

SH 82

GRAND AVENUE BRIDGE

Welcome

SH 82/Grand Avenue Bridge Environmental Assessment

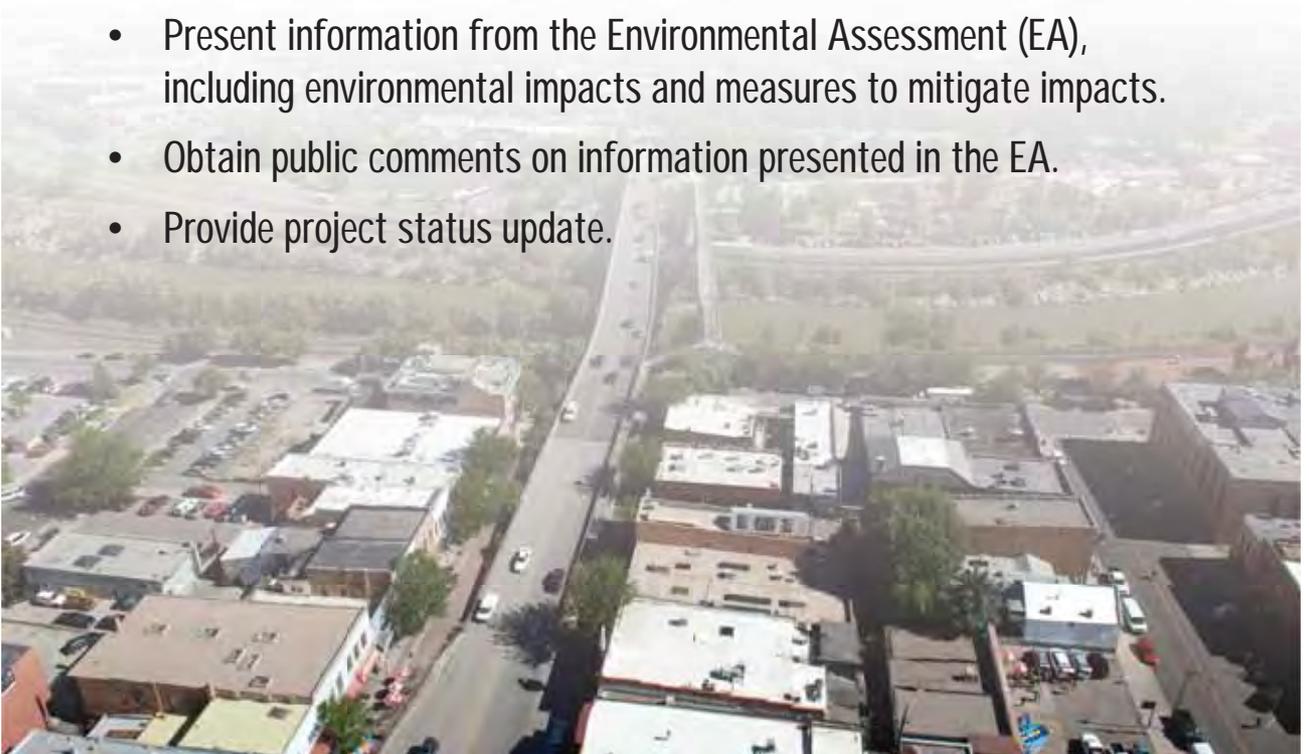
Public Hearing

November 19, 2014

5:00 p.m. to 8:00 p.m.

Purpose of Tonight's Public Hearing

- Present information from the Environmental Assessment (EA), including environmental impacts and measures to mitigate impacts.
- Obtain public comments on information presented in the EA.
- Provide project status update.



SH 82

GRAND AVENUE BRIDGE

How to Provide Comments

- Complete a comment sheet and leave it at the hearing tonight or mail in later to address on back of comment sheet by December 1, 2014.
- Speak directly to the court reporter available at the public hearing.
- Provide written comments at any time during official public comment period that ends December 1, 2014 in the following ways:
 - Through the project website
(www.coloradodot.info/projects/sh82grandavenuebridge)
 - By mail, fax, or email to Joe Elsen at the address below:
 - ♦ Joe Elsen, P.E.
Colorado Department of Transportation
202 Centennial Street
Glenwood Springs, CO 81601
Fax: 970.947.5133
Joseph.elsen@state.co.us

**All comments must
be received by
December 1, 2014.
Thank you for your
participation**



Project Purpose

Provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area.

Project Needs

- Improve multimodal connectivity between downtown Glenwood Springs and the Roaring Fork Valley with the historic Glenwood Hot Springs pool area and I-70.
- Address the functional and structural deficiencies of the bridge, such as:
 - Too narrow to accommodate four standard lane widths.
 - Substandard vertical clearance at 7th Street and railroad tracks.
 - Substandard horizontal clearances due to bridge pier locations.
 - Bridge is “scour critical,” meaning foundations are unstable under certain scour (erosion) conditions.
 - Existing bridge load carrying capacity is 55% of new bridge design standards.
 - Bridge designed in 1953 for two traffic lanes using standards at the time; current four-lane bridge standards require significantly more capacity.
 - Substandard bridge rail; deterioration of concrete curbs and piers, exposing reinforcing steel in places; and corrosion on railing, girders, and bridge supports.



Project Goals

The Colorado Department of Transportation (CDOT) and the Federal Highway Administration 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 EA's broad purposes are to:

- Complete and define the Purpose and Need for the project.
- Describe reasonable improvement alternatives.
- Evaluate the social, economic, historical, and environmental impacts of the improvements.
- Define measures to avoid, minimize, or mitigate negative impacts of the project.
- Solicit and obtain public input for the decision-making process.

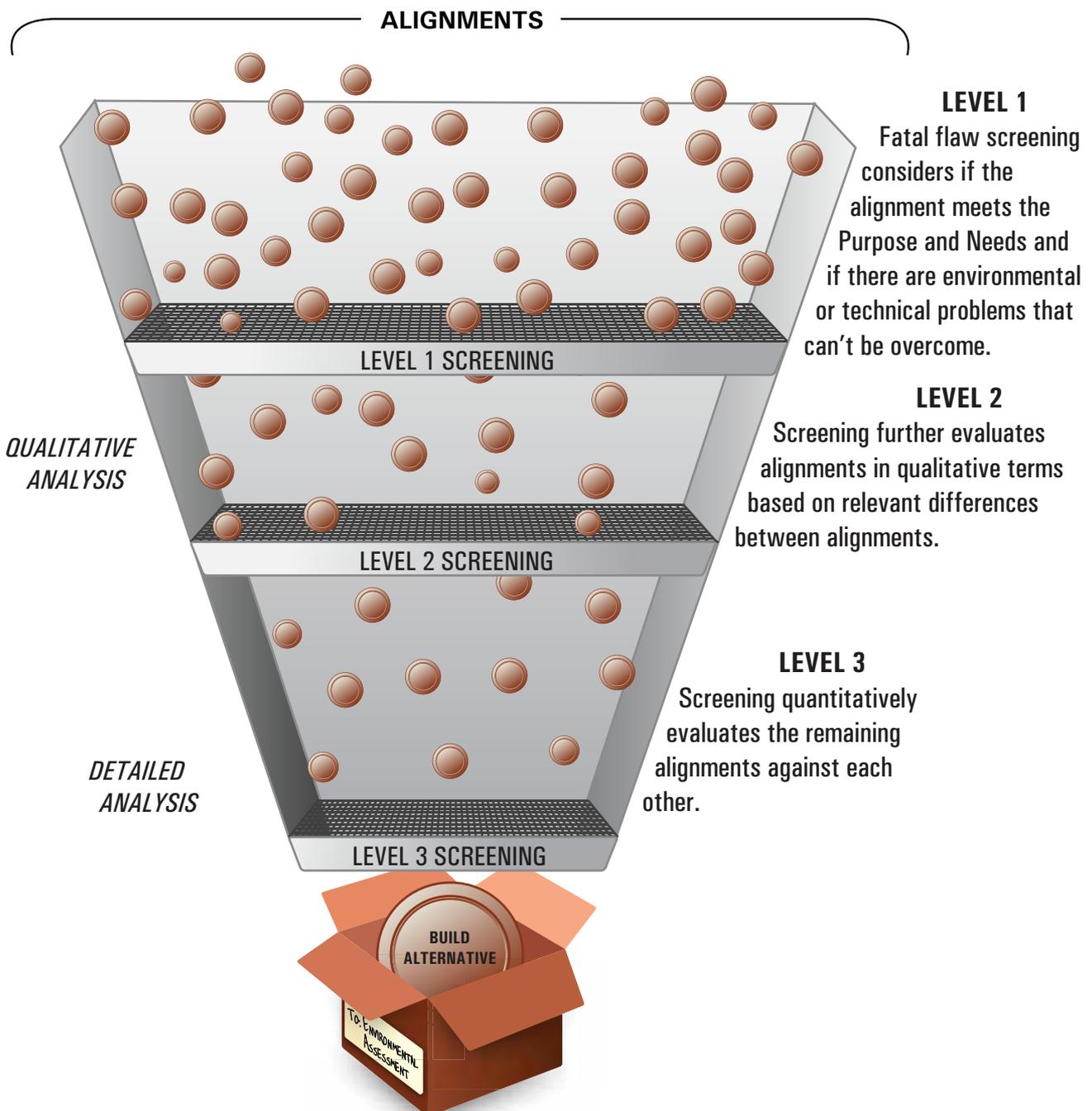
Project Information

- Improvements to the Grand Avenue Bridge will be primarily funded by the Colorado Bridge Enterprise.*
- The project team fully considered rehabilitation options for the bridge.
- CDOT is committed to working with the Glenwood Springs community throughout this study.
- The design of any improvements will address federal, state, and local standards.

* The Colorado Bridge Enterprise (CBE) operates as a government-owned business within CDOT. It's purpose is to finance, repair, reconstruct, and replace bridges designated as structurally deficient or functionally obsolete, and rated "poor."

Alternative Screening Process

- Several alternatives were developed and evaluated against Project Purpose and Need, Context Statement, and Critical Success Factors developed with stakeholders.
- Study team worked with project groups and the public to evaluate, eliminate, and refine alternatives.



Public Involvement Throughout EA Process

Various project groups helped guide and provide input into this study:

- **Project Leadership Team:** Included representative stakeholders to champion the context sensitive solutions process outlined for the study (22 meetings).
- **Stakeholder Working Group:** Larger stakeholder group with broad community representation. Provided feedback to project team throughout process (8 meetings).
- **Project Working Group:** Technical team comprised of CDOT, Federal Highway Administration (FHWA), and City of Glenwood Springs (33 meetings).
- **Issue Task Force:** Included more specialized expertise to address specific design and aesthetic consideration (four meetings).

Stakeholder contact: One-on-one contact with approximately 3,000 stakeholders since November 2011 through an array of outreach activities, including:

- public open houses/open forums
- stakeholder workshops and one-one meetings
- meetings with more than 30 business owners
- meetings with public officials and community groups
- event displays (such as Strawberry Days, Downtown Market)



The study team worked closely with the City of Glenwood Springs and other local governments and organizations to develop a Build Alternative that reflects a broad range of local, regional, and state interests.

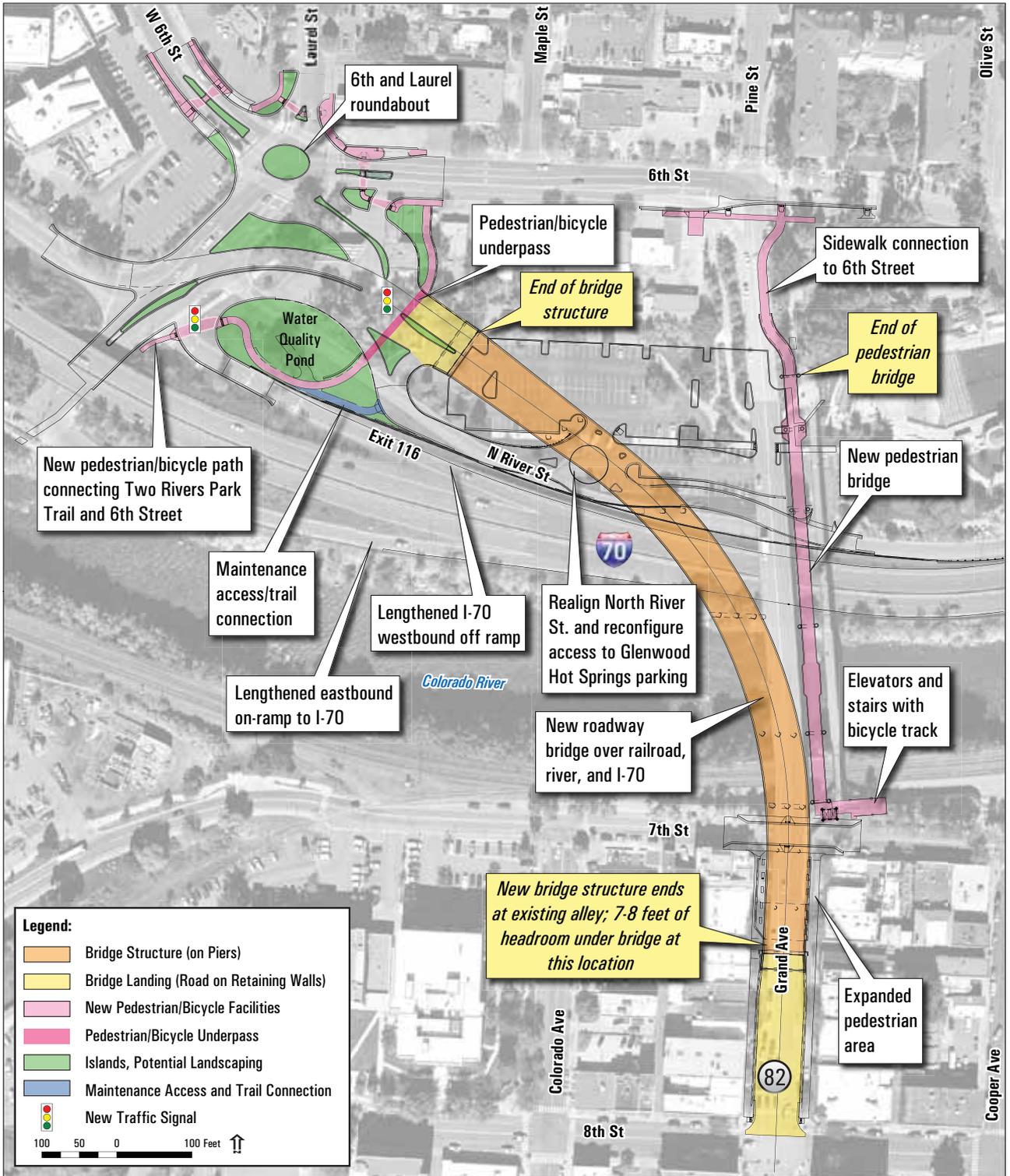
How has Public Input Influenced the Build Alternative Design?

Public Input	Effect on Build Alternative Design
Create a better pedestrian environment under the bridge at 7th Street.	Build Alternative design includes: <ul style="list-style-type: none"> • Higher clearance under a thinner bridge • A larger, better lit area under the bridge • A continuous walkway through the alley between 7th and 8th Streets
Improve pedestrian and bicycle connections.	<ul style="list-style-type: none"> • Bike/pedestrian connections proposed to Two Rivers Park and downtown. • A pedestrian and bicyclist underpass on the north side and other amenities.
Minimize impacts to businesses during construction.	Proposed curved alignment would allow much of the new bridge to be constructed off-line, thereby reducing impacts during construction. Proposed construction schedule minimizes disruptive work during periods of highest traffic and business activity.
Simplify 6th and Laurel intersection roundabout.	Roundabout design enhanced to make it simpler, including better signing and visibility, and reduced overall size.
Remove existing pier in the Colorado River.	The existing Grand Avenue Bridge pier in the middle of the river would be removed.
Build an aesthetically pleasing bridge.	<ul style="list-style-type: none"> • Dismissed several proposed bridge types largely for aesthetic reasons. • Retained bridge elements with the most public support. • Incorporated elements to fit historic downtown context into bridge design.
Reduce the width of the bridge downtown.	<ul style="list-style-type: none"> • Dismissed a proposed attached sidewalk previously considered between 7th and 8th Street. • Proposed bridge width narrows as it enters downtown by reducing lane and shoulder widths.
Maintain views across the Colorado River from the businesses on 7th Street.	<ul style="list-style-type: none"> • Two elevators proposed to provide Americans with Disabilities Act (ADA) access from new pedestrian bridge to 7th Street. • Dismissed ADA ramp because of visual impacts.

In addition, the Issues Task Force helped in the design of:

- Pedestrian and highway bridge elements, such as girder/pier shape, barriers/railings, and finish materials.
- Open plaza area under new highway bridge.
- New pedestrian and bicycle underpass connecting Colorado River Trail to 6th Street.
- Landscaping, streetscape, and wayfinding/signage.

Build Alternative

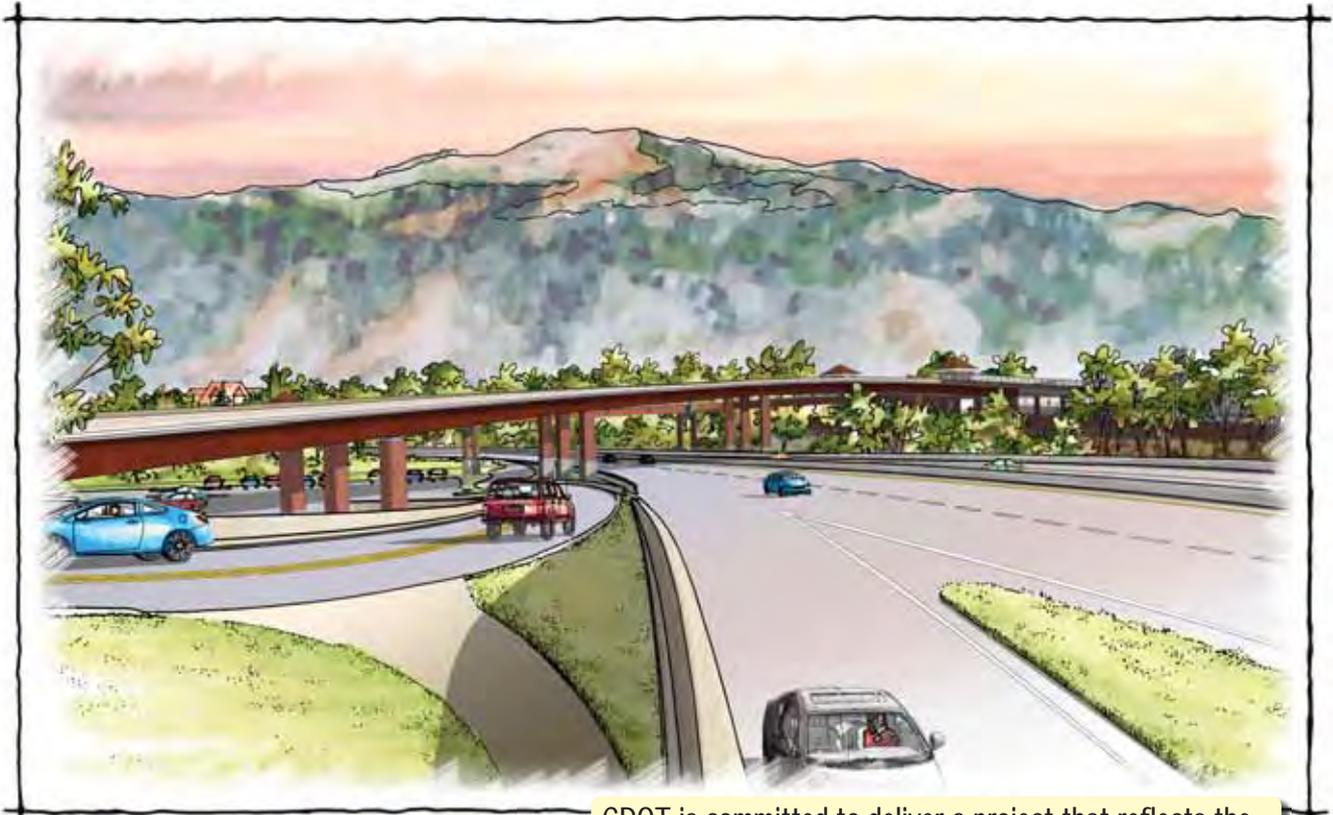


*Illustrates preliminary level of design. Final design is an evolving process, and design is subject to minor changes.

Notes: The No Action Alternative would not implement any projects beyond safety and operational improvements to keep SH 82 open and previously programmed projects. The No Action Alternative does not meet the Purpose and Need, but was fully evaluated and served as a baseline comparison for the environmental analysis.

The Build Alternative is consistent with the Glenwood Springs Comprehensive Plan's goal "to work with CDOT on the replacement of Grand Avenue Bridge."

Build Alternative Illustrations



Rendering of new Grand Avenue Bridge from west side of bridge looking east.

Source: Jacobs.

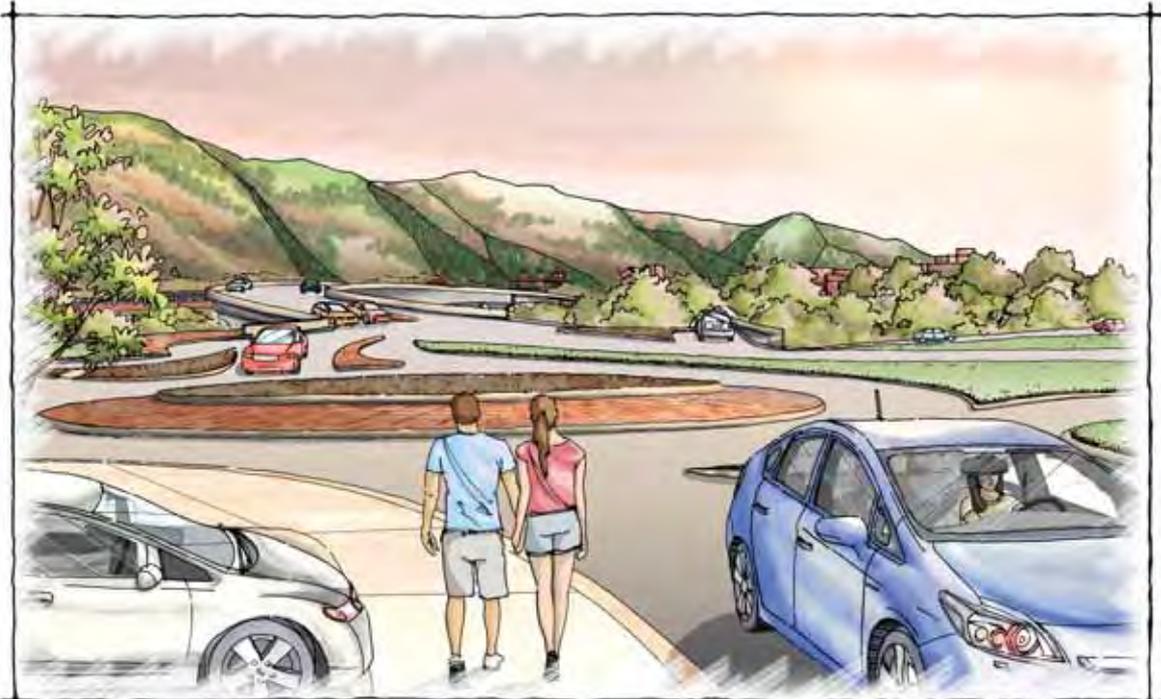
CDOT is committed to deliver a project that reflects the design developed with the stakeholders. This includes maintaining all key aesthetic project elements that make both bridges context sensitive (pedestrian bridge roofs, stone and brick, historic appearance of the pedestrian bridge elevator structure).

The design continues to be refined, which may result in minor changes to the design shown.

Build Alternative Illustrations



North River Street looking southwest toward Grand Avenue Bridge: After View.
Source: Jacobs.

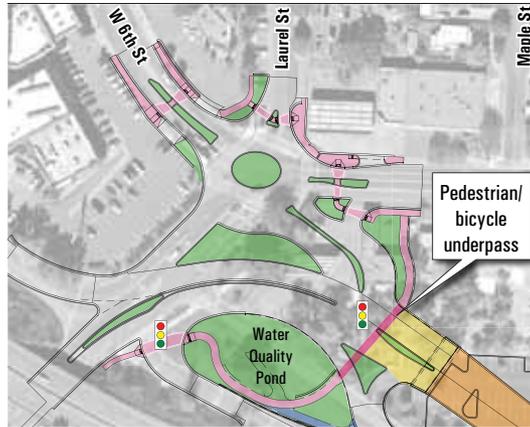


6th Street and Laurel Street looking southeast toward proposed roundabout: After View. The City of Glenwood Springs would install landscaping during or after project completion.
Source: Jacobs.

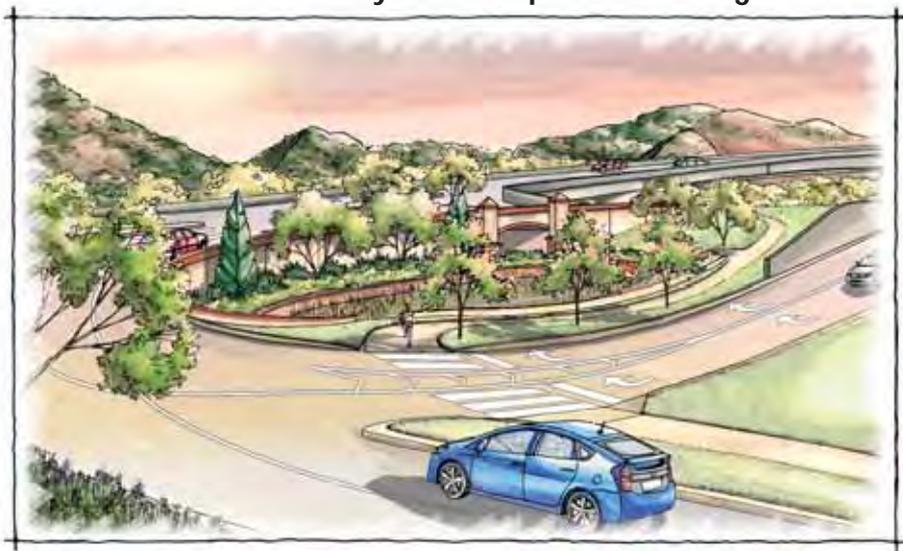
The design and landscape/hardscape design continues to be refined, which may result in minor changes to the design shown.

Pedestrian/Bicycle Underpass

Pedestrian/Bicycle Underpass Layout



Pedestrian/Bicycle Underpass Rendering

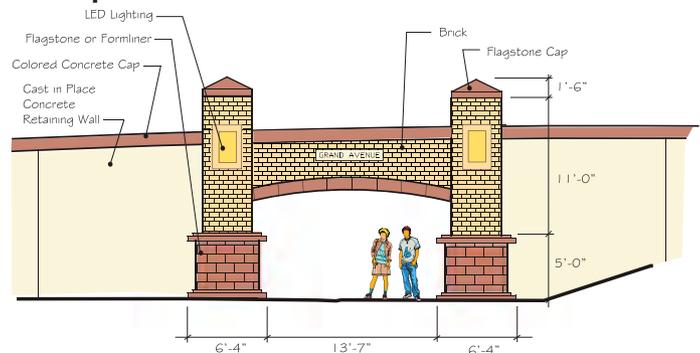


Underpass entry, looking northwest. The City of Glenwood Springs would install landscaping during or after project completion.

Source: Jacobs.

Pedestrian/Bicycle Underpass - Historic Influence

- Monuments designed to reflect the architecture of Glenwood Springs through color and materials
- Monuments have high end finishes



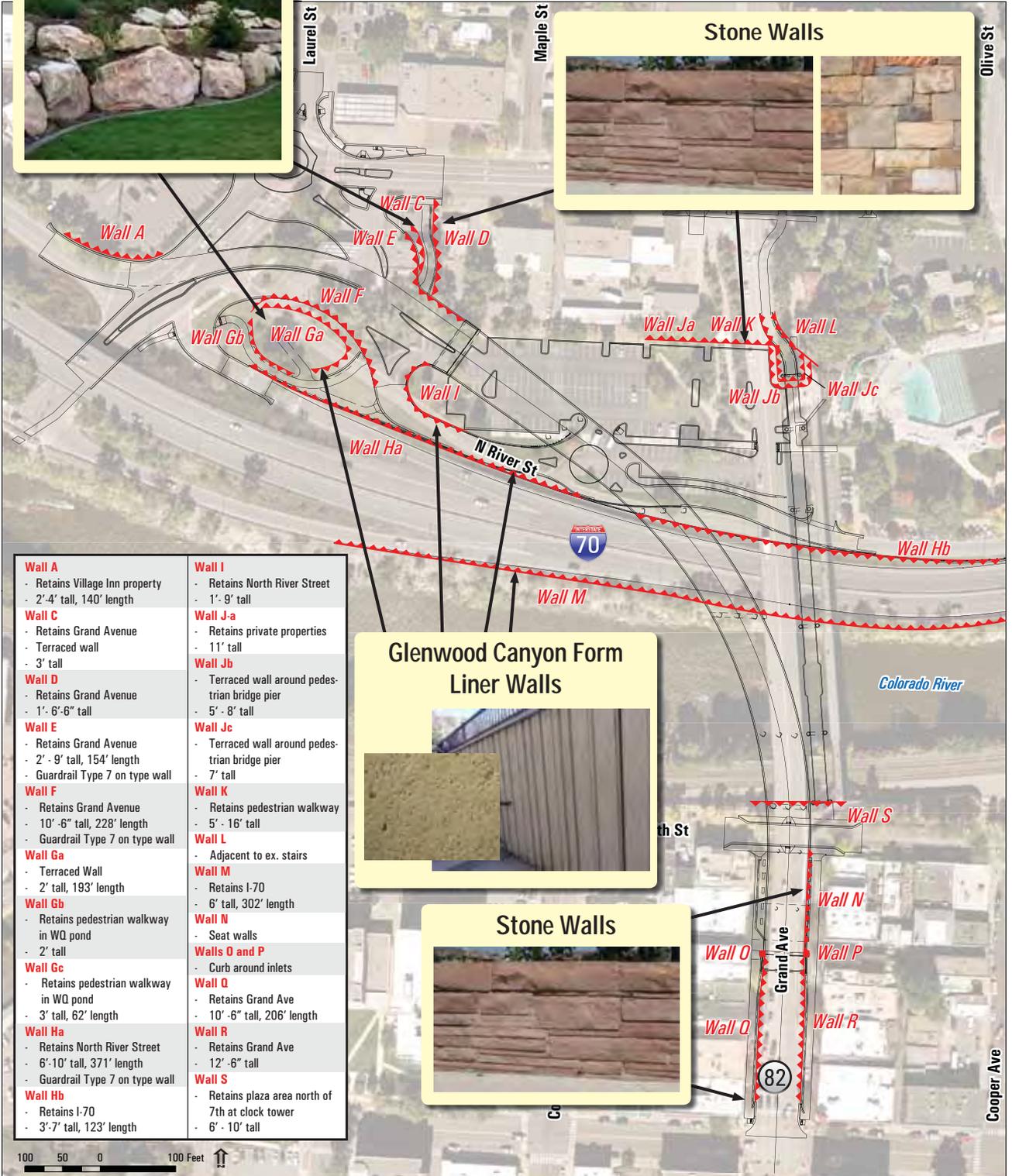
The design continues to be refined, which may result in minor changes to the design shown.

Retaining Walls

Stone Wall-Natural Walls



Stone Walls



<p>Wall A</p> <ul style="list-style-type: none"> - Retains Village Inn property - 2'-4" tall, 140' length 	<p>Wall I</p> <ul style="list-style-type: none"> - Retains North River Street - 1'-9" tall
<p>Wall C</p> <ul style="list-style-type: none"> - Retains Grand Avenue - Terraced wall - 3' tall 	<p>Wall J-a</p> <ul style="list-style-type: none"> - Retains private properties - 11' tall
<p>Wall D</p> <ul style="list-style-type: none"> - Retains Grand Avenue - 1'-6"-6" tall 	<p>Wall J-b</p> <ul style="list-style-type: none"> - Terraced wall around pedestrian bridge pier - 5'-8" tall
<p>Wall E</p> <ul style="list-style-type: none"> - Retains Grand Avenue - 2'-9" tall, 154' length - Guardrail Type 7 on type wall 	<p>Wall J-c</p> <ul style="list-style-type: none"> - Terraced wall around pedestrian bridge pier - 7' tall
<p>Wall F</p> <ul style="list-style-type: none"> - Retains Grand Avenue - 10'-6" tall, 228' length - Guardrail Type 7 on type wall 	<p>Wall K</p> <ul style="list-style-type: none"> - Retains pedestrian walkway - 5'-16" tall
<p>Wall Ga</p> <ul style="list-style-type: none"> - Terraced Wall - 2' tall, 193' length 	<p>Wall L</p> <ul style="list-style-type: none"> - Adjacent to ex. stairs
<p>Wall Gb</p> <ul style="list-style-type: none"> - Retains pedestrian walkway in WQ pond - 2' tall 	<p>Wall M</p> <ul style="list-style-type: none"> - Retains I-70 - 6' tall, 302' length
<p>Wall Gc</p> <ul style="list-style-type: none"> - Retains pedestrian walkway in WQ pond - 3' tall, 62' length 	<p>Wall N</p> <ul style="list-style-type: none"> - Seat walls
<p>Wall Ha</p> <ul style="list-style-type: none"> - Retains North River Street - 6'-10" tall, 371' length - Guardrail Type 7 on type wall 	<p>Walls O and P</p> <ul style="list-style-type: none"> - Curb around inlets
<p>Wall Hb</p> <ul style="list-style-type: none"> - Retains I-70 - 3'-7" tall, 123' length 	<p>Wall Q</p> <ul style="list-style-type: none"> - Retains Grand Ave - 10'-6" tall, 206' length
	<p>Wall R</p> <ul style="list-style-type: none"> - Retains Grand Ave - 12'-6" tall
	<p>Wall S</p> <ul style="list-style-type: none"> - Retains plaza area north of 7th at clock tower - 6' - 10' tall

Glenwood Canyon Form Liner Walls

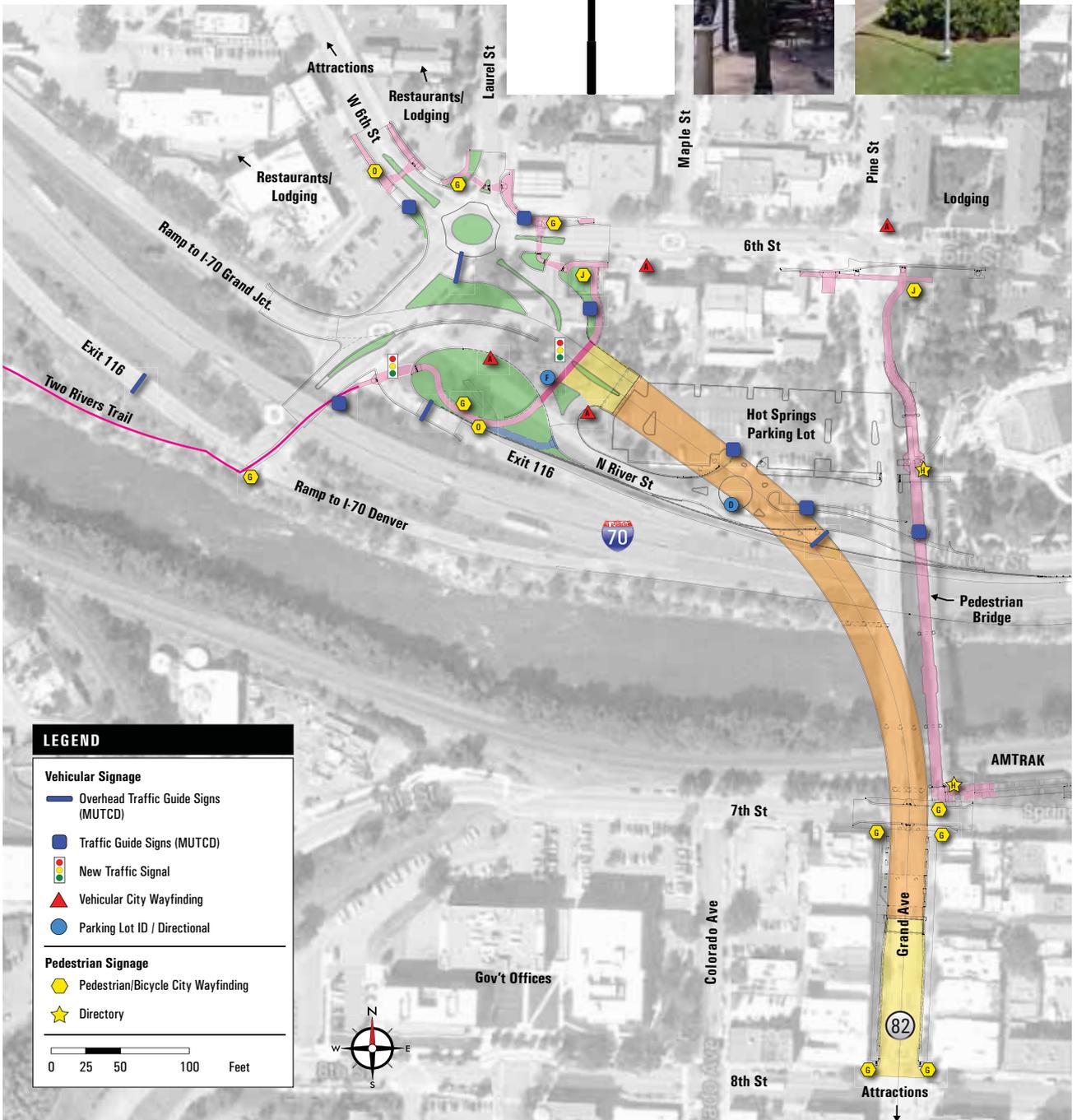
Stone Walls

The design continues to be refined, which may result in minor changes to the design shown.

Wayfinding

Project would include various wayfinding measures including:

- Traffic guide signs
- City wayfinding/parking
- Pedestrian/bicycle



The design continues to be refined, which may result in minor changes to the design shown.

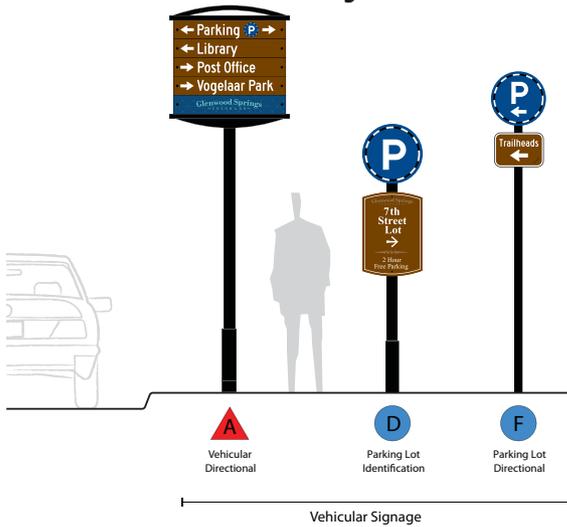
Wayfinding Traffic Guide Signs



SIGN CONTENT

- Routes
- Destinations

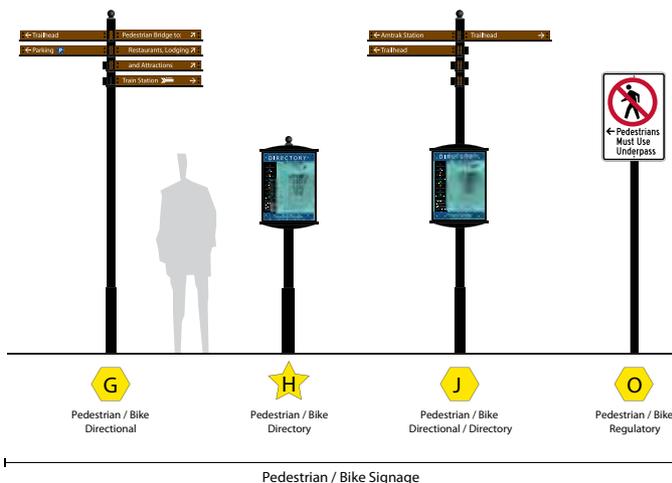
City Vehicular Signage



SIGN CONTENT

- Routes
- Destinations
- Parks & Trailheads

Pedestrian/Bicyclist Signage



SIGN CONTENT

- Destinations
- Parks & Trailheads

The design continues to be refined, which may result in minor changes to the design shown.

Plaza Under Grand Avenue Bridge



Source: Jacobs.



Source: Jacobs.



The design continues to be refined, which may result in minor changes to the design shown.

Build Alternative Illustrations

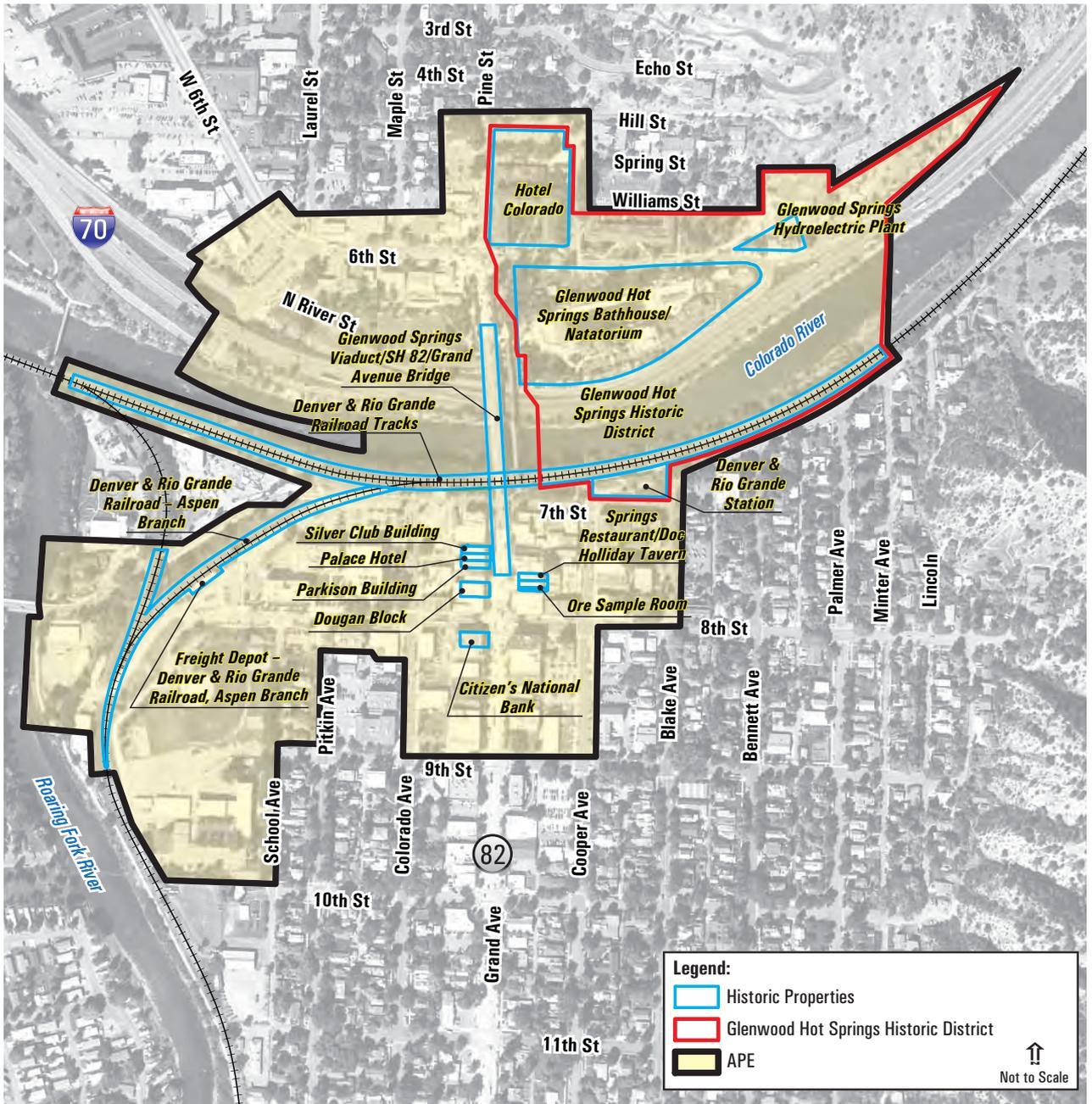


Photo simulation of aerial view of new highway and pedestrian bridges, and 6th and Laurel roundabout, looking east. A preliminary level of design and landscape/hardscape design is shown and subject to modification. The City of Glenwood Springs would install landscaping at roundabout after project completion.

Source: TSH.

The design continues to be refined, which may result in minor changes to the design shown.

Historic Resources Within the Area of Potential Effect



Source: Jacobs.

Historic Effects

Background: Section 106 of the National Historic Preservation Act requires federal agencies to consider their project’s effects on historic resources.

Project would result in an adverse effect to the following historic resources that are eligible for listing on the National Register of Historic Places.

Resource Name	Build Alternative Impacts	Mitigation
Glenwood Springs Viaduct/SH 82/ Grand Avenue Bridge (5GF.2717)	Direct Effect: Replace bridge.	Archival documentation.
Silver Club Building (5GF.1015)	Direct Effect: None.	CDOT will work with Section 106 consulting parties and State Historic Preservation Officer to identify opportunities for aesthetic treatments in design of bridge, roadway, and sidewalk elements to reflect materials and architectural style of the historic period of significance for these properties.
Palace Hotel (5GF.1016)	Indirect Effect: Visual and audible changes from new bridge being higher and closer than existing bridge.	
Parkison Building (5GF.1017)		
Springs Restaurant / Doc Holliday Tavern (5GF.1033)	Construction Effects: Increased dust, noise, vibration from construction activities.	
Dougan Block (5GF.1019)		
Ore Sample Room (5GF.1032)		

Memorandum of Agreement (MOA)

FHWA, CDOT, and the State Historic Preservation Officer will enter into a MOA that stipulates the mitigation measures to be undertaken to resolve the adverse effects.

Native American Consultation

FHWA invited federally recognized tribes in the area to participate as consulting parties for this project, but no responses were received.

Section 4(f)

Section 4(f) refers to a law that protects “significant” parks, recreation areas, wildlife and waterfowl refuges, and historic sites. Effects to historic properties were evaluated under Section 4(f) (see EA for details).



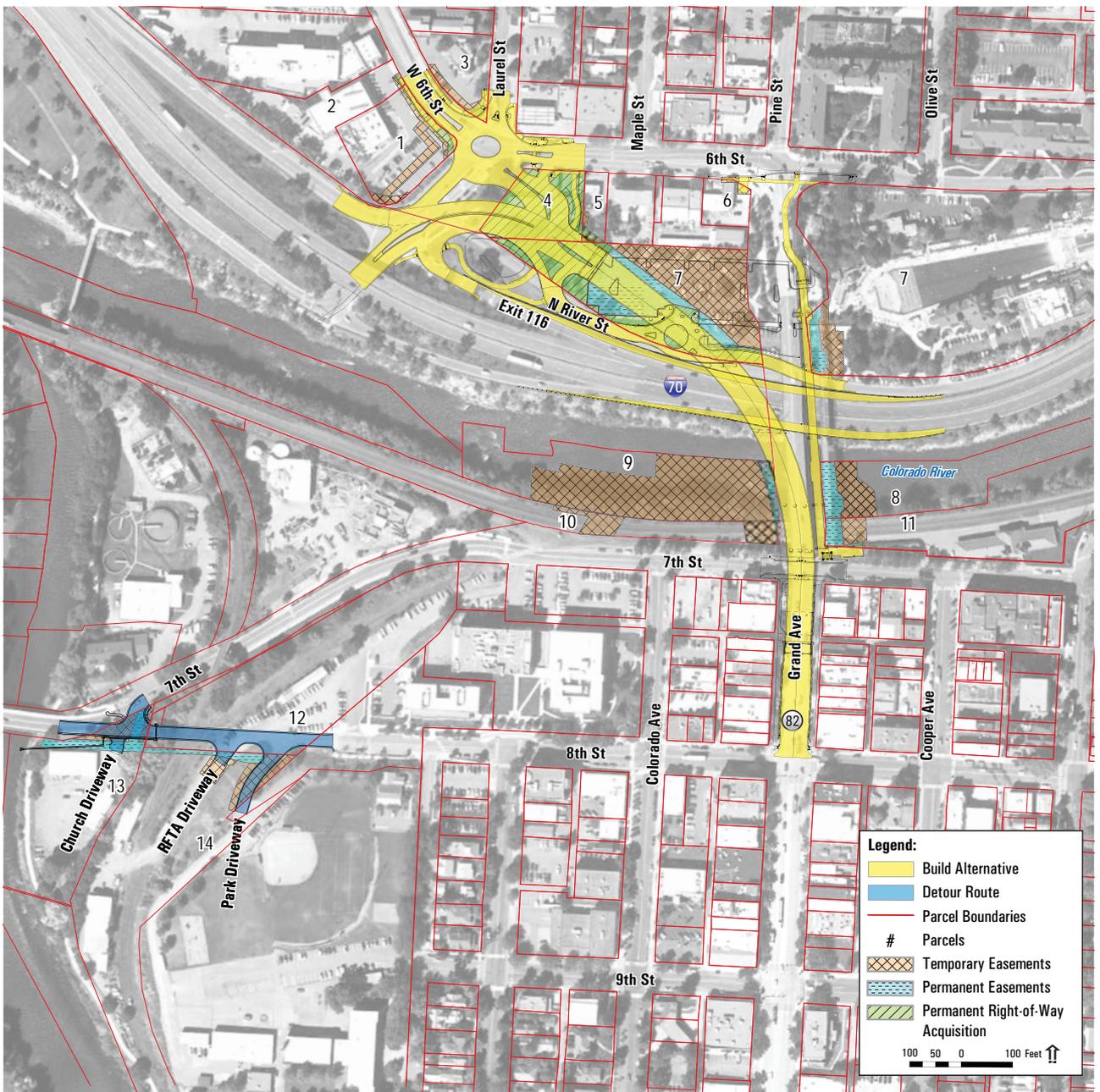
Grand Ave. Bridge Dedication 1953
Courtesy of Frontier Historical Society
Museum – Photo E137



Busy day at the Glenwood Hot
Springs Pool – 1893-1919
Photo Courtesy of Denver Public
Library, Western History Collection,
Reference MCC-841

Right-of-Way Impacts

- Property acquisitions and permanent and temporary (construction) easements from 14 parcels.
- Total property acquisition approximately 1.44 acres from 6 parcels. Includes displacement of Shell station at 6th and Laurel intersection and some Glenwood Hot Springs parking.
- No displacement of other businesses or any residents, public facilities, or non-profit organizations.
- Mitigation will comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.



Source: Garfield County Geographic Information Systems; Jacobs, 2014.

How New Grand Avenue Bridge Works with a Future Bypass Located along Roaring Fork River Corridor

- Project is consistent with, and would not preclude, previous bypass options.
- Project would improve roadway grades for the Centennial alignment shown below.
- Glenwood Springs Comprehensive Plan clearly states the need for both the Grand Avenue Bridge Replacement and bypass: "Work with CDOT on the replacement of Grand Avenue Bridge." "Continue planning for a relocated route for SH 82."



Bypass alignment recommended by Centennial Engineering (1979)



Bypass Alignment recommended by Centennial Engineering with new Grand Avenue Bridge Alignment

Note: Bypass alignments shown are recommendations made previously by various stakeholders. A bypass or bypass alignment would require more study and has not been approved by CDOT.

Economic Impacts

Short-Term Impacts to Businesses During Construction:

- Direct impacts to businesses from temporary impaired access and mobility caused by temporary lane closures and traffic rerouting/detours, including full bridge closure of approximately 90 days.
- Increased noise and other construction nuisances.
- Most businesses closest to main construction areas would likely experience sales decline. After construction, sales would recover.
- Temporary parking impacts (e.g., Glenwood Hot Springs, near 6th/Laurel, along 7th Street).
- Benefits to local economy by creating jobs and revenue, such as lodging, food, gasoline, and other sundries.

To help mitigate impacts, CDOT will:

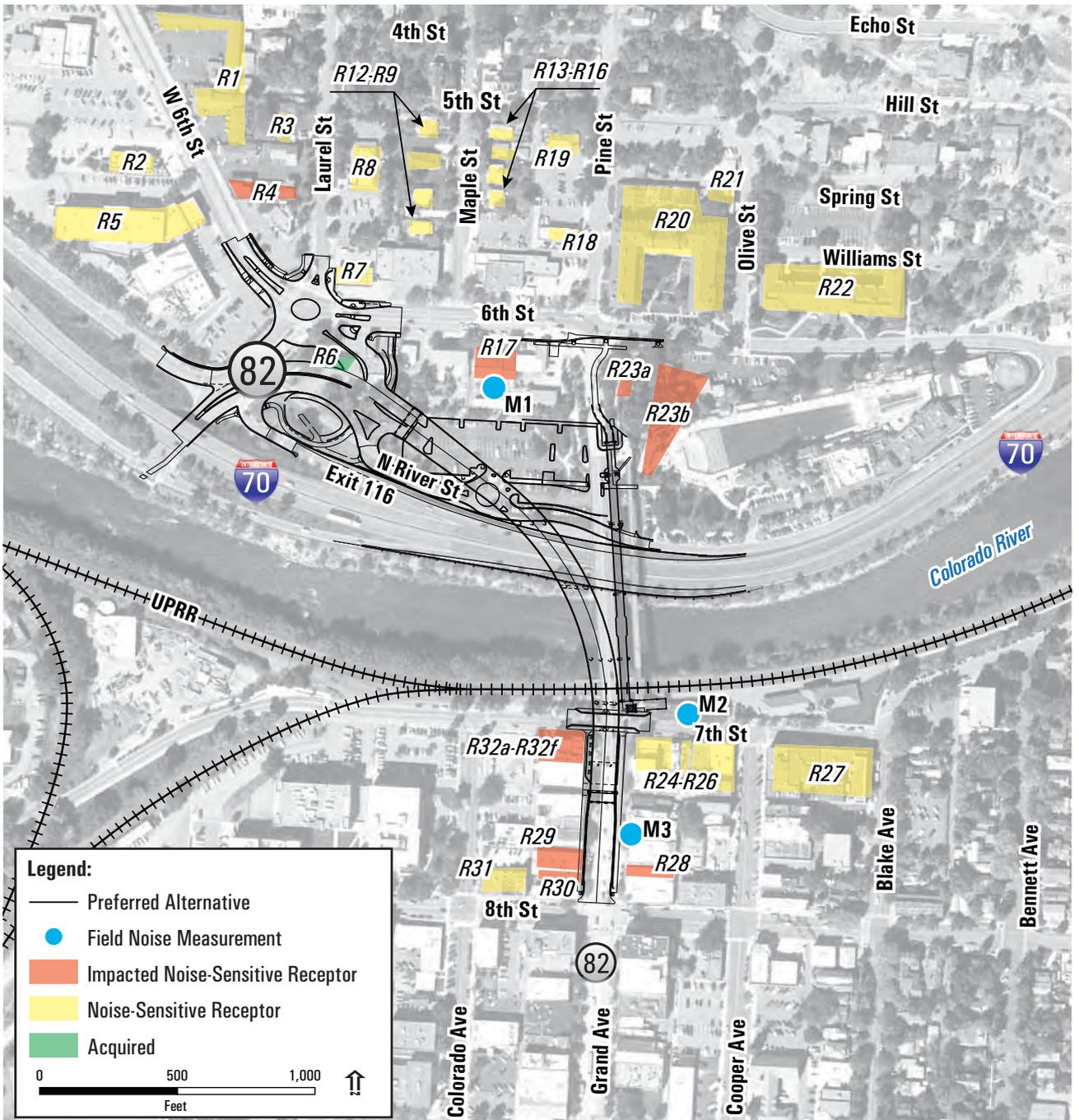
- Keep pedestrian access across river open at all times.
- Maintain access to all businesses, target full bridge closure during off-peak time of year.
- Minimize full bridge closure time.
- Communicate regularly with businesses about construction schedule.
- Provide additional signage to clarify detour and access changes.
- Conduct public outreach to communicate area is “open for business.”
- Participate with local business organizations to communicate construction progress and identify other mitigation measures.

Long-Term Economic Impacts to Local Businesses:

- Permanent acquisition of Shell Station.
- Permanent diversion of SH 82 traffic from many businesses on 6th Street, reducing visibility to through traffic. Local traffic would remain.
- Improved traffic operations and reduced back-ups along 6th Street from proposed roundabout, helping customers access those businesses.
- More visually pleasing and inviting environment from improvements under new highway bridge and in Grand Avenue wing street area.
- Partial acquisition of Hot Springs parking area; access would be maintained.

Noise Impacts

- Impacts* to 13 properties are expected. All but two (R4 and R29) are already impacted under existing conditions, and all but one (R4) are already impacted under the No Action Alternative.
- Short-term construction noise impacts would occur near construction and staging areas.
- Several measures will be undertaken to reduce construction noise impacts, including the following (see Environmental Assessment for complete list):
 - Limit construction activities adjacent to noise-sensitive receptors when they are most sensitive, as practical and feasible.
 - Offer hotel vouchers to downtown residents most impacted construction activities during nighttime hours.



*Exceedances of CDOT's Noise Abatement Criteria.

Nighttime I-70 Construction Detour

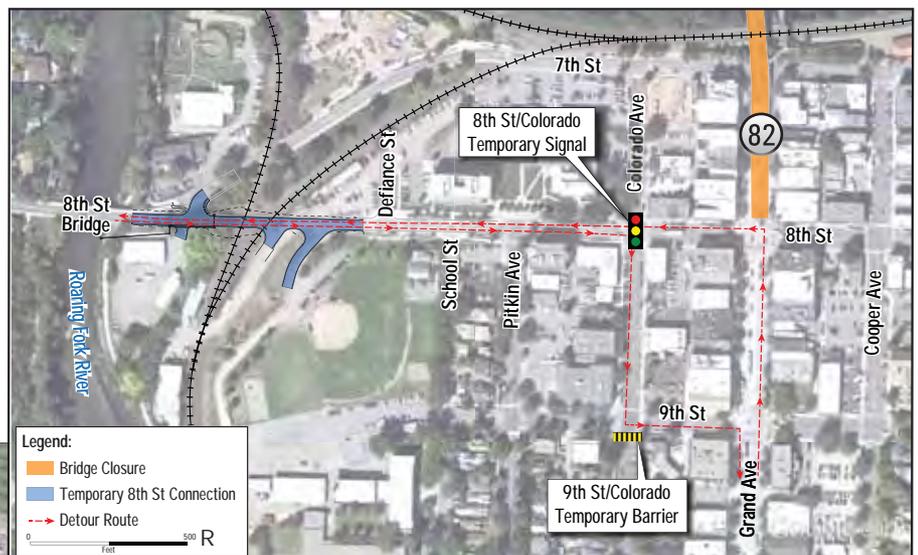
- Would occur approximately ten nights between 8:30 p.m. and 5:30 a.m. for safety-critical overhead work.
- I-70 traffic would be rerouted onto 6th Street through temporary break in I-70 barrier near Yampah Vapor Caves.
- On east end of detour, both travel directions would be located on north side of I-70.
- Eastbound traffic would cross back over to I-70 eastbound lanes just west of No-Name tunnel.



SH 82 (8th St. Extension) Construction Detour

- Only used during approximately 90-day full bridge closure.
- SH 82 detour route is as follows:
 - Begins at West Glenwood Exit (Exit 114).
 - Heads south on Midland Avenue to 8th Street.
 - Goes along a new 8th Street connection into downtown.
 - Downtown, rerouting of traffic through temporary “square about” to continue south to Aspen.
 - CDOT seeking to substantially reduce peak hour auto travel demand through (1) voluntary trip reductions, (2) trip time adjustments, (3) alternative mode shifts, and other means. Without this trip reduction, considerable delays likely along Midland Avenue during peak travel times.
- Traffic increases along Midland Avenue between 8th and 27th Streets from motorists using this route instead of 8th Street detour. Potential difficulty entering Midland Avenue from adjacent neighborhoods and houses during peak hours.

SH 82 Detour Route, Downtown



Overall SH 82 Detour Route



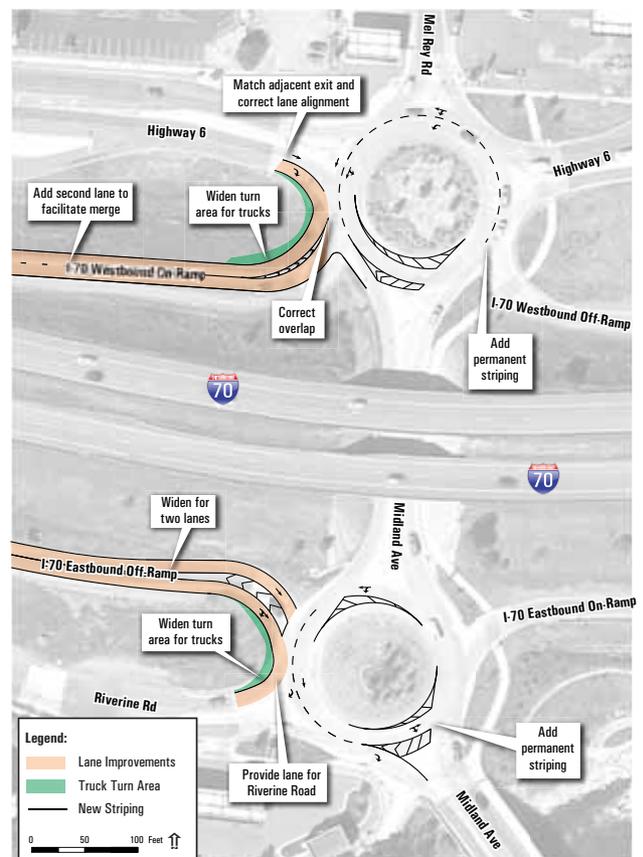
Permanent Transportation Impacts/Improvements

- With project, overall level of traffic expected to remain the same as that expected under No Action Alternative.
- More direct connection between I-70 and SH 82 would be provided with new highway bridge.
- 6th Street traffic expected to decline approximately 90% with new bridge. Traffic volumes not expected to greatly change on other roadways.
- Access changes would occur in some areas.
- Grand Avenue wing street would be removed between 7th and 8th Streets.
- Exit 116 eastbound on-ramp would be lengthened.
- Exit 114 improvements are needed to accommodate SH 82 Detour traffic, but would remain as permanent improvements. Includes:
 - Lengthening of I-70 on and off ramps.
 - Minor changes to roundabouts to accommodate detour traffic and larger trucks.
- Project is compatible with local transportation plans.

Transit

- Bus stop at 6th and Maple would either be removed or a new stop provided in the vicinity.
- Removal of Grand Avenue wing street would require rerouting of RFTA bus service. RFTA has indicated routes can be rerouted to Cooper or Colorado Avenues.
- No permanent impacts to transit ridership are expected.

Exit 114 Improvements



Other Project Impacts

Resource	Impacts
Visual Conditions	<ul style="list-style-type: none"> • New bridge would partially block views of river for residents in upper-story buildings along 6th Street and 7th Street. • East Glenwood Springs entry and new pedestrian bridge would create visual gateways into town. • Despite some changes, overall visual quality would remain moderately high through aesthetic and context-sensitive elements incorporated into new bridge designs and other project elements.
Land Use	<ul style="list-style-type: none"> • Conversion of commercial properties to transportation use, including Shell station and portions of Hot Springs parking lot. • Potential redevelopment opportunities along 6th and 7th Streets. • Project consistent with city's Comprehensive Plan.
Social Resources	<ul style="list-style-type: none"> • Wider lanes would better accommodate emergency service vehicles, commercial carriers, and buses. • Temporary construction effects to emergency response times, and temporary access changes to community facilities. • No disproportionately high and adverse effects on low-income and minority populations.
Air Quality	<ul style="list-style-type: none"> • No exceedances of the National Ambient Air Quality Standards expected.
Water Resources	<ul style="list-style-type: none"> • Temporary construction impacts to river from causeways and cofferdams. Land disturbance during construction would increase potential for sediment and other pollutants to enter waterways, thereby degrading water quality. However, measures are proposed to avoid and minimize these risks. • Increase in roadway pavement would increase storm water runoff. Project would include roadway runoff treatment.
Floodplains	<ul style="list-style-type: none"> • No increase in flood elevations from a 100-year flood anticipated. • Temporary impact to floodplains from construction causeways, temporarily increasing flood risk during high flow months.
Vegetation and Noxious Weeds	<ul style="list-style-type: none"> • Temporary impacts to approximately 1.8 acres of streambank vegetation, mostly non-native trees and shrubs. Revegetation with native species. • Impacts to landscaped areas along streets and parking lots during construction requiring removal of some plants.
Wildlife and Aquatic Species	<ul style="list-style-type: none"> • Construction could lead to direct mortality of small mammals and affect some bird species by eliminating future nesting sites and habitat for small mammals. • Temporary wildlife displacement during construction. • Long-term effects to wildlife movement/migration not anticipated. • Temporary habitat loss and increased water turbidity for aquatic species.
Special Status Species	<ul style="list-style-type: none"> • Cutthroat trout and roundtail chub may experience temporary habitat loss during in-stream construction.
Hazardous Materials	<ul style="list-style-type: none"> • Construction activities could impact regulated materials, potentially causing transport of pollutants into Colorado and/or Roaring Fork River.
Parks and Recreation	<ul style="list-style-type: none"> • Removing bridge pier in middle of river would improve river recreationists' experience. • Visual and noise impacts for Hot Springs visitors and river recreationists during construction. • Impacts to river recreationist use during periodic river closure for critical overhead construction activities. • Construction activities may create muddy and unclear water conditions for anglers. • Driveway to Vogelaar Park would be temporarily regraded to match 8th Street, temporarily affecting that access point to park.
Pedestrian and Bicycle Facilities	<ul style="list-style-type: none"> • General improvements to pedestrian and bicycle facilities, access, and movement. • Construction near existing pedestrian and bicycle facilities could pose safety risks to users. • Temporary closure and/or detour of sidewalks and bike trails during construction.

Funding

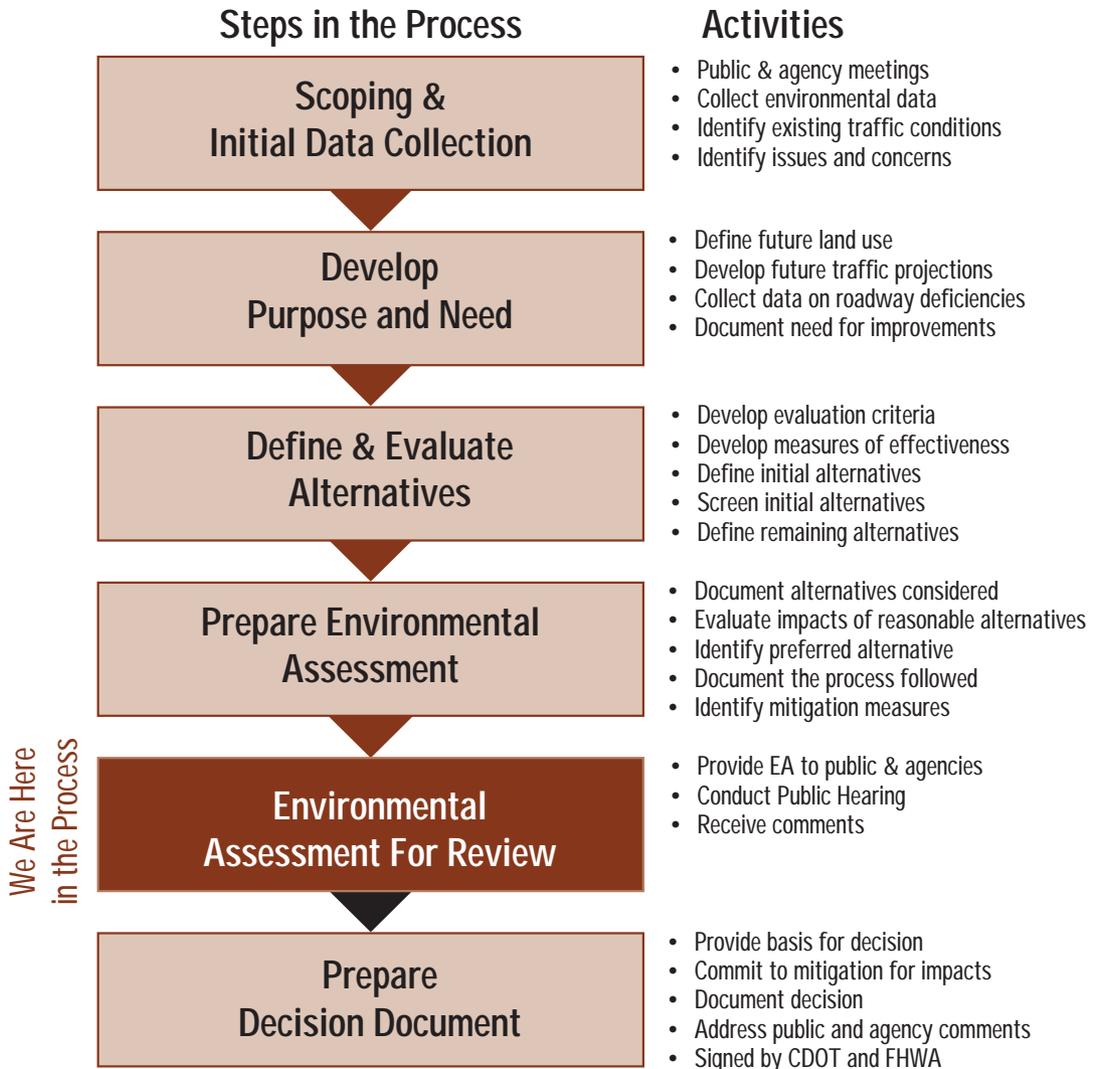
- Primary funding through CDOT's Colorado Bridge Enterprise program.
- Other funds from local sources and other state funds.
- Estimated construction cost approximately \$60 million.
- CDOT intends to maintain all key aesthetic elements (pedestrian bridge roofs, stone and brick, historic appearance for elevator tower, etc.).
- CDOT continues to identify ways to save costs.

Item	Opinion of Probable Cost*
Construction	
Grand Avenue Bridge and Approach Roadways	\$40.5 million
Pedestrian Bridge with Elevator	\$9.5 million
Construction Detour	\$5.5 million
Multimodal Connections and Underpass	\$1.5 million
Walls	\$3.0 million
Construction Total	\$60.0 million
Preconstruction	
NEPA and Design, Right-of-way and Utilities	\$25.3 million

*These costs do not include indirect costs associated with CDOT management, administration, etc., or other direct costs associated with procurement and review.



Where We Are in the Environmental Assessment Process



What's Next?

- Review public and agency comments received on the Environmental Assessment.
- Prepare Decision Document to complete Environmental Assessment process – spring 2015.
- Begin construction – late 2015.
- 90-day full bridge closure – anticipated to occur spring 2017.
- Substantial completion – anticipated by late 2017.

Transportation Impacts During Construction

- Impacts to both regional and local traffic would occur due to traffic rerouting/detours.
- During approximately 90-day full closure of Grand Avenue Bridge, traffic impacts would occur on SH 82, I-70, and within Glenwood Springs around construction staging areas and detours.
- Travelers would be required to travel out-of-direction and otherwise adjust their travel behaviors during construction.
- Full closure of 7th Street during part of construction period for safety reasons. At other times during construction, 7th Street would be reduced to one lane, with either one-way or alternating direction travel. Parking spaces along 7th Street would be temporarily reduced during this time.

Transit/Rail

- Temporary impacts to two Roaring Fork Transit Authority (RFTA) bus routes serving area. Buses that use Grand Avenue Bridge would not be able to cross during full bridge closure.
- At 8th Street detour, temporary “open cut” of the Aspen Branch spur or “wye” used to store or turn around train cars. Four-month closure anticipated.



SH 82

GRAND AVENUE BRIDGE

Thank You for Attending the Public Hearing

