other

Additional comments:

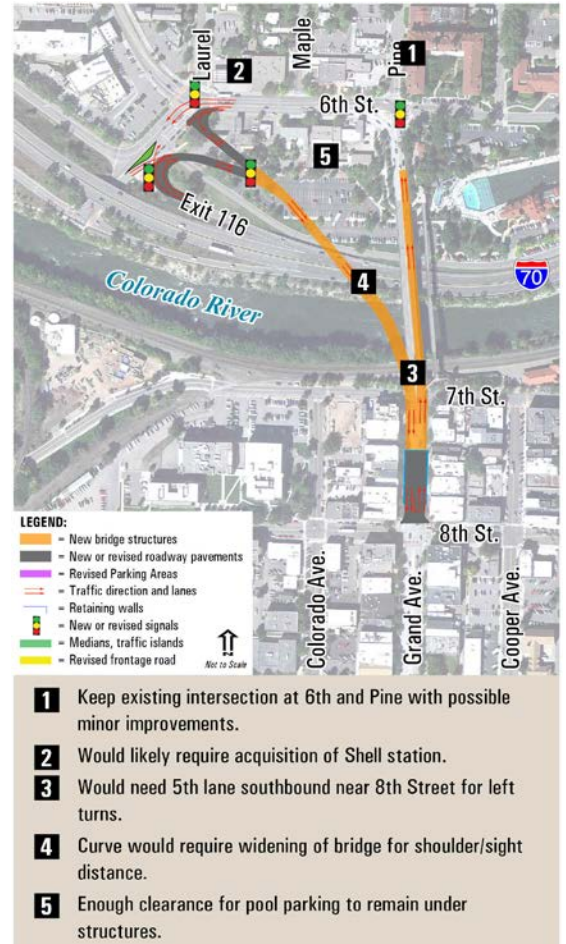


Alternative 4: Two bridges, aligned to Laurel and Pine with a single connection to Grand Ave.

Like	Dislike	(compared to the other alternatives)
<input type="checkbox"/>	<input type="checkbox"/>	Downtown traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	North side traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	Relative noise and air quality impacts
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate larger vehicles
<input type="checkbox"/>	<input type="checkbox"/>	Potential for aesthetic treatments
<input type="checkbox"/>	<input type="checkbox"/>	Volume of SH 82 traffic on 6 th Street
<input type="checkbox"/>	<input type="checkbox"/>	Development opportunities in 6 th Street area
<input type="checkbox"/>	<input type="checkbox"/>	Property acquisitions (partial or full)
<input type="checkbox"/>	<input type="checkbox"/>	Impacts during construction
<input type="checkbox"/>	<input type="checkbox"/>	Impacts to businesses
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate bikes and pedestrians
<input type="checkbox"/>	<input type="checkbox"/>	Intersection at Laurel
<input type="checkbox"/>	<input type="checkbox"/>	Hot Springs pool parking access
<input type="checkbox"/>	<input type="checkbox"/>	Effects on views
<input type="checkbox"/>	<input type="checkbox"/>	Access to I-70
<input type="checkbox"/>	<input type="checkbox"/>	Construction impacts

Other

Additional comments:



Alternative 6: Couplet using Grand Ave. and Colorado Ave.

Like	Dislike	(compared to the other alternatives)
<input type="checkbox"/>	<input type="checkbox"/>	Downtown traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	North side traffic circulation
<input type="checkbox"/>	<input type="checkbox"/>	Relative noise and air quality impacts
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate larger vehicles
<input type="checkbox"/>	<input type="checkbox"/>	Potential for aesthetic treatments
<input type="checkbox"/>	<input type="checkbox"/>	Volume of SH 82 traffic on 6 th Street
<input type="checkbox"/>	<input type="checkbox"/>	Development opportunities in 6 th Street area
<input type="checkbox"/>	<input type="checkbox"/>	Property acquisitions (partial or full)
<input type="checkbox"/>	<input type="checkbox"/>	Impacts during construction
<input type="checkbox"/>	<input type="checkbox"/>	Impacts to businesses
<input type="checkbox"/>	<input type="checkbox"/>	Ability to accommodate bikes and pedestrians
<input type="checkbox"/>	<input type="checkbox"/>	Intersection at Laurel
<input type="checkbox"/>	<input type="checkbox"/>	Hot Springs pool parking access
<input type="checkbox"/>	<input type="checkbox"/>	Effects on views
<input type="checkbox"/>	<input type="checkbox"/>	Access to I-70
<input type="checkbox"/>	<input type="checkbox"/>	Construction impacts

Other

Additional comments:



The alternatives provide different opportunities for 6th Street, from Pine to Laurel. Which scenario offers the greatest potential for that area?

- All SH 82 traffic remains on 6th (Alternatives 1 and 6)
- All SH 82 traffic is diverted from 6th and 6th serves local traffic only (Alternative 3)
- SH 82 inbound traffic is diverted from 6th and outbound traffic remains on 6th (Alternative 4)

Please explain why:

Are there alternatives that were screened out in Level 2 that you feel should still be considered? Please tell us what it is about the alternative(s) you like.

Please provide your email to be notified of planning updates and meetings:

Name: _____

E-mail: _____

Address: _____

Please leave completed comment sheet in the drop box located at the exit/entrance. You may also submit comments by June 27, 2012, via mail, email, fax, or on line. If your comments are not submitted on this form or the one on line, please indicate that they are specifically related to what was presented at the Public Open House.

- **Mail** your comments to: Joe Elsen, Colorado Department of Transportation, 202 Centennial Street, Glenwood Springs, CO 81601.
- **Email** your comments to: Joseph.Elsen@dot.state.co.us.
- **Fax** your comments to: Joe Elsen at 970.947.5133.
- **Fill out this form on line at:** <http://www.coloradodot.info/projects/sh82grandavenuebridge/public-involvement/public-open-house-june-6-2012>.



SH 82 GRAND AVENUE BRIDGE

AUGUST 22, 2012, PUBLIC OPEN HOUSE SUMMARY

Project: SH 82 Grand Avenue Bridge Environmental Assessment

Meeting: Public Open House
August 22, 2012

Study Team Attendees:

CDOT: Josh Cullen, Joe Elsen, Roland Wagner, Mike Vanderhoof
FHWA: Stephanie Gibson, Eva LaDow
Colorado Bridge Enterprise: Charlie Trujillo
Consultants: Craig Gaskill, Jim Clarke, George Tsiouvaras, Jeff Simmons, David Woolfall, Pat Noyes, Tom Newland, Terri Newland, Mary Speck, Sandy Beazley, Nitin Deshpande

DATE/TIME/LOCATION

August 22, 2012, from 5:00 p.m. to 7:30 p.m. at the Glenwood Springs Community Center. There was no formal presentation.

PURPOSE

To provide additional details on the alternatives and options that were still under evaluation and to gather public input on the public's concerns, issues, and ideas about them. After consideration of the input from this Public Open House, the study team planned to make a recommendation for the bridge alignment. The presentation, exhibits, and the study team provided:

- Project background information.
- Review of the alternatives evaluation process.
- Public input and criteria that have shaped the alternatives.
- Activities since the June 6 Public Open House.
- Results of Level 3 alternatives evaluation and screening.
- New information on:
 - Pedestrian/Bicycle Connections
 - Visual Simulations of View Points
 - Traffic Simulations of Intersection Options
 - South Side Pedestrian Connection Options

MEETING NOTICES

A display ad announcing the Public Open House was placed in the Glenwood Post Independent and Aspen Times on August 6 that included a contact number for Spanish speakers. A press release announcing the Public Open House was sent to the media distribution list on August 8. Accompanying information was distributed via GovDelivery, Facebook, and Twitter.

SH 82 Grand Avenue Bridge Environmental Assessment

Summary of Public Open House Held August 22, 2012

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A briefing was held with the Glenwood Springs Post Independent on August 17. A reminder email was sent to the project contact list on August 20. Also on August 20, a press release to all media was sent out and an announcement was sent through CDOT's Govdelivery system.

A two-page 11- x 17-inch display ad was placed in the Glenwood Post Independent and The Aspen Times on August 20 that contained a reminder about the Public Open House and its purpose, a summary of the evaluation to date with next steps, key public information events since November 2011, a description of the new information that would be displayed, and examples of some of the visual exhibits.

MEETING FORMAT

Boards were displayed starting at 5:00 p.m., and the study team was available to answer questions. In addition to the board exhibits, traffic simulations of the north side intersection options and drive-through visual simulations of the alternatives were projected on screens.

Presentation Boards were as follows:

Project Background

1. Welcome
2. Purpose of Tonight's Public Open House
3. Project Overview/Project Background
4. Existing Bridge Conditions
5. Key Public Events/ Alternatives Evaluation Process
6. Key Ideas Received from the Public That Have Shaped the Alternatives
7. Criteria that Determined the Alternatives
8. Activities Since June 6 Public Open House

Alternatives

1. Alternative 1-A
2. Alternative 1-B
3. Alternative 3-A (Intersection Option A)
4. Alternative 3-D (Intersection Option D)
5. Alternative 3-E (Intersection Option E)
6. South Pedestrian Connection Options for Alternatives 1 and 3
7. Pedestrian Bridge Options for Alternatives 1 and 3
8. South Side Pedestrian Bridge Ramp Option for Alternatives 1 and 3

Visual Simulations

1. View from Downtown (Alternatives 1-A, 1-B, 3-A)
2. View from Hot Springs (Alternatives 1-A, 1-B)
3. View from Hot Springs (Alternatives 3-A, 3-D, 3-E)
4. Views from I-70 (Alternatives 1-A, 1-B)
5. Views from I-70 (Alternatives 3-A, 3-D, 3-E)
6. Views from 6th Street (Alternatives 3-A, 3-D, 3-E)
7. Views from 7th Street (Alternatives 1-A, 1-B)
8. Views from 7th Street (Alternatives 3-A, 3-D, 3-E)

SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held August 22, 2012

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Bicycle/Pedestrian Options

1. Alternative 3-A Bicycle/Pedestrian Options
2. Alternative 3-D Bicycle/Pedestrian Options
3. Alternative 3-E Bicycle/Pedestrian Options

Other Considerations for Evaluation

1. Other Considerations (Alternatives 1-A, 1-B, 3-A)
2. Other Considerations (Alternatives 3-D, 3-E)

Comments

1. We Still Need Your Feedback
2. Project Schedule/Next Steps for the Project Team/How You Can Keep Informed/Please Give Us Your Comments

Other

1. Colorado Bridge Enterprise
2. Thank You for Attending the Public Open House

NUMBER OF ATTENDEES

Approximately 90 people attended - a mixture of business and building owners, area residents, and public officials.

SUMMARY OF MEETING

The attendees at the meeting were very engaged. There was positive discussion surrounding concerns and ideas for the project. There were several opinions about preferences for an alignment alternative (Alternative 1 is on/near existing alignment and Alternative 3 touches down on the north at the 6th and Laurel intersection). The traffic and visual simulations helped many people better understand how the traffic flow would occur and what drivers and pedestrians would experience under each of the alternative configurations. Initial input was also received on what the pedestrian connection on the south side of the river could be and how the project could connect to existing bicycle and pedestrian routes. Three attendees submitted drawings.

The KREX television channel and the KMTS radio station conducted interviews with the study team during the Public Open House.

COMMENT FORMS

The Comment Form was designed to receive feedback on which alignment and which of the three intersection options for Alternative 3 best addressed certain criteria. (A copy of the Comment Form is attached.) There were 45 Comment Forms filled in and left by attendees the day of the Public Open House. There were an additional 3 forms submitted to the study team after the Open House.

All of the comments are recorded as part of the documentation for the NEPA process.

**SH 82 Grand Avenue Bridge Environmental Assessment
Summary of Public Open House Held August 22, 2012**

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SUMMARY OF COMMENTS RECEIVED VIA COMMENT FORMS

Please refer to the actual Comment Form provided at the end of this document for the complete questions.

1. Differences Between the Alignments. Please indicate which alternative (1 or 3) best addresses the criteria categories provided.

	Alternative 1	Alternative 3	Unanswered
Traffic/access	4	30	14
Visual	5	26	15
Bike/ped	10	23	15
Land use	7	25	16

It was noted that the two alignments did not have a big differences related to the visual criteria.

Those who preferred Alternative 1 cited that it is simpler, keeps the existing traffic patterns, appears to have fewer impacts on businesses, and has lower costs and right-of-way needs.

Comments showed support for Alternative 3 because it creates a pleasant environment for pedestrian on 6th Street, it keeps traffic moving smoothly, it allows redevelopment options, and the bridge can be constructed off line, which minimizes impacts to businesses on the south side. One comment indicated that property acquisition was a concern with Alternative 3.

A few of those showing that Alternative 3 best addressed the criteria commented that it was the best of two undesirable options.

Some of those who left this question unanswered added comments indicating that neither alignment was acceptable, a bypass or moving traffic off of Grand Avenue needs to be considered, or the existing bridge could be rehabilitated. Concerns were expressed about construction impacts, negative effects on small businesses, cost, and the size of a replacement structure.

2. Differences Between the Alternative 3 Intersection Options. Which intersection option best addresses the criteria provided?

	Alternative 3-A	Alternative 3-D	Alternative 3-E	Unanswered
Traffic	25	4	2	17
Bike/ped	17	5	5	21
Visual/land use	16	4	2	24



SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held August 22, 2012

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Several of the Comment Forms returned did not have any checkmarks to answer this question.

17 of the Comment Forms indicated that one of the three options best met the criteria in all categories (most of them indicated Option 3-A best met the criteria).

Several indicated that 3-A or 3-E was better for traffic/access and visual/land use, but thought 3-D addressed the bike/pedestrian criteria better.

There were many written comments that were not specifically related to how the options met the criteria. They are summarized below.

In general:

- Observation that all options are still one lane merging onto I-70.
- All options will ruin businesses on 6th Street.
- Idea is to move traffic at the expense of pedestrians and bicycles. Look too big city. Options don't fit the outdoor activities focus of Glenwood Springs (moving cars).
- Didn't indicate best, but wanting to allow growth of businesses on 6th Street.
- Keep pedestrians away from the highway.
- Combine 3-A and 3-E for best bicycle use.

Support for 3-A

- Best blend of efficiency and aesthetics.
- Roundabout has potential to be a beautiful entryway to Glenwood Springs.
- Roundabout more modern and efficient.
- Preserves potential for a future bypass location. Simpler than the other options.

Comments on 3-D

- Less complicated than 3-A and 3-E more complicated than necessary.
- Questioned 3D as a safe, dependable option.

Those who indicated 3-D or 3-E best met the criteria noted the following about 3-A.

- 3-A has a confusing left hand turn.
- 3-A has lots of possible traffic movements. Snow-covered roads will make this difficult to maneuver. Would require lots of signage, which is potentially visually unattractive.
- 3-A has potential for traffic to back up in roundabout. Model needs to be adjusted to take into account all the traffic merging from hotels, gas station, businesses.

Comments on pedestrian connection on south side:

- Preference for pedestrian ramp at 7th Street because of lower impact to storefronts.
- Pedestrian ramp significantly lightens visual, physical, and psychological impact of the block between 7th and 8th Streets.

Ideas presented on the Comment Forms:

- Would like to see parking space leading to the pedestrian bridge.
- 6th and Laurel needs to be incorporated into any improvements.
- Keep bridge as low as possible to mitigate noise.
- Keep pedestrian bridge. It is an attraction and provides a critical link across the river.



SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held August 22, 2012

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- Keep existing bridge and convert it to a pedestrian or bicycle bridge with connection to Wing Street.
- Create a pedestrian walkway between the Hot Springs Pool and gas stations.
- What would happen with the existing 6th and Grand intersection?
- Concern that bridge will be icy and people will slide through the lights.
- Make sure those on south side have bike access to the Hot Springs.



**SH 82 Grand Avenue Bridge Environmental Assessment
Public Open House, Wednesday, August 22, 2012**

COMMENT FORM

Differences Between the Alignments.

Please indicate which alternative (1 or 3) best addresses the criteria categories below.

**Alternative 1:
Bridge at existing
location aligned to Pine**

**Alternative 3:
Bridge aligned to Exit
116/Laurel/6th**

Traffic and Access:

- North side traffic circulation
- North side bike and pedestrian circulation
- Volume of SH 82 traffic on 6th Street
- Hot Springs pool parking access
- Access to and from I-70

Visual:

- View from the Hot Springs Pool
- View from downtown
- View from I-70

Bike/Pedestrian:

- Ability to accommodate bikes and pedestrians
- Compatibility with bike network

Land Use:

- Development opportunities in 6th Street area
- Impacts to businesses

Other (please describe below)

Please provide any additional comments on the advantages you see for either alternative

Differences Between the Alternative 3 Intersection Options.

**There are three options for the intersection at Exit 116/Laurel/6th.
Please choose one option that best addresses the criteria below.**

	Option 3A : Roundabout at 6 th /Laurel	Option 3D: T-intersection at 6th/Pine	Option 3E: Local access intersection to 6th
Traffic and Access:			
• Traffic flow/ minimized delay	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Ease of navigation			
• Minimized out-of-direction travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Traffic safety			
• Access to downtown			
• Access to the hotel area			
• Access to the Hot Springs Pool			
Bike/Pedestrian:			
• Pedestrian safety			
• Bicycle safety	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Connectivity to existing and planned networks			
Visual and Land Use:			
• View from Hot Springs Pool	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Compatibility with community			
Other (please describe below)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide any explanation or additional comments on the options.

Please leave completed comment sheet in the drop box located at the exit/entrance. You may also submit comments by August 31, 2012, via mail, email, or fax. If you submit comments other than on this form, please indicate that they are related to information from this Public Open House.

- **Mail** your comments to: Joe Elsen, CDOT, 202 Centennial Street, Glenwood Springs, CO 81601.
- **Email** your comments to: Joseph.Elsen@dot.state.co.us.
- **Fax** your comments to: Joe Elsen at 970.947.5133.

Please provide your email or mailing address to be notified of project updates and meeting:

Name: _____

E-mail: _____

Address: _____



SH 82
GRAND AVENUE BRIDGE

JANUARY 9, 2013, PUBLIC OPEN HOUSE SUMMARY

Project: SH 82 Grand Avenue Bridge Environmental Assessment

Meeting: Public Open House
January 9, 2012

Study Team Attendees:

CDOT: Josh Cullen, Joe Elsen, Roland Wagner, Mike Vanderhoof
Colorado Bridge Enterprise: Ken Szeliga
Consultants: Craig Gaskill, Jim Clarke, George Tsiouvaras, Jeff Simmons, David Woolfall, Pat Noyes, Tom Newland, Mary Speck, Misty Swan

DATE/TIME/LOCATION

January 9, 2013, from 5:00 p.m. to 7:30 p.m. at the Glenwood Springs Community Center.

PURPOSE

To provide additional details on the alternatives and options that were still under evaluation and to gather public input on the public's concerns, issues, and ideas about them. There was updated information on bridge type options under consideration for the Grand Avenue Bridge and a new pedestrian bridge that can also accommodate bicycles, construction traffic impacts, and pedestrian and bicycle connections. Information was also available on related projects (Grand Avenue bypass/alternate route and CDOT's Access Control Plan).

After consideration of the input from this Public Open House, the study team planned to make recommendations for the highway bridge type and narrow the options for a pedestrian bridge type; and for a pedestrian/bicycle connection on the north side and south side of the river.

The presentation, exhibits, and the study team provided:

- Project background information.
- Updates since the August 22 Public Open House.
- Background and results of completed alternatives evaluation
- Alternatives and options still under consideration.
- Results of the bridge type alternatives evaluation and screening.
- New information on:
 - Pedestrian Bridge Type Options
 - Pedestrian/Bicycle Connection Options (North and South Sides)
 - Renderings of the Highway and Pedestrian Bridges from the East and West
 - Constructability and Traffic Impacts During Construction
 - Next Steps in the Process

MEETING NOTICES

The Public Open House was first announced in a CDOT press release and Govdelivery post on December 12, followed by a related article in the Glenwood Springs Post Independent. CDOT



SH 82 Grand Avenue Bridge Environmental Assessment Summary of Public Open House Held January 9, 2013

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sent out a Govdelivery post on December 20. Also, email and mailed reminders were sent to the project contact lists on December 20. A display ad announcing the Public Open House was placed in The Aspen Times on December 21 that included a contact number for Spanish speakers.

A briefing was held with the Glenwood Springs Post Independent on January 4. On January 7, a study team member was interviewed on the local radio station, KMTS; a reminder email was sent to the project contact lists; and CDOT sent out a reminder on Govdelivery.

A one-page 11- x 17-inch display ad was placed in the Glenwood Springs Post Independent and The Aspen Times on January 7 that contained a reminder about the Public Open House and its purpose, a description of the information that would be displayed, conversation circle topics, examples of some of the visual exhibits, and upcoming dates on the project schedule.

The Glenwood Springs Post Independent and The Aspen Times ran articles about the upcoming Open House on January 8.

MEETING FORMAT

Exhibit boards were displayed starting at 5:00 p.m., and the study team was available to answer questions. A list of exhibits is below.

In addition to the board exhibits, Conversation Circles located throughout the exhibits created the opportunity for group discussion on specific topics and direct feedback to the study team. Attendees could participate or listen in at one or more of the Conversation Circles. Each Conversation Circle overview and discussion started every half-hour at 5:15 p.m., 5:45 p.m., 6:15 p.m., and 6:45 p.m. The agenda was an Overview Presentation (5 to 10 minutes) by study team members, followed by a Group Discussion (15 to 20 minutes). Attendees could continue a discussion past the half-hour, by staying through the next overview presentation and participating in the discussion that followed. A summary of comments received during each Conversation Circle is provided later in this document.

Exhibits were as follows:

Project Background

1. Welcome
2. Purpose of Tonight's Public Open House
3. Please Join Our Conversation Circles
4. Project Overview/Project Background
5. Existing Bridge Conditions
6. Key Public Events/ Alternatives Evaluation Process
7. Updates Since August 22 Public Open House - Evaluations Completed
8. 6th & Laurel Signalized Intersection

Alternatives

1. Evaluations In Progress
2. Grand Avenue Bridge Types Evaluated and Screened Out
3. Potential Bicycle/Pedestrian Connections - South Side
4. Potential Bicycle/Pedestrian Connections - North Side



Pedestrian Bridge Type Options

1. Conversation Circle Agenda
2. Context Statement and Critical Success Factors.
3. Pedestrian Bridge Type Options
4. Additional Pedestrian Bridge Type Options
5. Photo Locations for Renderings
6. Visual Renderings Views from West
 - Existing Grand Avenue Bridge and Existing Pedestrian Bridge
 - 3-span Haunched Girder Grand Avenue Bridge + Through Arch Pedestrian Bridge
 - 5-Span Haunched Girder Grand Avenue Bridge + Through Arch Pedestrian Bridge
 - Constant Depth Grand Avenue Bridge + Through Arch Pedestrian Bridge
7. Visual Renderings Views from East
 - Views from Existing Grand Avenue Bridge and Existing Pedestrian Bridge
 - 5-Span Haunched Girder Grand Avenue Bridge + Through Arch Pedestrian Bridge
 - 5-Span Haunched Girder Grand Avenue Bridge + Cable Stay/Slant Leg Pedestrian Bridge
 - 5-Span Haunched Girder Grand Avenue Bridge + Longer Through Arch Pedestrian Bridge
 - 5-Span Haunched Girder Grand Avenue Bridge + Sydney Arch Pedestrian Bridge
 - 5-Span Haunched Girder Grand Avenue Bridge + Single Tower Cable Stay Pedestrian Bridge

Constructability and Traffic Impacts

1. Conversation Circle Agenda
2. Construction Phasing
3. Constructability and Traffic Impacts – Full Closure – Detour Route and Modifications
4. Constructability and Traffic Impacts – Full Closure – Traffic Information

Roadmap for Bypass Study

1. Conversation Circle Agenda
2. Bypass FAQ
3. Roadmap to Initiating the Process for a Bypass
4. Area Map

Environmental Assessment

1. Environmental Resources
2. Environmental Assessment Process

Schedule/Comments

1. Upcoming Milestones
2. When Will a Contractor be Selected?
3. How You Can Keep Informed/Please Give Us Your Comments

Other

1. Colorado Bridge Enterprise
2. Thank You for Attending the Public Open House

NUMBER OF ATTENDEES

Approximately 162 people attended - a mixture of business and building owners, area residents, general contractors and consulting firms, and public officials.

SUMMARY OF MEETING

The attendees at the meeting were very engaged and most of them participated in at least one of the Conversation Circles. There was positive discussion surrounding concerns and ideas for the project. There wasn't a consensus on the preference for bridge types, although most thought that the pedestrian bridge could be the bridge with more aesthetic treatments. The renderings of potential two new bridges from two viewpoints helped the public see what they might look like in the context of the existing environment. There was a strong desire to have both bridges compatible with their historic surroundings. There was a lot of interest shown in the potential detour route that was presented, with several attendees provided good suggestions about how to reduce the traffic volumes during the detour and give travelers options to driving through the area. Attendees also had the opportunity to ask questions about the process to support a bypass project or alternate route.

Representatives from CDOT's ongoing Access Control Plan were present to answer questions and concerns. Attendees submitted separate comments to include in that process.

There also was a box to collect questions for the Grand Avenue Bridge Ask the Experts panel, sponsored by the Glenwood Springs Chamber that was to be held on January 10.

COMMENT FORMS

The Comment Form was designed to receive feedback on bridge types, pedestrian connections, and traffic impacts during construction. (A copy of the Comment Form is attached.) There were 18 Comment Forms filled in and left by attendees the day of the Public Open House. There were an additional 1 form submitted to the study team after the Open House.

All of the comments are recorded as part of the documentation for the NEPA process.

Summary of Comments Received Via Comment Forms

The actual Comment Form is provided at the end of this document.

Which pedestrian bridge types best fit with the Grand Avenue Bridge? (Referencing the bridge types drawn in stick form on one of the exhibit boards.) If there are other types you would like to have considered, please describe or draw.

Of those who answered, Option 1 was favored (Sydney Harbor bridge type). Options 1 through 6 were mentioned most frequently. Comments were that Option 1 fits best with downtown building types; an asymmetrical cable stayed bridge may be more modern than the historic characteristics surrounding it; and a tied arch or basket handle tied arch needs to be the correct scale so the vertical scale is not out of proportion to its span. The haunched girder or a constant depth girder would match the vehicular bridge, complement Glenwood Canyon bridge, and reduce blockage of view sheds. There were no others suggested or drawn; however, examples of good bridges included the Speer Boulevard bridges near Confluence Park in Denver and the Missouri River bridge in Omaha.

Should the pedestrian bridge include stronger aesthetic elements or fewer than the Grand Avenue Bridge?

Of those who answered, most were supportive of the pedestrian bridge having stronger aesthetic treatments. Reasons given for this were to encourage more people (both local and tourist) to use the bridge; it would lessen the impact of the Grand Avenue Bridge on the natural environment; and an iconic bridge worthy of a postcard could be the new symbol for Glenwood Springs; it is the first structure seen by eastbound motorists; pedestrians on the bridge would experience the aesthetic elements up close; and cost was assumed to be lower for aesthetics on this bridge. Comments included that the bridge not look like Denver, that unnecessary superstructure be avoided; that the bridge have a classic style with a lower profile, in harmony with the city’s historic image; and the selected style should not be the most exotic looking, the most expensive, or the highest-maintenance option.

Suggestions for aesthetic treatments were those that already exist in Glenwood Springs (canyon rock formations, Amtrak pergolas, Colorado Hotel, existing I-70 highway tunnel passes, friendly railings, bulb-outs to take pedestrians out of the way of bikers and through traffic); and that the bridge have visibility-friendly railings. There was one comment that supported keeping the existing bridge.

It was mentioned the highway bridge should be functional and both bridges need to reflect historic elements; and there is a desire to maintain continuity of Glenwood Canyon (constant depth).

Please indicate which pedestrian bridge connection best addresses the criteria shown.

South Side

Of those who answered, most favored Option 2 (new sidewalk along Grand Ave. between railroad and 8th). Suggestions were made for a ramp with spindle railing and to keep pedestrians away from traffic. Option 1 was thought to take the beautiful view of the river, Hotel Colorado, and the Hot Springs away from the downtown area. There is concern that Option 1 would not be good visually, which would negatively impact Restaurant Row and downtown.

SOUTH SIDE	Option 1 ADA Accessible Ramp and Stairs	Option 2 New Sidewalk along Grand between Railroad and 8th	Unanswered
Access to downtown	1	9	9
Visual enhancement	1	7	11
Current and future land use	2	7	10



North Side

Of those who answered, Option 3 (more direct connection to Two Rivers Park) was favored.

NORTH SIDE	Option 1 Keep Existing Connections	Option 2 New Ped Bridge with Ramp and Stairs to Pool	Option 3 New Ped Bridge with Stairs to Pool and Ramp to Two Rivers Park	Unanswered
Access to downtown	0	2	11	6
Visual enhancement	1	1.5	8.5	8
Current and future land use	2	0	6	11

Please provide suggestions on how to mitigate traffic impacts during construction.

Several attendees provided suggestions to mitigate traffic during construction.

- Work with the City and RFTA to provide free or discounted buses, incentives to use buses.
- Complete bicycle amenities first.
- Maintain east-west access across Grand Avenue.
- Corps of Engineers temporary bridges in various locations.
- Remove traffic circle at Exit 114 for entire construction time.
- Minimize construction time, use shoulder season.
- Encourage locals to bike, carpool or walk.
- Use Midland to divert traffic.
- Enforce speed limits on Midland.
- Install a temporary signal at 13th and Midland.
- Consider a temporary signal at Devereaux and Midland for people who use this route instead of 6th.
- Consider a bike incentive program (similar to what the City did for the parking garage/CMC projects).
- Open Blake Avenue between 27th and Walmart.

Additional comments included:

- A business owner in the 700 block of Grand receives complaints about no parking downtown and that transients are congregating below the bridge near the bathroom. Could parking places be provided under the bridge and eliminate the bathrooms there.
- Abandon this project and build a bypass instead.
- Suggestion that the I-70 eastbound acceleration lane be remediated through a variance.
- Opposition to the identified alignment and intersection.



Comments related to the Access Control Plan included:

- A pedestrian (ADA) overpass on 9th Street is an essential component of any access control plan.
- Imperative to maintain a traffic signal at 8th.
- If there is no left turn off the bridge onto 8th Street, 9th cannot be closed to accommodate the weekly Farmers Market.

CONVERATION CIRCLES

There were three Conversation Circles. Their specific agenda and the feedback received is as follows.

Pedestrian Bridge Type Options

Overview Presentation (5 to 10 minutes)

- Pedestrian bridge type options to consider.

Group Discussion (15 to 20 minutes)

- What are the visual and aesthetic differences between the options?
- Which best fit the context and meet the project's critical success factors?
- What is important to consider in selecting a pedestrian bridge type?

Feedback Recorded

- More contemporary with structure above is appealing.
- Make ped bridge a "Post Card" for City.
- Bridge elements above grade can disrupt views of mountains.
- Tower - cable structure seems less visually obstructive than arch, etc.
- Use bridge as light feature with different displays.
- How does ped/bike connectivity work? (Explained)
- Make as visually attractive and as transparent as possible.
- What is visual impact of ADA bridge access down Grand Ave (7th to 8th Street)?
- Alignment down Grand (7th to 8th Street) has less visual impact.
- It seems that the design at the bridge has been simplified to promote easy installation. Please look at a more iconic bridge for vehicles.
- Should have parking (angle) under bridge on south side.
- People who see the ped bridge the most are on highway bridge.
- Auto bridge should have better aesthetics, not ped bridge.
- Like #8 - looks like mountains (peaked).
- #1 - looks like it fits in best with Glenwood.
- Keep grade usable on ramp up to bridge (south side).
- Not looking at aesthetics when going fast.
- Many want ped bridge to be something memorable to people who first see Glenwood.
- Put all this on web.
- Some more people like #9.
- Don't close both bridges at once!
- Putting additional ped/bike through Hot Springs parking lot has safety concerns.

- Why focus on ped bridge for design element.
- Why not have an elevator for access on south side?
- Modern style bridge with historic element (handrail, façade, lighting).
- Take ped bridge over river and below railroad tracks.
- Use historic railroad bridges as design model.
- Four and Three fit in more with context of community.
- Why not have two ped bridges – keep the old one.
- Geothermal snow melt.
- Prefer number two over number one (south side) and smooth out the jut in sidewalk.
- Both bridges should relate to each other architecturally.
- Make the skin of the new vehicle bridge and ped bridge fit with historic look of Glenwood.
- Likes arches – Look like they would fit with context of community.

Constructability and Traffic Impacts

Overview Presentation (5 to 10 minutes)

- Traffic demand and construction impacts to roadway capacity.

Group Discussion (15 to 20 minutes)

- Critical concerns about impacts.
- Strategies to reduce traffic demand during construction.

Feedback Recorded

General concerns/comments:

- Concern about tourists, trucks, adjacent businesses downtown (can we provide mitigation, direct or indirect impacts).
- What happens at 6th and Laurel? Need to minimize closures there; show construction schedule for that area.
- 7th Street Bridge over Roading Fork River connecting Midland Bridge and Downtown – kept open; Midland Ave. residents recognized it was necessary to have traffic on it – access a concern, how to get around. Impacts both during closure and total construction time.
- Maintain 25 mph speed limit on Midland.
- Concerned about traffic impacts during entire construction, not just during closure.
- Is detour the same whether we have a longer or shorter closure?
- Is detour the same for all bridge types?
- How to access to the pool from the south side if bridge is closed.

Suggestions on how to mitigate traffic:

- Widen Midland – concerns about impacts. Maybe it's widened northwest of 8th Street only. Maybe the widening is for transit use.
- Consider other bridge crossings? Colorado River at Devereaux Road.
- Build a new bridge at 8th St (under railroad)? 8th St. connection.
- Transit only lane on Midland; transit connection at Confluence Area also.

- Stripe narrower lanes on Midland bridge (Exit 114) to create additional lanes on Midland during detour.
- Improvements along Grand Avenue between 7th and 8th (planters/sidewalks) to mitigate business impacts.
- Minimize time bridge is closed.
- Provide free buses during construction.
- Provide free parking downtown.
- Vouchers for people at hotels.
- Put traffic on ped bridge.
- Mitigation improvements during construction that could stay long term (Grand Ave.)
- Conduct significant media campaign. Visitors also must understand what is happening.
- Hunting season in fall - consider closure in spring.
- Give contractors a bonus to finish early.
- Retime signals at 8th and Grand during closure.
- Enforce local routes during construction.

Roadmap for Bypass Study

Overview Presentation (5 to 10 minutes)

- How a bypass study relates to current Grand Avenue Bridge project.
- Roadmap and process for initiating bypass study.

Group Discussion (15 to 20 minutes)

- Questions and Answers

Feedback Recorded

Questions asked and answered during the discussion period were:

- How does the current bridge project account for or accommodate a bypass?
- What is the motivation for CDOT to study a bypass if they put \$60 million into a new bridge?
- Why can't you just rehabilitate the existing bridge?
- When could a bypass study start?
- What will trigger the access plan?
- Has CDOT considered the "Centennial Study" to build a 2-lane limited access road parallel the railroad?
- Why can't we just keep the existing bridge as a 2-lane bridge and build a bypass?
- Can we show bypass options and how they work on the model?
- If there is a bypass does the Grand Avenue Bridge still need 4 lanes?
- Should a bypass even be considered?
- Can demand management reduce or remove the need for a bypass?
- At what point in the future will more capacity be needed?
- What is the timeframe for the steps on the roadmap?
- How do you keep from presupposing a bypass in pursuit of establishing funding for the study?
- If only local traffic used the existing bridge, would it still need to be rebuilt?

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- How can we make the bypass study move quicker?
- Would the Grand Avenue Bridge be designed differently if a bypass is built?
- What funding sources are available to study the bypass?

**SH 82 Grand Avenue Bridge Environmental Assessment
Public Open House, Wednesday, January 9, 2013**

COMMENT FORM

Which pedestrian bridge types best fit with the Grand Avenue Bridge? Please list the numbers shown on the Pedestrian Bridge Type Options exhibits or describe.

If there are other types you would like to have considered, please describe or draw.

Should the pedestrian bridge include stronger aesthetic elements or fewer aesthetic elements than the Grand Avenue Bridge? Why?

Please indicate which pedestrian bridge connection best addresses the criteria below.

SOUTH SIDE	Option 1 : ADA Accessible Ramp and Stairs	Option 2: New Sidewalk Along Grand Ave. between Railroad and 8th
Access to downtown	<input type="checkbox"/>	<input type="checkbox"/>
Visual enhancement	<input type="checkbox"/>	<input type="checkbox"/>
Current and future land use	<input type="checkbox"/>	<input type="checkbox"/>
Other (please describe)	<input type="checkbox"/>	<input type="checkbox"/>

Please indicate which pedestrian bridge connection best addresses the criteria below.

NORTH SIDE	Option 1 : Keep Existing Connections	Option 2: New Pedestrian Bridge with Ramp and Stairs to Hot Springs Pool	Option 3: New Pedestrian Bridge with Stairs to Hot Springs Pool and Ramp to Two Rivers Park Trail
Pedestrian and bicycle access	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual enhancement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Current and future land use	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please describe)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please provide suggestions on how to mitigate traffic impacts during construction.

Please leave completed comment sheet in the drop box located at the exit/entrance. You may also submit comments by January 18, 2013, via mail, email, fax, or on line. If you submit comments other than on this form, please indicate that they are related to this information from the January 9 Public Open House.

- **Mail** your comments to: Joe Elsen, CDOT, 202 Centennial Street, Glenwood Springs, CO 81601.
- **Email** your comments to: Joseph.Elsen@state.co.us.
- **Fax** your comments to: Joe Elsen at 970.384.3332.

Please PRINT your email or mailing address to be notified of project updates and meetings:

Name: _____

E-mail: _____

Address: _____

SH 82

GRAND AVENUE BRIDGE

Environmental Assessment

Newspaper Ads

SH 82

GRAND AVENUE BRIDGE

Public Open House

Wednesday, April 4th - 4:30 to 7:00 p.m.

Glenwood Springs Community Center

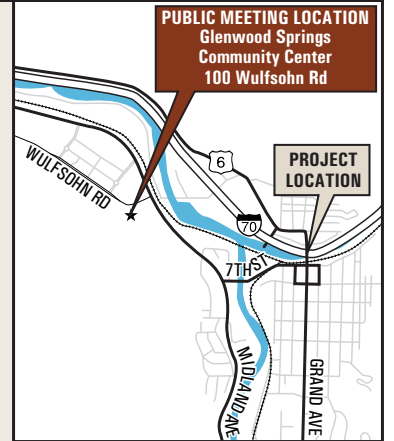
100 Wulfsohn • Glenwood Springs, CO

Attendees can come at any time as there is no formal presentation.

Project information and documentation are available at www.sh82grandavenuebridge.com or www.coloradodot.info/projects/sh82grandavenuebridge.

Para informacion en Español llamen a Brann Greager al numero (720) 359-3046.

Accommodations are in compliance with the Americans with Disabilities Act. For any special accommodations, call Tom Newland at (970) 927-4645, or the TDD number for the hearing impaired at 1-800-659-3656.



Information to be Shown at the Public Open House

Background

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) have initiated an Environmental Assessment (EA) process to address functional, structural, and safety deficiencies of the SH 82 Grand Avenue Bridge and to bring it up to current standards for a four-lane bridge.

The study team has been working on the project vision, context statement, goals, key project outcomes, and criteria for evaluating the alternatives for the EA. They have finished Level 1 (fatal flaw) screening and are now in the Level 2 (comparative/qualitative) evaluation and screening of alternatives.

Initial Alternatives Evaluation and Screening

The fatal flaw analysis at Level 1 and initial alternatives evaluation for Level 2 considered these general families of alternatives:

Alignments

Options for routing a bridge that connects downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. They are single bridge or paired (couplet) one-way bridges on different alignments.

The full range of options is illustrated on the facing page. There will be more detailed displays and information about each alternative at the Open House.

Cross-Section Elements

Cross-section elements that refer to characteristics of the bridge, including:

- Number and width of lanes
- Pedestrian and bicycle facilities
- Medians and shoulders
- Auxiliary lanes
- Special use lanes

Vertical Alignments

Options to raise or lower the vertical elevation compared to the existing bridge.

Future Evaluation and Screening

After incorporating the comments and ideas from this Public Open House, the study team will come up with a smaller set of alternatives that will be evaluated in more detail in Level 3 (quantitative) screening. More detail will be added to the options in the following categories:

- Bridge Landing Points/ Intersections
- Bridge Pier Locations
- Bridge Types
- Constructability/Phasing
- Environmental Considerations
- Urban Design
- Other Enhancements
- Other Design Details

Comments, Ideas, and Recommendations

At the Public Open House on April 4, the public is invited to provide comments, ideas, and recommendations to the study team on the initial alternatives under consideration.

Alternatives

No-Action Alternative

For the EA, the No-Action Alternative includes any future, programmed transportation improvements within and adjacent to the study area. These improvements would be made whether or not any improvements are made as part of this project. Because there are no additional projects to include in the No-Action Alternative for this EA, it will be represented as the existing transportation network. The No-Action Alternative will be fully evaluated as one of the alternatives in the EA process.

Rehabilitation Alternative



Rehabilitation would likely include the following elements to meet current engineering standards:

- Replacing the existing bridge deck.
- Replacing the existing bridge railings.
- Adding girders to provide wider lanes.
- Replacing at least 30% of the existing steel girders.
- Strengthening the remaining girders.
- Strengthening and widening the existing piers.
- Adding structural scour mitigation to the piers in the river.
- Raising the bridge to achieve vertical clearance requirements (raise about 400 feet of the length).
- Adding vehicular impact protection for the piers adjacent to I-70.
- Improving the pedestrian access to the pedestrian bridge on the southeast corner.



Replacement Alternatives

These alternatives would involve construction of a new bridge or bridges. SH 82 traffic would either remain on Grand Ave. or be routed to Cooper Ave. and/or Colorado Ave.

Alternative 1



New 4-lane bridge generally on existing alignment.

Alternative 2



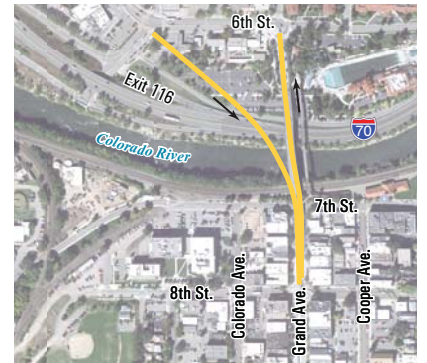
New 4-lane bridge connecting Grand Ave. to about 6th St. & Maple St.

Alternative 3



New 4-lane bridge connecting Grand Ave. to 6th St. and Laurel St. area. Intersection could vary – see Intersection Options.

Alternative 4



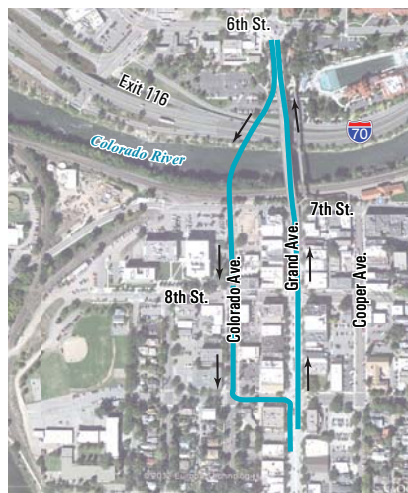
Two new bridges, each 2 lanes and one direction – northbound Grand Ave. to 6th St. and Pine St.; southbound 6th St. and Laurel St. area to Grand Ave.

Alternative 5



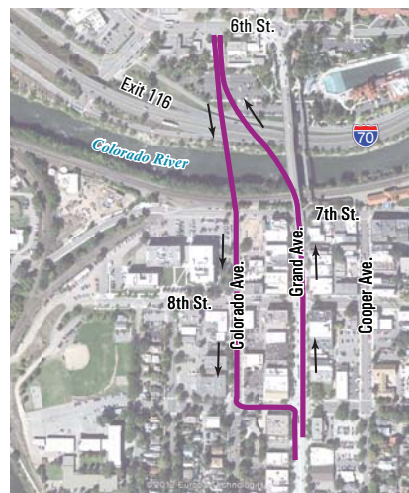
Two new bridges, each 2 lanes and one direction – northbound Grand Ave. to 6th St. and Pine St.; southbound 6th St. and Laurel St. area to Colorado Ave., then one-way with 2 lanes along Colorado Ave. to 9th St., connecting back to Grand Ave.

Alternative 6



Two new bridges, each 2 lanes and one direction – northbound Grand Ave. to 6th St. and Pine St.; southbound 6th St. and Pine St. to Colorado Ave., then one-way with 2 lanes along Colorado Ave. to 9th St., connecting back to Grand Ave.

Alternative 7



Two new bridges, each 2 lanes and one direction – northbound Grand Ave. to 6th St. and Maple St. area; southbound 6th St. and Maple St. area to Colorado Ave., then one-way with 2 lanes along Colorado Ave. to 9th St., connecting back to Grand Ave.

Alternative 8



Two new bridges, each 2 lanes and one direction – northbound Grand Ave. to 6th St. and Pine St.; southbound 6th St. and Maple St. area to Colorado Ave., then one-way with 2 lanes along Colorado Ave. to 9th St., connecting back to Grand Ave.

Alternative 9



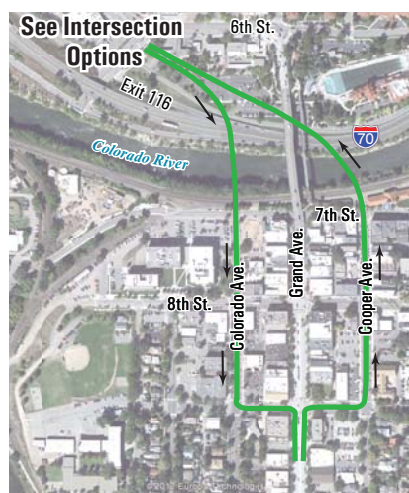
Two new bridges, each 2 lanes and one direction – northbound Grand Ave. to 6th St. and Laurel St. area; southbound 6th St. and Laurel St. area to Colorado Ave., then one-way with 2 lanes along Colorado Ave. to 9th St., connecting back to Grand Ave. 6th St. and Laurel St. area intersection could vary – see Intersection Options.

Alternative 10



Two new bridges, each 2 lanes and one direction – northbound Cooper Ave. (via Grand Ave. and 9th St.) to 6th St. and Pine St.; southbound 6th St. and Pine St. to Colorado Ave., Colorado Ave. and Cooper Ave. are 2-lane one-ways in opposing directions that connect back to Grand Ave.

Alternative 11



Two new bridges, each 2 lanes and one direction – northbound Cooper Ave. to 6th St. and Laurel St. area; southbound 6th St. and Laurel St. area to Colorado Ave.; Colorado Ave. and Cooper Ave. are 2-lane one-ways in opposing directions that connect back to Grand Ave. at 9th St. 6th St. and Laurel St. area intersection could vary – see Intersection Options.

Intersection Options

Option A



Signals for SH 82, local roundabout.

Option B



Large roundabout for all traffic.

Option C



Flyover for westbound SH 82.

Two Alignment Alternatives with Options Are Undergoing Further Detailed Evaluation

The four alternatives recently presented in this paper and at the June 6 Public Open House have been further evaluated and enhanced based on public input and further technical analyses. The evaluation process resulted in recommending two alignment alternatives with options for intersections and cross sections. This page describes how the alternatives were evaluated; the alternatives are illustrated on the next page.

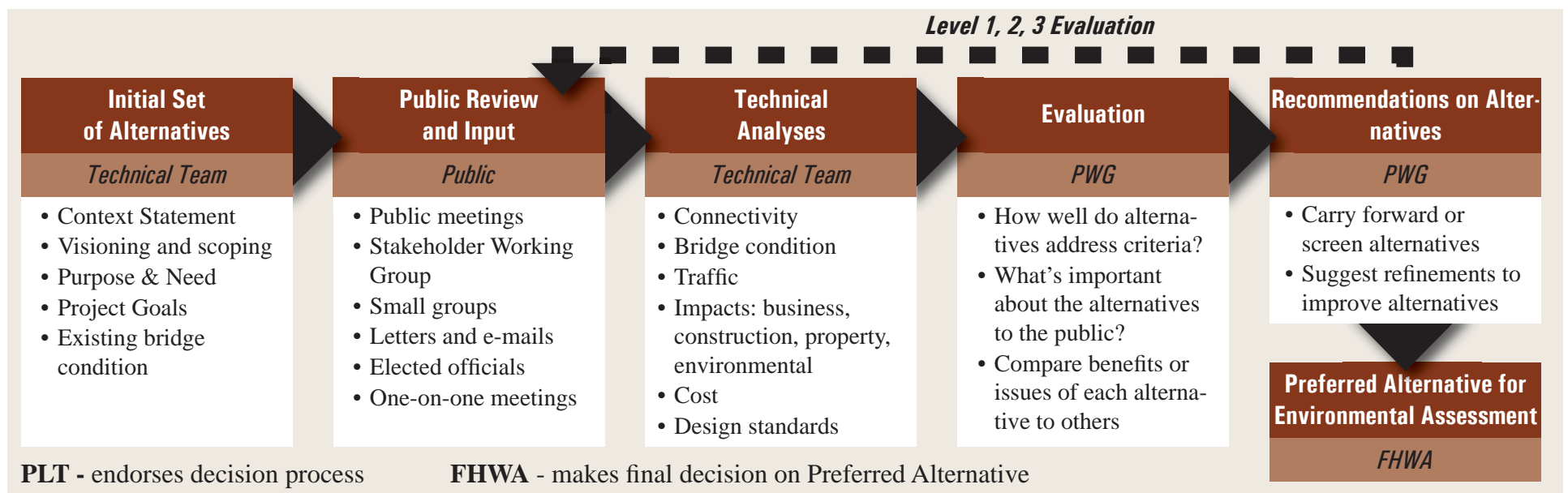
How Are Alternatives Developed and Evaluated?

The SH 82 Grand Avenue Bridge alternatives go through the evaluation process illustrated below, including those proposed by individuals within the community. When alternatives do not meet the project goals and criteria as well as others at each level of analysis, they are screened. This process reduces the number of alternatives until there is a Preferred Alternative to evaluate in the EA.

Who's Who

Project Working Group (PWG): CDOT, the City of Glenwood Springs; Federal Highway Administration (FHWA), consultant management team

Project Leadership Team (PLT): CDOT; FHWA; the City of Glenwood Springs; the Colorado Bridge Enterprise; Garfield, Pitkin and Eagle Counties; the Glenwood Hot Springs; the Glenwood Chamber of Commerce; the Glenwood Historic Preservation Commission; and the Downtown Development Authority



What Factors Determined the Current Alternatives?

Feedback from Public Open Houses, Stakeholder Working Group meetings, and other outreach, combined with technical analysis, established the criteria that have contributed to the evaluation and screening of alternatives to date.

Criteria	How Evaluated/Measured	Preferences Based on Public Feedback and Technical Analysis
Purpose & Need		
Improved connectivity between downtown and Hot Springs and I-70 and Grand Avenue	Comparative ability or opportunity to improve traffic, bike, and pedestrian connections.	Preferences for creating more direct connectivity and incorporating bike and pedestrian facilities.
Bridge condition, function, and reliability	Comparative ultimate condition of bridge to function safely and reliably.	Preference for a safer bridge and longer projected life.
Community		
Business impacts	Comparative amount of impacts on downtown and 6th Street businesses, including changes to parking.	Preference for maintaining business access and visibility and as much parking area as possible.
Construction impacts	Relative impact of construction related to duration and cost of construction and the ability to phase construction.	Preference for a shorter impact duration.
Property acquisitions	Relative number of property acquisitions required to implement the alternative.	Preference for lower number of business and/or residence acquisitions.
Visual	Comparative ability/opportunity to incorporate aesthetics in the final design.	Preference for more opportunity to design a visually pleasing structure(s) that fits the context of the Glenwood Springs area.
Technical		
Traffic circulation	Comparative ability of the alternative to maintain acceptable traffic circulation, comparative complexity of traffic circulation, for residents and tourists, and comparative ability to mitigate intersection congestion—on north and south side of river.	Preference for less complex traffic movements, i.e., no "S" curves, no out-of-direction travel, simpler intersections. Smaller, single-lane roundabouts are acceptable.
Design & Feasibility		
Cost	Comparative cost to implement alternative.	Preference for minimizing costs related to property acquisitions and bridge length.
Design standards	Comparative ability to meet current design standards for load, lane widths, and clearances.	Preference to design to today's standards for safety, reliability, and operability.
Environmental		
Noise and air impacts	Comparative closeness of traffic to residences and businesses.	Preference for not spreading impacts to streets not used to SH 82 traffic.
Natural resources impacts	Comparative level of impact to water and water quality, recreational resources, and historic resources.	Preference for avoiding/minimizing impacts to resources.

More information about the evaluation and screening process is available at www.coloradodot.info/projects/sh82grandavenuebridge - click on Alternatives Development.



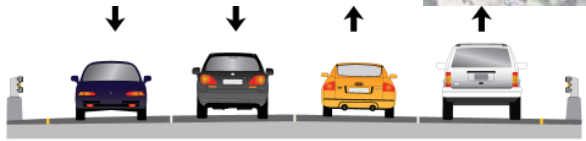
Which Alternatives Are Now Being Evaluated?

Based on the public input received so far and the additional analysis and evaluation, the PWG, with PLT endorsement of the process, has recommended two basic alignment alternatives and variations (Alternative 1 and Alternative 3).

Alternative 1-A

New 4-lane Grand Ave. bridge on/near existing alignment

- Keep existing pedestrian bridge, no sidewalk north of railroad on new bridge



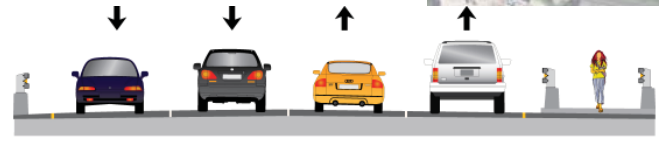
4 traffic lanes on the bridge



Alternative 1-B

New 4-lane Grand Ave. bridge on/near existing alignment

- Remove existing pedestrian bridge to enhance new bridge aesthetics (peds/bikes on new bridge)



4 traffic lanes on the bridge + a barrier-separated sidewalk

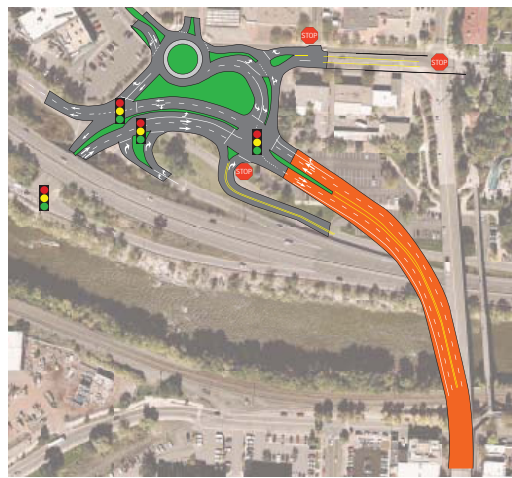


Alternative 3-A (Intersection Option A)

(modified based on input received at June 6 Public Open House)

SH 82 separated from 6th Street + Roundabout for local traffic at 6th/Laurel

- Sidewalk/path attached to new bridge on east/north side
- River Road connected with right-turn only access to SH 82
- Full acquisition of Shell station and former Dairy Creme

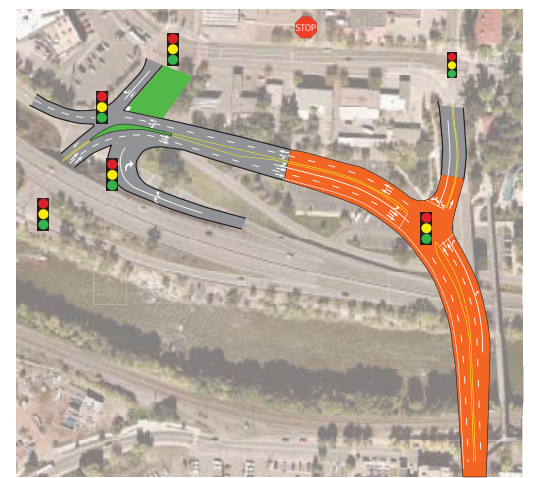


Alternative 3-D (Intersection Option D)

(new since June 6 Public Open House)

SH 82 separated from 6th Street + "T" intersection to 6th/Pine for local access

- No sidewalk/path on new bridge north of railroad
- Partial acquisition of Shell station (south side)
- Traffic signal at 6th/Laurel intersection
- River Road would not connect to SH 82

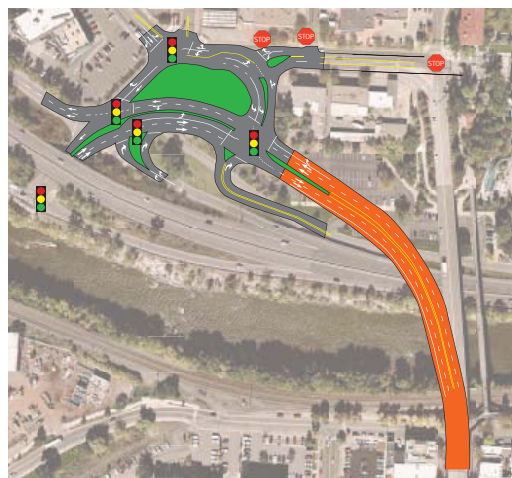


Alternative 3-E (Intersection Option E)

(new based on feedback from June 6 Open House and coordination with businesses)

SH 82 separated from 6th Street + Local access intersection to 6th Street

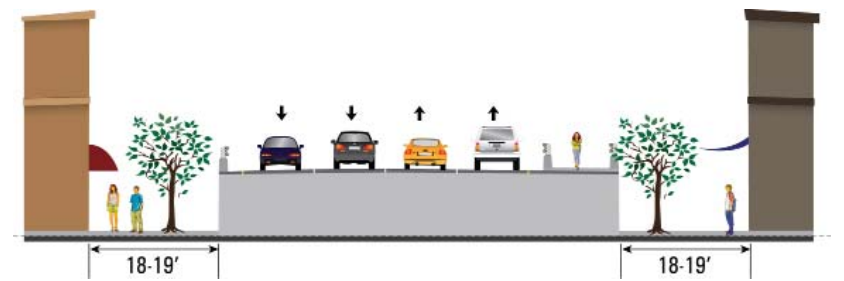
- Adds River Road connection to SH 82, right-in / right-out
- Possible sidewalk/path on new bridge north of railroad
- Full acquisition of Shell station and former Dairy Creme
- Traffic signal at 6th/Laurel intersection



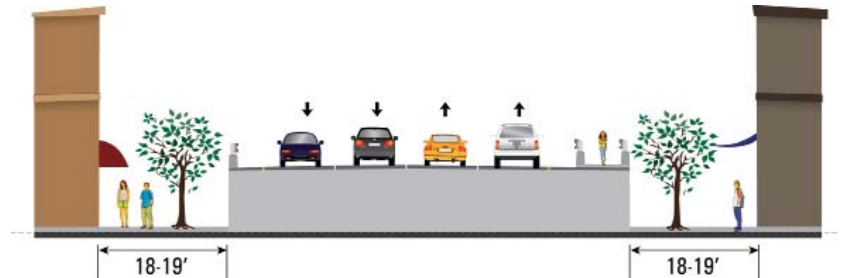
Cross-Section Options

South Pedestrian Connection Options added for further detailed evaluation (for both Alternatives 1 and 3)

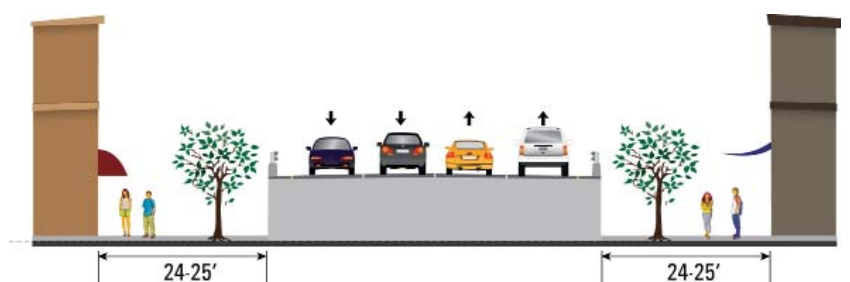
- Attach 10-foot sidewalk to bridge between the railroad and 8th (11-foot lanes)



- Attach 6-foot sidewalk to bridge between the railroad and 8th, 4-foot shoulders for bikes



- No attached sidewalk between 7th and 8th, but requires 400-foot ramp adjacent to 7th Street connecting to a pedestrian facility that crosses the river.



LEGEND FOR ALL ALTERNATIVES:

- Orange rectangle = New bridge structures
- Green rectangle = Medians, traffic islands
- Black rectangle = New or revised roadway pavements
- Red octagon with 'STOP' = Stop signs
- Traffic light symbol = New or revised signals
- Upward arrow symbol = Not to Scale

What's Next?

The PWG is adding detail to the alternatives to better understand traffic circulation, pedestrian/bike circulation movements, and impacts to historic properties and businesses.

CDOT, FHWA, and the study team will continue to consider the ideas and considerations presented to them through outreach and information meetings, emails, and other communication. Both CDOT and FHWA will review all alternatives under evaluation, and ultimately the Preferred Alternative, for consistency with the project needs and goals. These agencies have final approval on how the project moves forward.

SH 82 GRAND AVENUE BRIDGE

New Information on Alternatives

Since November 2011, CDOT, with FHWA, has conducted an extensive public outreach and information program about the project's Environmental Assessment (EA) process and the status of the alternatives evaluation. At the Public Open House on August 22, the project team will present new information on the two basic alignments that have been studied since June. Public feedback will be considered in the team's final recommendation for the Preferred Alignment that will be evaluated in the EA.

The alignment alternatives have gone through three levels of evaluation in increasing detail. Numerous public events and other meetings have updated the Glenwood Springs and surrounding community with information at each step and documented public feedback. That feedback, combined with technical analysis, has resulted in reducing the initial 12 alignment alternatives to 2 with options. The next step is to choose one of the alignments for the EA. This will be followed by further public process to define what type of bridge will be built, how it will be built to minimize impacts, and how it should fit into the context of Glenwood Springs.

Public Open House

Wednesday, August 22nd - 5:00 to 7:30 p.m.
Glenwood Springs Community Center
100 Wulfsohn Road • Glenwood Springs, CO

5:00 to 7:30 Open House with exhibits. Opportunity to ask questions, learn more about Alternatives 1 and 3, and provide ideas and comments.

For more information:

www.coloradodot.info/projects/sh82grandavenuebridge

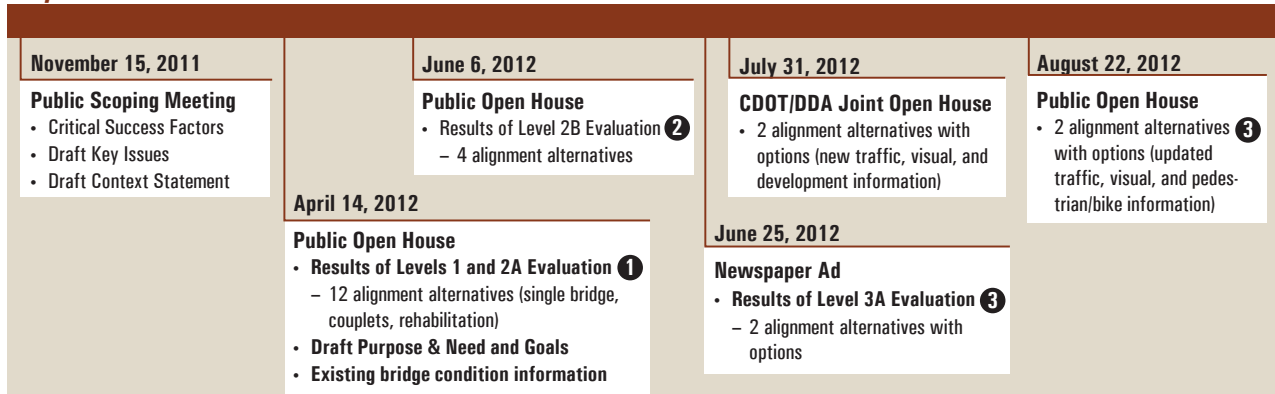
Joe Elsen, CDOT Program Engineer, at 970-384-3332

or Joseph.Elsen@dot.state.co.us

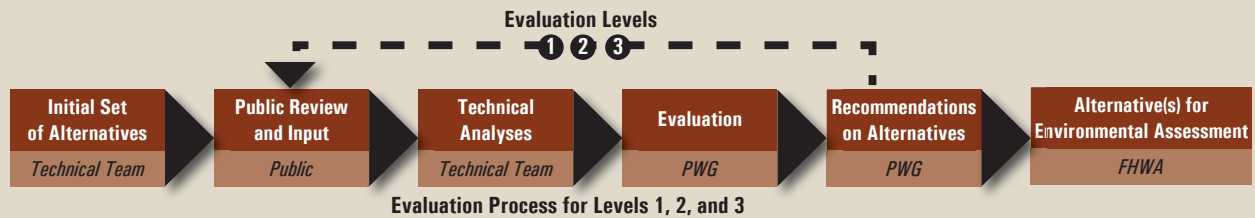
Para informacion en Español llamen a Brann Greager al numero 720-359-3046.

Accommodations are in compliance with the Americans with Disabilities Act. For any special accommodations, call Tom Newland at 970-927-4645, or the TDD number for the hearing impaired at 1-800-659-3656.

Key Public Information Events



Updated information on project status and alternatives under consideration has been communicated at public open houses, the Stakeholder Working Group meetings, organizations, press releases, one-on-one meetings, group meetings, and presentations to the Glenwood Springs City Council and the Garfield County Board of County Commissioners.



What's Next?

- Preferred Alignment (early September)
- Bridge type and construction phasing with public input (September-December)
- Agency Review of Environmental Assessment (Spring 2013)
- Public Hearing (March-April 2013)
- Decision Document (October 2013)
- Design (approximately 1 year after Decision Document)
- Anticipated construction start (late 2014)

New Information for Alternatives

During the public process, there were requests for additional information that would help the public better understand how Alternatives 1 and 3 would work. Since June, the project team has further studied traffic circulation for the Alternative 3 intersection options, how the two alignments fit into the downtown area, and how the two alternatives connect to existing and proposed pedestrian and bike networks.

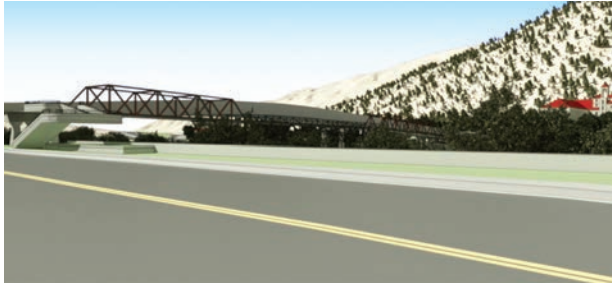
Examples of that new information are provided on the next page. At the August 22 Public Open House, there will be additional exhibits and computer simulations for Alternatives 1 and 3, with their options. The project team will consider public feedback from this meeting in determining which alignment will be selected for the bridge.

More information about the evaluation and screening process is available at www.coloradodot.info/projects/sh82grandavenuebridge - click on Alternatives Development.



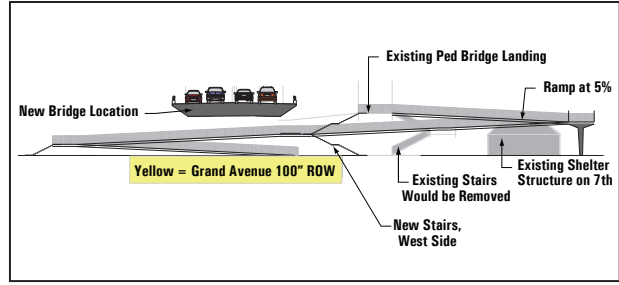
Examples of Visuals That Will Be Shown at the Public Open House

New Bridge with Existing Pedestrian Bridge



This visual simulation shows how one of the bridge alternatives with the existing pedestrian bridge might appear looking west from 7th Street. Views of the bridges from multiple locations for all of the alternatives will be shown.

Possible Options for a New Pedestrian Ramp



One of the south side pedestrian options is a new pedestrian ramp adjacent to 7th Street that will meet Americans with Disability Act (ADA) requirements.

Traffic Circulation



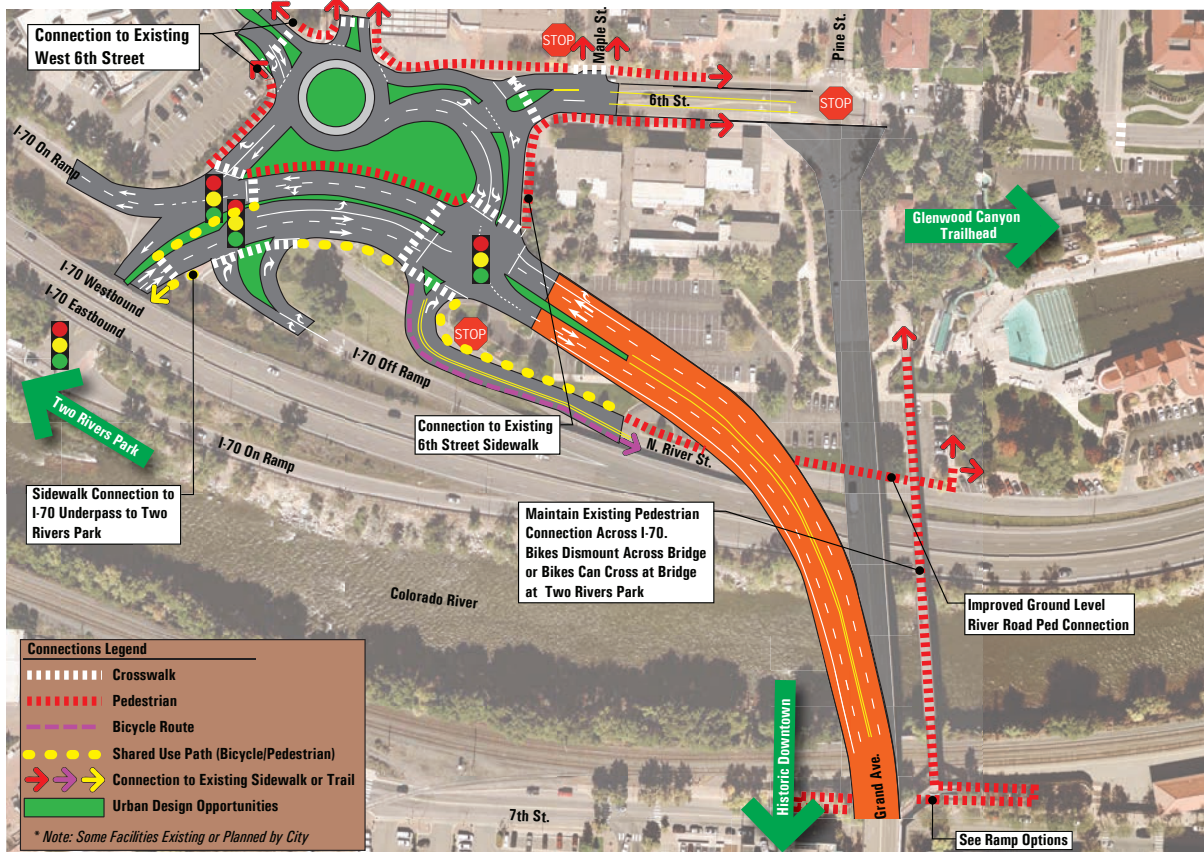
Traffic simulations show how cars move around the intersection and roadway network to get to and from I-70, 6th Avenue, and downtown. There will be traffic simulations for all Alternative 3 intersection options.

Changes to View Sheds



A new structure can potentially impact existing view sheds. Visualizations with views from I-70, the Hot Springs Pool, and downtown will illustrate these changes.

Pedestrian and Bicycle Connections



The Glenwood Springs Comprehensive Plan, adopted by the City of Glenwood Springs, includes plans for pedestrian and bike trails. Several options consistent with the Comprehensive Plan have been developed and will be shown at the Public Open House.

SH 82 GRAND AVENUE BRIDGE

Preferred Alignment for the Bridge is Identified

Alternative Alignment

The SH 82 Grand Avenue Bridge project team has completed an evaluation of the remaining alternatives and identified Alternative 3 as the preferred alignment to be evaluated in detail in the Environmental Assessment. Alternative 3 touches down on the north side of the river near the 6th and Laurel intersection.

Approximately 90 people attended the August 22, 2012, Public Open House and the Stakeholder Working Group meeting. More than half of them turned in Comment Sheets. When asked how Alternatives 1 and 3 compare in the areas of traffic/access, visual, bike/pedestrian, and land use, attendees favored Alternative 3 approximately four times more than Alternative 1. This is consistent with feedback received at past Public Open Houses and the multiple meetings that have been held since last November.

The Project Working Group (PWG) met to compare the two alternatives against established criteria, taking into consideration additional technical evaluation and public input. The evaluation resulted in a recommendation that the Alternative 3 alignment be further developed and evaluated through the Environmental Assessment process.

The PWG also kept two of the three intersection options at 6th and Laurel, as considered for Alternative 3. It also recommended that a pedestrian connection on the south side of the bridge not be configured as an attached sidewalk, to minimize the width of the bridge. More information on these evaluations can be found on the project website shown below (click on Alternatives Development).



What Happens Now?

The project team is focusing on:

- Evaluating several bridge types that would be appropriate for the identified alignment.
- Further refining and evaluating bicycle/pedestrian options and connections.
- Refining intersection details for Options 3A and 3E.
- A Public Open House is planned for November to present this information. There will opportunity to provide input on:
 - What the bridge looks like (bridge types).
 - How it might be built (construction phasing, impacts, and duration).

Public comments will continue to be an important part of the process and will be considered along with the evaluation of impacts in the Environmental Assessment.

How Did the PWG Compare the Two Alignments?

The PWG used the criteria that were developed based on the project Purpose and Need and goals, and determined which alignment best met those criteria.

Criteria	Comparison
Purpose and Need: Improve connectivity between downtown and the Roaring Fork Valley, with the historic Hot Springs Pool area and I-70	Both alternatives provide the connectivity.
Purpose and Need: Address bridge deficiencies to improve safety and reliability	Both alternatives fix the problems with the bridge to improve safety and reliability.
Minimize environmental impacts (scenic, aesthetic, historic, natural resources)	Both have opportunities to incorporate aesthetics into the final design. Pending further evaluation, Alternative 3 appears to impact fewer historic properties.
Harmony with the community	Both alternatives have a similar ability to address the project Context Statement, satisfy the project Vision, and provide a Context Sensitive Solution.
Practical and financially realistic	Both are financially feasible since the bridge replacement is funded. Both are practical and can be constructed with equal bridge life. Alternative 1 is estimated to have a lower cost.
Reduce and minimize construction impacts (businesses, traffic, bicyclists/pedestrians, visitors)	Overall construction impacts for Alternative 3 would be fewer because some of the structure over the river can be built off line. This reduces the amount of traffic delay, congestion, and noise; and the amount of time required for detours and closures.
Minimize private property impacts (physical, economic)	Alternative 3 requires more property acquisitions. Alternative 1 results in fewer economic changes to 6th Street businesses.
Improve multimodal connections for buses, pedestrians, and bicycles	Pedestrian connections and safety are better under Alternative 3 because sidewalks are on lower-traffic local streets with easier connections between the Hot Springs Pool area and US 6 businesses. Bike connections are improved under both alternatives across the bridge, but they are better under Alternative 3 for local connections along US 6 and 6th Street. Bus connections are similar for both alternatives.
Consistency with City planning	Neither alignment is identified in approved City plans. Feedback from businesses and affected stakeholders indicates a preference for Alternative 3.
Incorporate sustainability (local sustainability plans, future transportation options, maintenance costs)	Both alternatives do not preclude future transportation improvements to local facilities. They both are consistent with objectives stated in the City's Comprehensive Plan. Maintenance costs of the entire system are lowered similarly for both alternatives.
Maintain or improve transportation operations	By separating SH 82 through traffic from local traffic, Alternative 3 shows a substantial improvement in traffic operations in the study area by reducing overall delay.



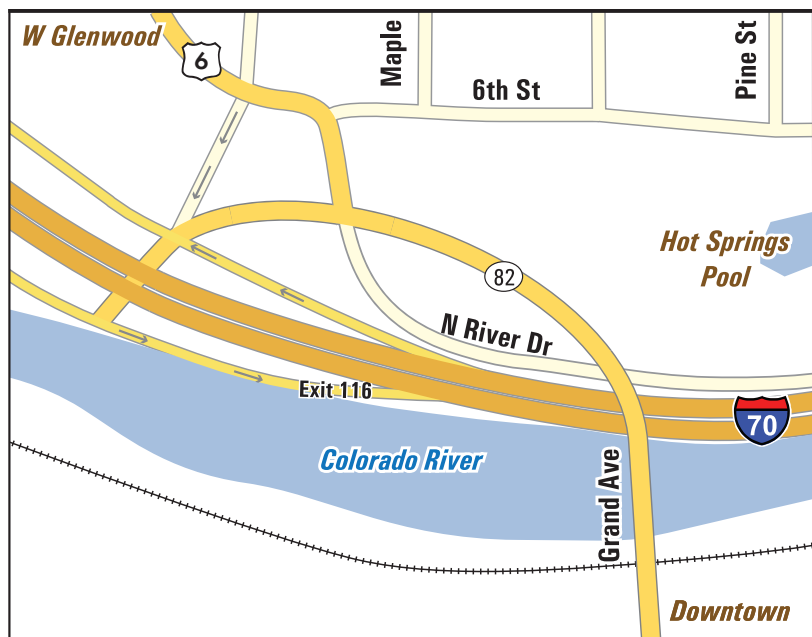
SH 82 GRAND AVENUE BRIDGE

Project Elements Further Defined

The SH 82 Grand Avenue Bridge project team is continuing to further define the elements for alternatives evaluation related to the project's Environmental Assessment (EA). The alternatives evaluation process recently has focused on various bridge types, which included a comprehensive look at how they could be built and their related construction traffic impacts. During this process, a new pedestrian bridge was determined to be a design option that could better address project goals and reduce the project's overall construction impacts to the community.

Bridge Alignment and Intersection for EA

Based on technical analysis and stakeholder and public feedback, this alignment and a signalized intersection configuration at 6th and Laurel will be evaluated in the EA.



Bridge Types

There are several bridge types under consideration now for both the new Grand Avenue Bridge and a new pedestrian bridge that together best fit the context of Glenwood Springs. Renderings of several combinations from both the east and west will be exhibited at the Public Open House.



Next Steps

Based on input received at this Public Open House and additional stakeholder outreach, the bridge type alternative(s) that will be evaluated in the EA will be identified.

Event	Date(s)
EA Alternative(s) Identified	Late January/Early February 2013
EA Documentation	January to July 2013
Agency Review of EA	July to December 2013
Public Hearing for EA	January 2014
EA Decision Document Complete	May 2014
Final Design	May to December 2014
Construction	January 2015 to December 2016 (estimated)

Public Open House

Wednesday, January 9th - 5:00 to 7:30 p.m.
Glenwood Springs Community Center
100 Wulfsohn Road • Glenwood Springs, CO

The meeting will be an Open House format – come at any time to view updated and new information on:

- Background and Results of Recent Alternatives Evaluation
- Bridge Types for Grand Avenue and a New Pedestrian Bridge
- Construction Traffic Impacts
- Pedestrian Connections on Both Sides of the River
- Next Steps in the Process

The public is also invited to participate in Conversation Circles with focused discussions starting every half-hour on:

- Pedestrian Bridge Type Options
- Constructability and Traffic Impacts
- Roadmap for Bypass Study

Feedback received at this Open House will help narrow down options for bridge types and traffic mitigation that will be evaluated in the Environmental Assessment.

For more information:

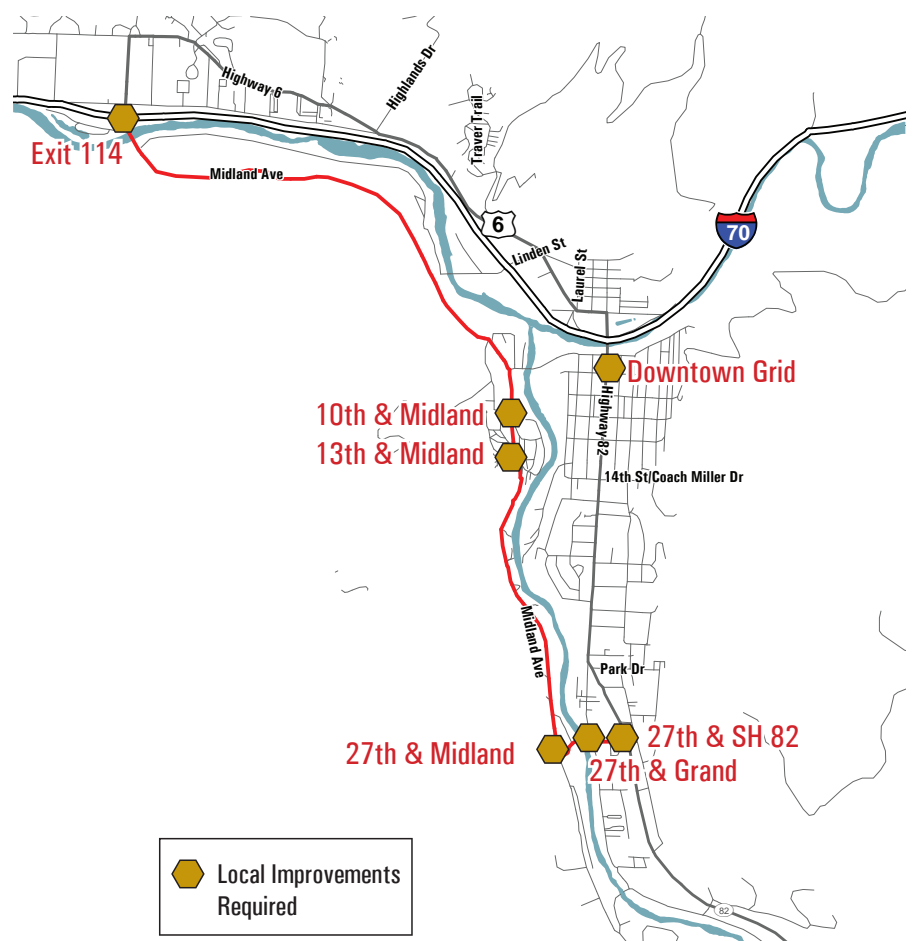
www.coloradodot.info/projects/sh82grandavenuebridge
 Joe Elsen, CDOT Program Engineer, at 970-384-3332
 or Joseph.Elsen@state.co.us

Para informacion en Español llamen a Brann Greager al numero 720-359-3046.

Accommodations are in compliance with the Americans with Disabilities Act. For any special accommodations, call Tom Newland at 970-927-4645, or the TDD number for the hearing impaired at 1-800-659-3656.

Potential Detour with Local Improvements

The project team is evaluating ways to minimize traffic impacts during construction. A short-term closure of the Grand Avenue Bridge is anticipated to be two months or less during the off-season. This potential detour route would require some modifications at the locations shown.



More information about the evaluation and screening process is available at www.coloradodot.info/projects/sh82grandavenuebridge - click on Alternatives Development.



SH 82 GRAND AVENUE BRIDGE

Alternatives for Next Phase of Study

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration (FHWA) are conducting an Environmental Assessment (EA) to address functional, structural, and safety deficiencies of the SH 82 Grand Avenue Bridge and to bring it up to current standards for a four-lane bridge. The project is currently in the alternatives evaluation and screening phase of the EA process.

Results of Level 2 Screening

The project team conducted the Level 2 evaluation and screening of alternatives by comparing the alternatives from Level 1 against each other. They used project purpose and need, project goals, and criteria developed through technical and public input related to feasibility and design, transportation, and community and environmental impacts. The alternatives that were presented to the public in April were analyzed. The screening process resulted in retaining four "build" alternatives for further study. In addition to these alternatives, the No-Action Alternative will be fully evaluated in the EA process.

Alternatives 1, 3, 4, and 6 were considered to be comparatively better than the other alternatives, based on the project goals and criteria.

Public Open House & Presentation

Wednesday, June 6th - 5:00 to 7:30 p.m.
Glenwood Springs Community Center
100 Wulfsohn Road • Glenwood Springs, CO

- 5:00 to 7:30 Open House with exhibits. Opportunity to ask questions, learn more about all the alternatives evaluated, and provide ideas and comments.
- 6:00 to 6:30 Formal presentation by project team.

For more information:
www.coloradodot.info/projects/sh82grandavenuebridge
 Joe Elsen, CDOT Program Engineer, at 970.384.3332
 or Joseph.Elsen@dot.state.co.us

Para informacion en Español llamen a Brann Greager al numero (720) 359-3046.
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Alternative 1

Single bridge at existing location aligned to Pine

- Better downtown circulation than couplet alternatives, particularly those using Cooper.
- Fewer property impacts than alternatives using Colorado, Cooper, Maple, and Laurel.
- Less impact on noise and air quality than alternatives using Colorado and Cooper.
- Better accommodates turning for trucks and buses.
- Better aesthetic potential than alternatives with two bridges.



Alternative 4

Two bridges, aligned to Laurel and Pine with a single connection to Grand Ave.

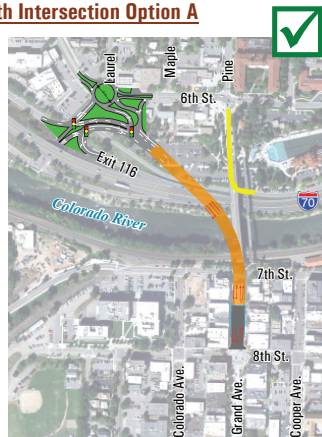
- Better downtown circulation than couplet alternatives, particularly those that use Cooper.
- Improved traffic operations on the north side.
- Fewer property impacts than alternatives using Colorado, Cooper, and Maple.
- Less impact on noise and air quality than alternatives using Colorado and Cooper.
- Better accommodates turning for trucks and buses.
- Hot Springs Pool parking could remain under the new bridges.



Alternative 3 with Intersection Option A

Full bridge aligned to Exit 116/Laurel/6th with small roundabout

- Better downtown circulation than couplet alternatives, particularly those using Cooper.
- Improved traffic operations on the north side
- Fewer property impacts than alternatives using Colorado, Cooper, and Maple.
- Less impact on noise and air quality than alternatives using Colorado and Cooper.
- Better accommodates turning for trucks and buses.
- Better aesthetic potential than alternatives with two bridges.
- Intersection option at Laurel provides improved traffic operations and pedestrian movement.



Alternative 6

Couplet using Grand Ave. and Colorado Ave.

- Better downtown circulation than couplets using Cooper.
- Fewer property impacts than alternatives using Maple and Laurel.
- Less impact on noise and air quality than alternatives using Cooper.
- Better vertical profile than other alternatives using Colorado.
- Reduces traffic on Grand Avenue.



LEGEND FOR ALL ALTERNATIVES:

Orange line = New bridge structures
 Grey line = New or revised roadway pavements

Purple line = Revised Parking Areas
 Red line = Traffic direction and lanes

Green square = New or revised signals
 Green line = Medians, traffic islands

Yellow line = Revised frontage road

North arrow icon
 Not to Scale

Additional information about the evaluation and screening process for these alternatives and those that have been screened from further consideration is available at www.coloradodot.info/projects/sh82grandavenuebridge - click on Alternatives.



