

SH 82

GRAND AVENUE BRIDGE



Welcome
to the
SH 82/Grand Avenue Bridge Environmental Assessment
Public Hearing
November 19, 2014



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Purpose of 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.



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Project Purpose and Need

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.



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Bridge Deficiencies

- Well known problems both structurally and functionally - but technically safe.



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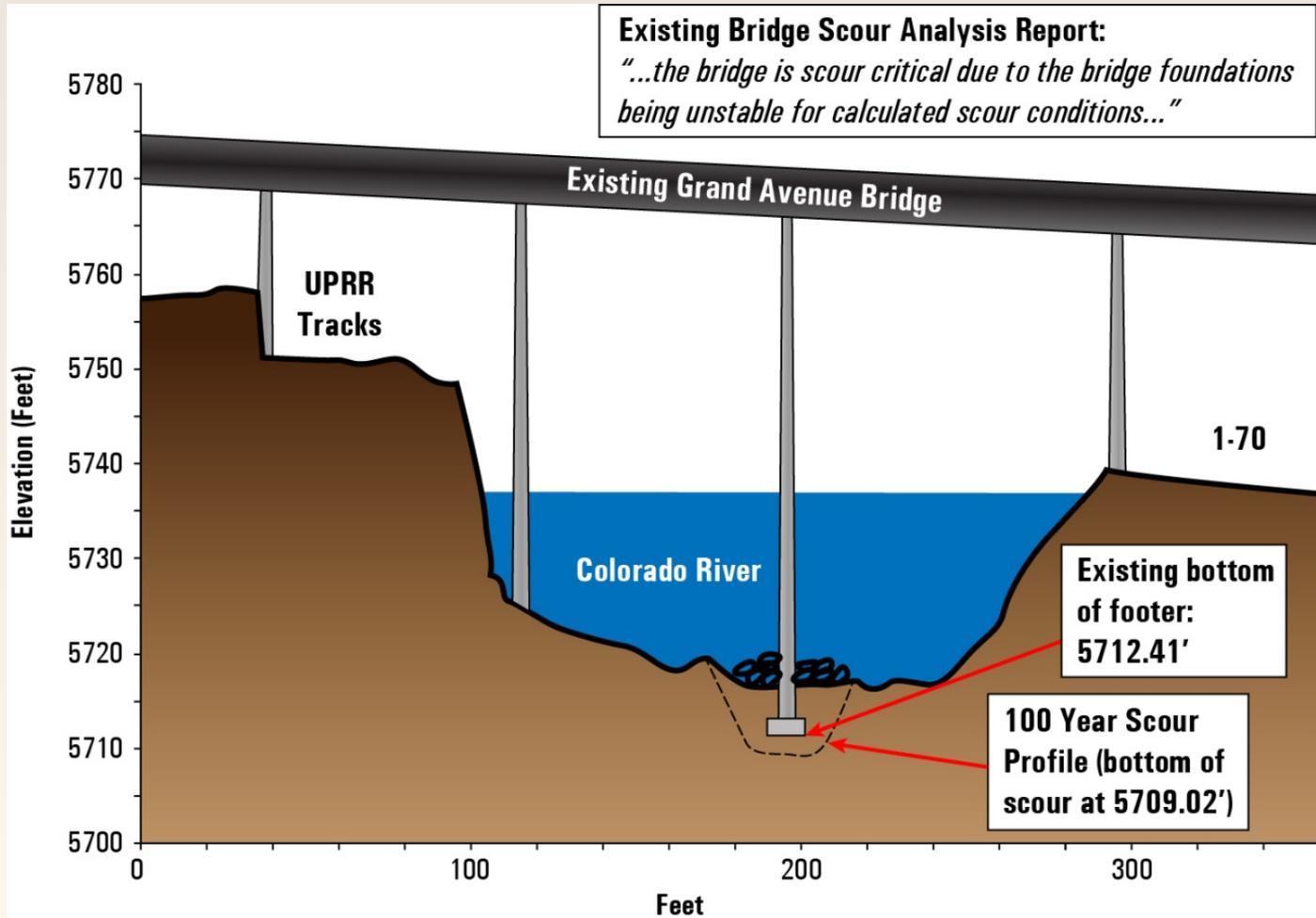
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Bridge Deficiencies

Bridge Scour



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Project Goals

Avoid & Minimize
Environmental Impacts

Design Standards

Context Sensitive
Solutions (CSS)

Minimize Construction
Impacts

Sustainable

Practical & Financially
Realistic

Consistency with City
Planning

Effective Access

Traffic &
Bike/Ped
Operations

Safety

Aesthetically
Appropriate

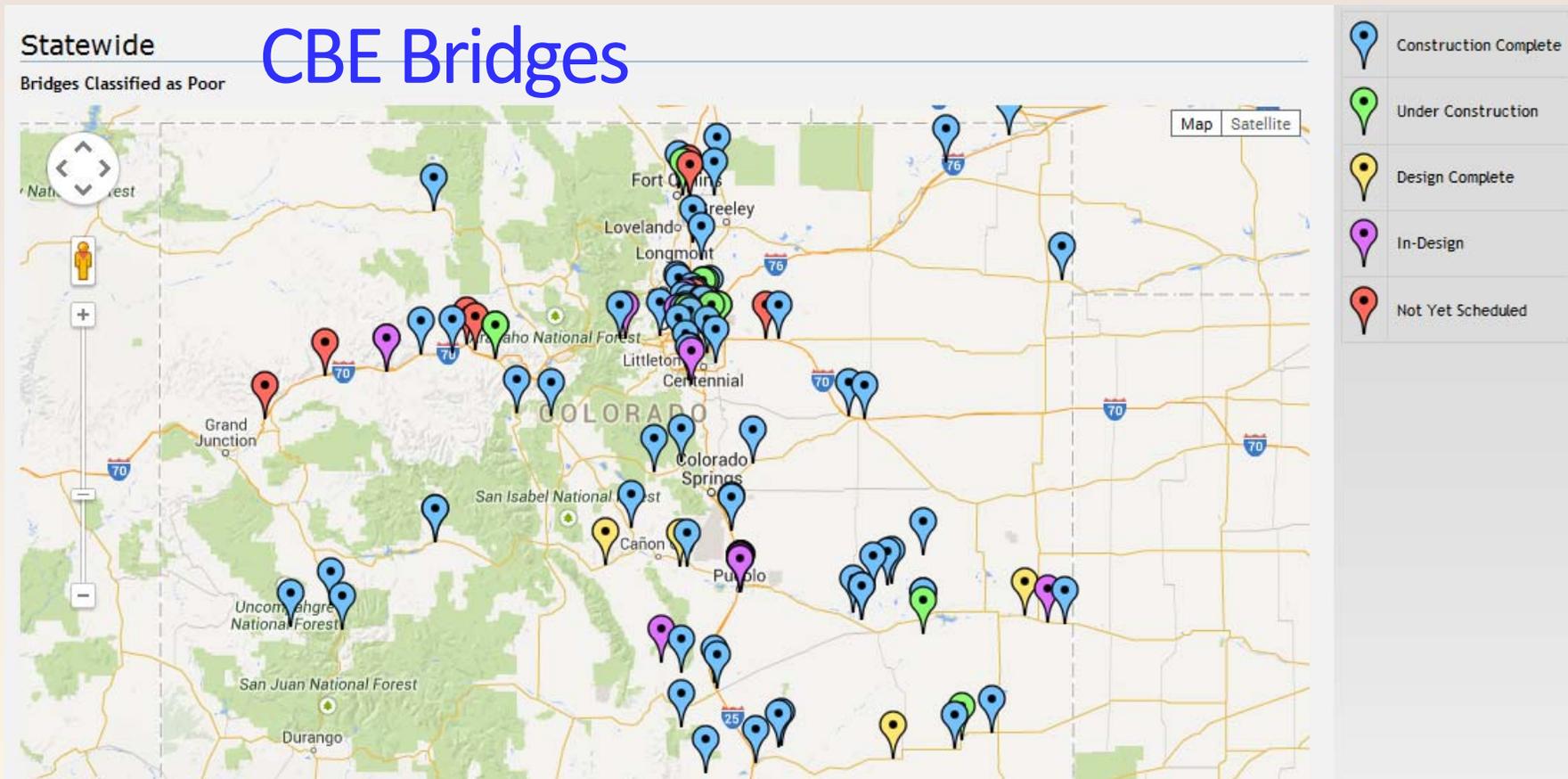
Multimodal
Transportation

Avoid or Minimize
Economic & Right-of-
Way Impacts



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



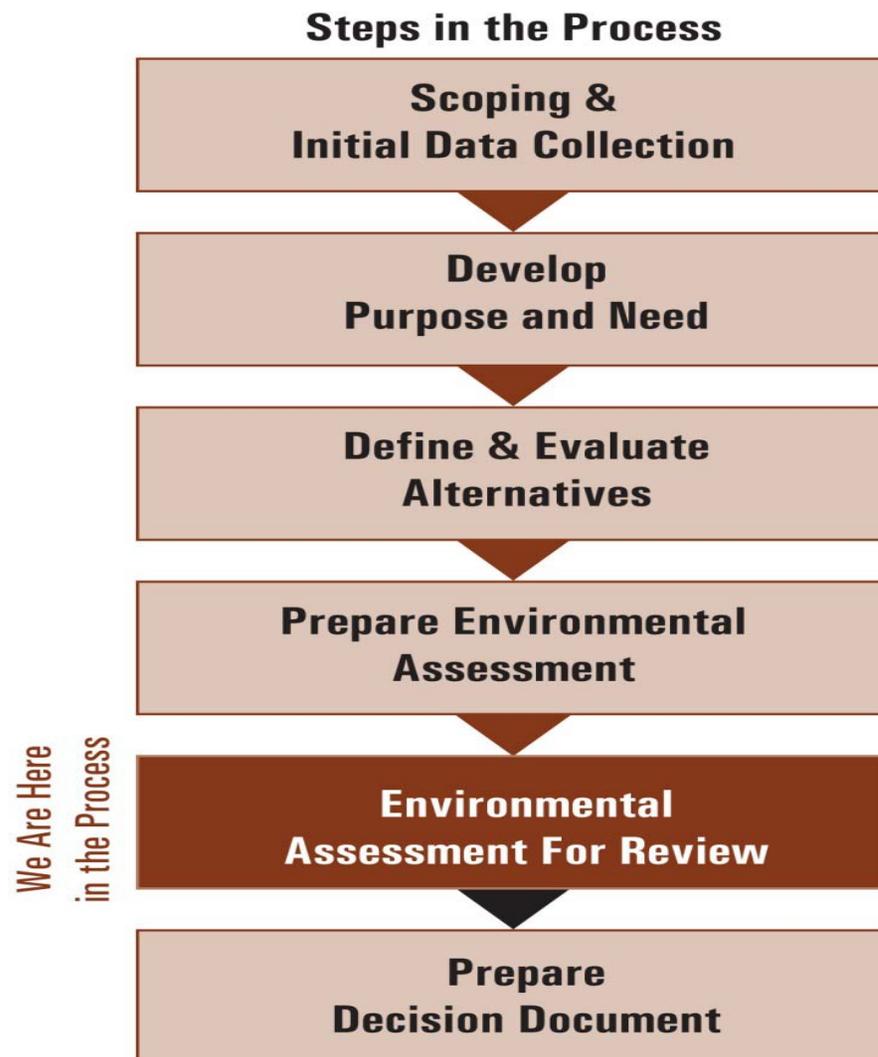
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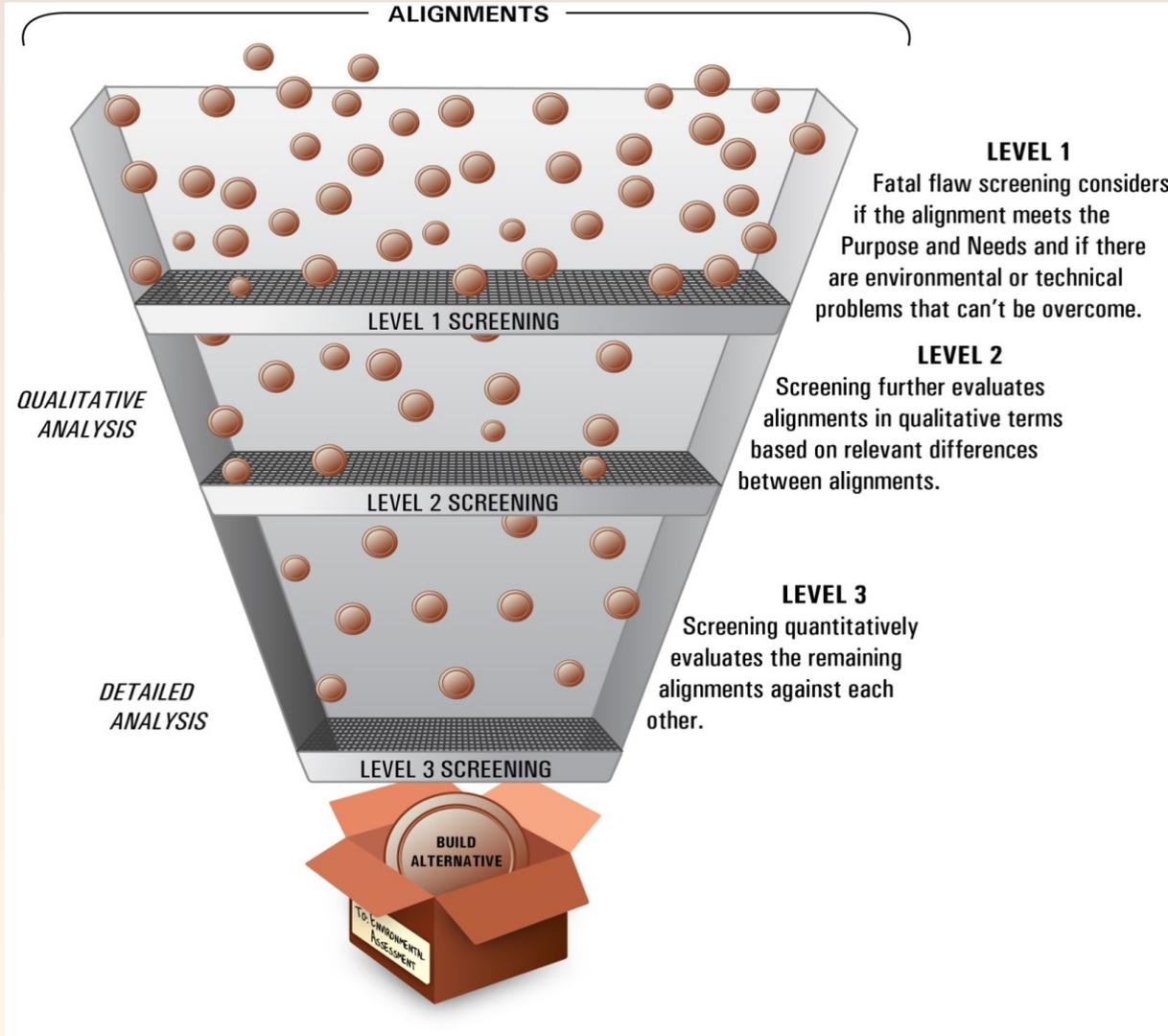
Where we are in EA Process



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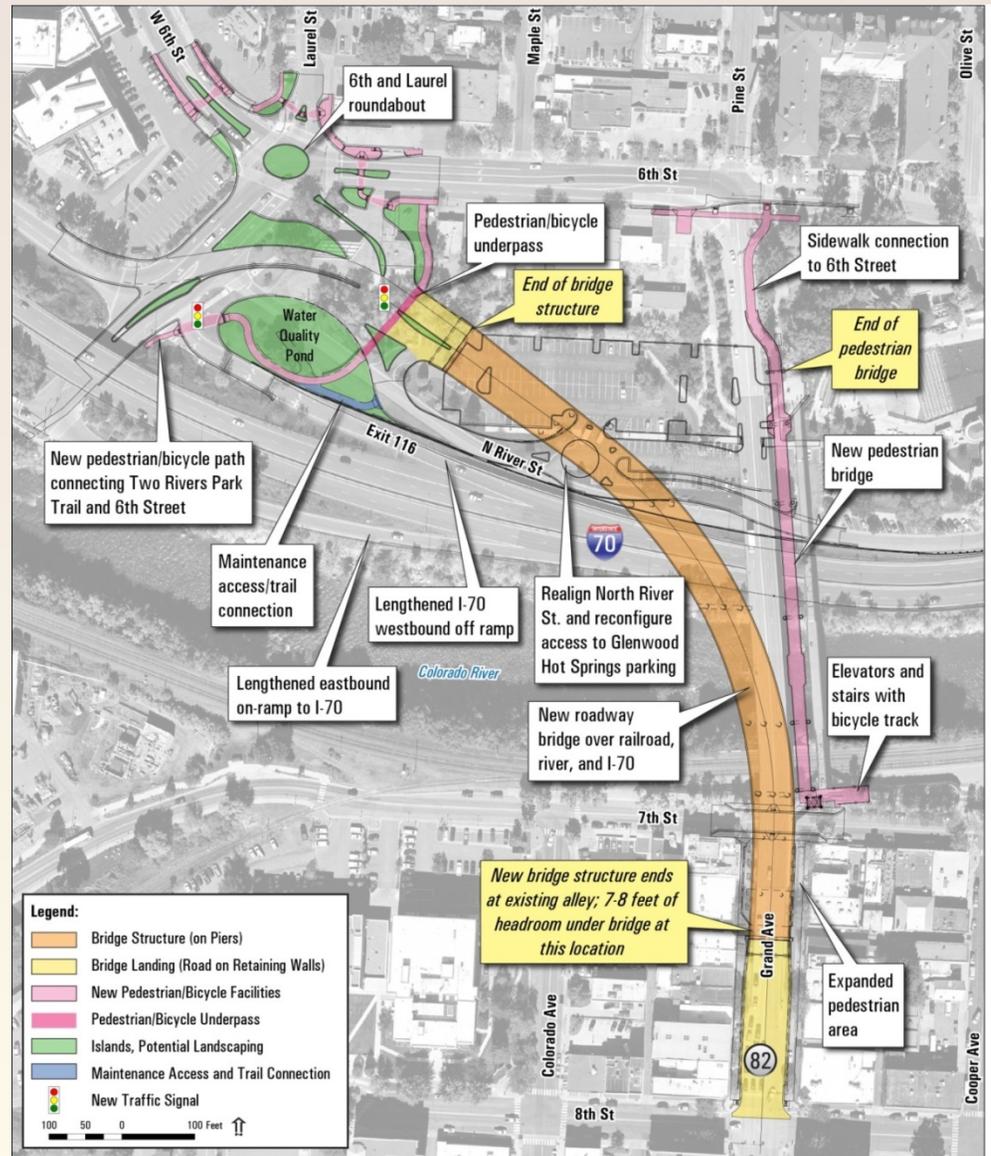
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Alternative Screening Process



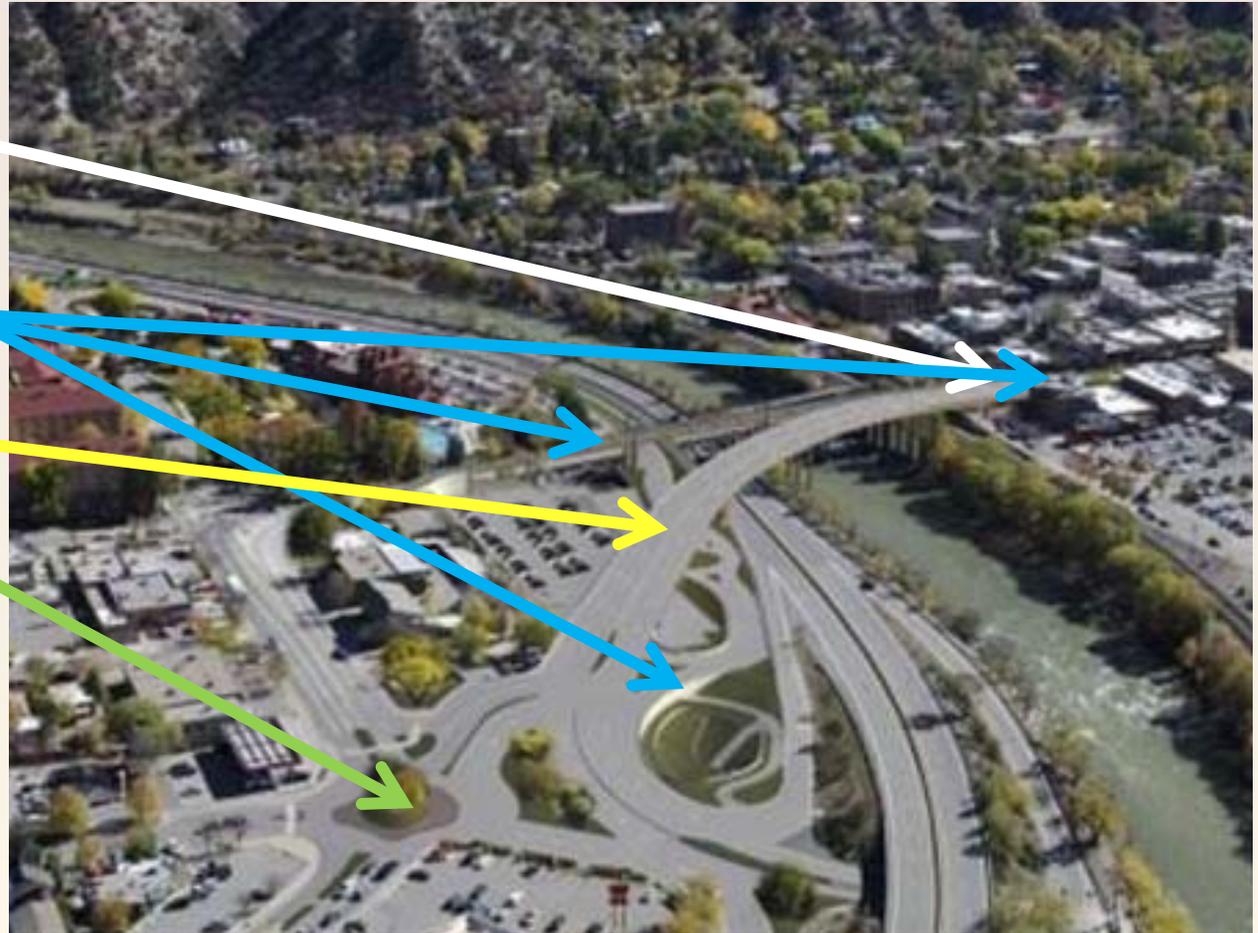
The EA process included an extensive public involvement program that guided the Build Alternative Design:





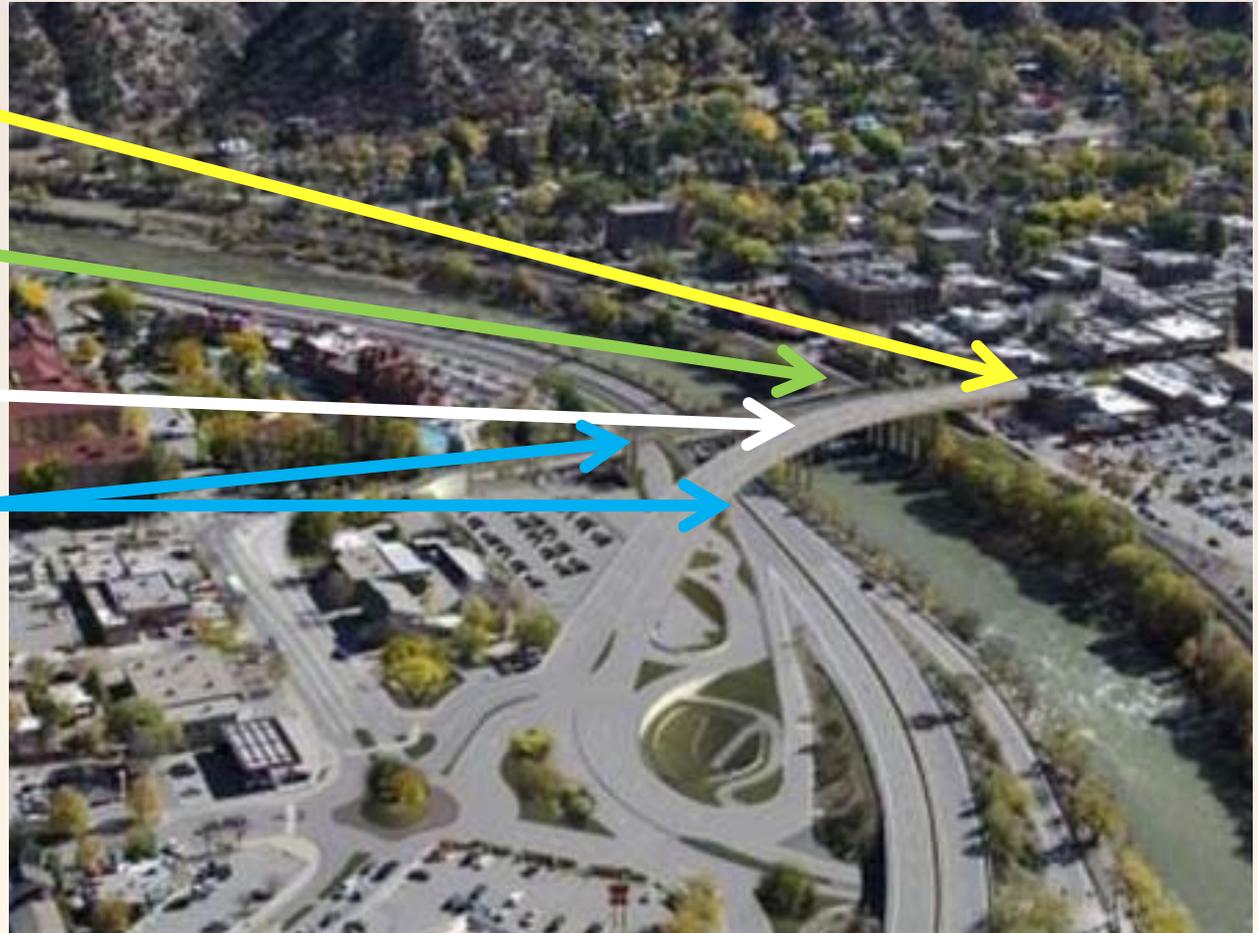
Public input influenced the Build Alternative in the following ways:

| Public Input |
|--|
| Create a better pedestrian environment under the bridge at 7th Street. |
| Improve pedestrian and bicycle connections. |
| Minimize impacts to businesses during construction. |
| Simplify 6th and Laurel intersection roundabout. |

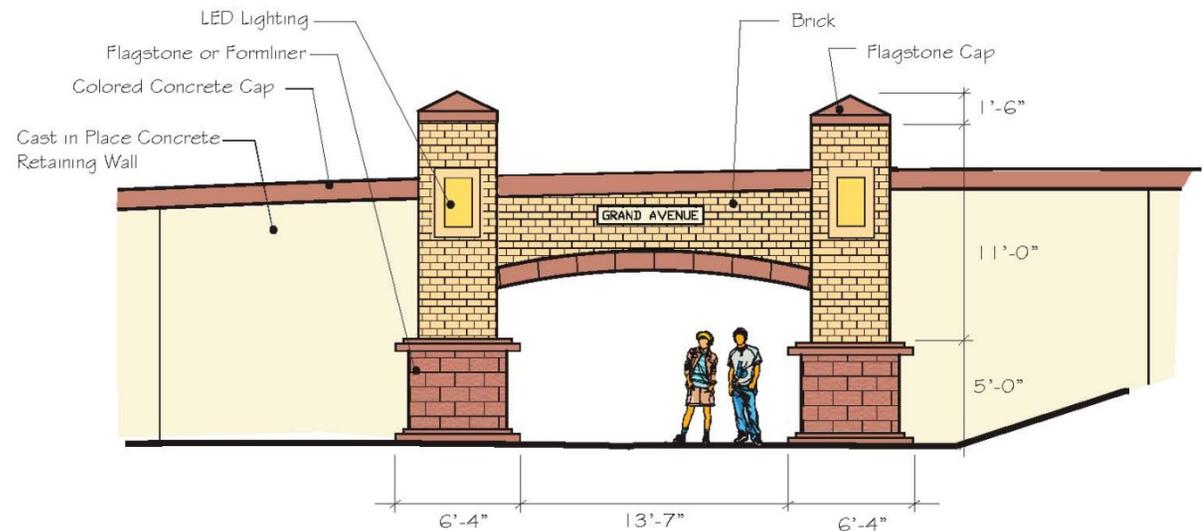


Public input influenced the Build Alternative in the following ways:

| Public Input |
|--|
| Reduce the width of the bridge downtown |
| Maintain views across the Colorado River from the businesses on 7th Street |
| Remove existing pier in the Colorado River |
| Build an aesthetically pleasing bridge |



In addition, the Issues Task Forces helped determine various project elements:



SH 82 Detour

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The Environmental Assessment evaluated and includes direct, indirect, and cumulative impacts

Detail is shown on exhibit boards:

- **Short-Term Impacts to Businesses During Construction**
 - **Long-Term Impacts to Local Businesses**
 - **Transportation Impacts During Construction**
 - **Transit/Rail Impacts During Construction**
 - **Permanent Transportation Impacts/Improvements**



The Environmental Assessment evaluated and includes direct, indirect, and cumulative impacts

Detail is shown on exhibit boards:

- Permanent Transit Impacts
 - Right-of-Way Impacts
 - Land Use
 - Noise Impacts
- Water Resources/ Waters of the United States



The Environmental Assessment evaluated and includes direct, indirect, and cumulative impacts

Detail is shown on exhibit boards:

- **Social Resources**
 - **Pedestrian/ Bicycle Facilities**
 - **Parks and Recreation**
 - **Vegetation and Noxious Weeds**
 - **Wildlife and Aquatic Species**



The Environmental Assessment evaluated and includes direct, indirect, and cumulative impacts

Detail is shown on exhibit boards:

- **Special Status Species**
 - **Visual Conditions**
 - **Hazardous Materials**
 - **Air Quality**



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Historic Effects

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



OPINION OF PROBABLE COST

| 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.



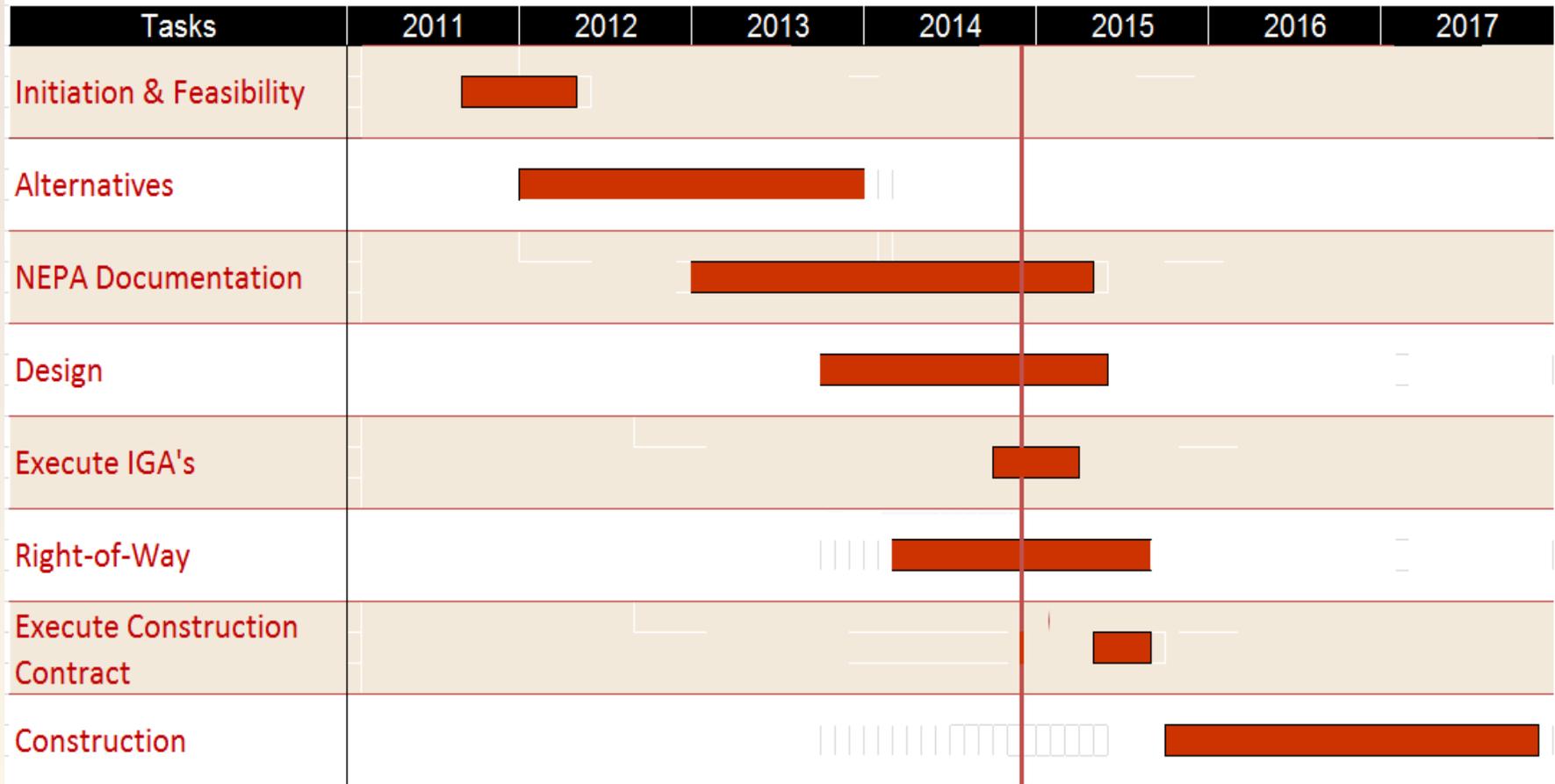
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What's Next?



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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.



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**Thank you for attending
the
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Comments?



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