

SH 82

GRAND AVENUE BRIDGE

Welcome

SH 82 Grand Avenue Bridge
Environmental Assessment

Public Open House

January 9, 2013

5:00 p.m. to 7:30 p.m.



Purpose of Tonight's Public Open House

Review:

- Grand Avenue Bridge Types
- Pedestrian Bridge Options
- Construction Traffic Impacts
- Pedestrian and Bicycle Connections

Learn about related projects:

- Access Control Plan
- Grand Avenue Bypass/ Alternate Route



Please Join Our Conversation Circles

Participate or listen in at one or more of the Conversation Circles in the exhibit areas from 5:15 to 7:15 p.m.

Each Conversation Circle overview and discussion will start new at the following times:

- 5:15 p.m.
- 5:45 p.m.
- 6:15 p.m.
- 6:45 p.m.

With the following agenda:

- Overview Presentation (5 to 10 minutes)
- Group Discussion (15 to 20 minutes)

If you want to continue a discussion past the half-hour, please stay through the next overview presentation and then participate in the discussion that follows.

Conversation Circle Topics

1. Pedestrian Bridge Type Options

Overview: Pedestrian bridge type options to consider.

Discussion: 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?

2. Constructability and Traffic Impacts

Overview: Traffic demand and construction impacts to roadway capacity.

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

3. Roadmap for Bypass Study

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

Discussion: Questions and answers.

Project Overview

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 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 Background

- 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 Colorado Department of Transportation. The purpose of the CBE is to finance, repair, reconstruct, and replace bridges designated as structurally deficient or functionally obsolete, and rated "poor".

Existing Bridge Conditions

Background: The existing Grand Avenue Bridge was constructed in 1953 as a two-lane bridge with a sidewalk on each side of the bridge. In 1969, the sidewalks were removed to add two additional lanes. Currently the bridge is classified by CDOT as Functionally Obsolete due to the issues of concern noted below with additional detail to the right. Due to the old age of bridge (58 years), it is deteriorating rapidly, requiring more frequent repairs and becoming more susceptible to failure every day.

Geometric Deficiencies



1

The bridge is too narrow.*



5

Existing bridge piers are supported on shallow spread footings that are susceptible to erosion.



2

Vertical clearance to railroad.

Substandard vertical clearance at 7th St.*



4

Substandard horizontal clearance at I-70*

*Items that contribute to low sufficiency rating.

Piers force I-70 to have narrow shoulders.

Potential for Washout



5

Functional Obsolescence

8 The bridge being considered "functionally obsolete" is the result of four geometric deficiencies:

- The bridge is too narrow (see item 1)
- Substandard vertical clearance at 7th St. (see item 3)
- Substandard eastbound right horizontal clearance (see item 4)
- Substandard westbound right horizontal clearance (see item 4)

Additional Detail Information

- 1 The existing lane widths are 9'-4", compared to 11'-0" wide approach lanes south of the bridge. Standard highway lanes are 12'-0". In addition, there are no shoulders on the bridge. The appraisal rating for bridge width is 2 out of 9.
- 2 Currently, the vertical clearance from the railroad tracks to the bottom of the bridge girders is 22'-6". The current railroad standards require 23'-6" clearance over railroads.
- 3 Currently, the vertical clearance from 7th St. to the bottom of the bridge girders varies from 12'-0" to 14'-2". This low clearance results in an appraisal rating of 3 out of 9. Current Standards require 14'-0" clearance on local streets.
- 4 Piers are located less than 6' from the edge of traveled roadway on I-70, resulting in an appraisal rating of 3 out of 9. This close pier location does not allow for proper impact protection of the piers with guardrail, and existing piers were not designed for an impact load.
- 5 The existing piers supporting the Grand Avenue Bridge pitch the width of I-70 below. The location of the piers adjacent to the east bound I-70 shoulder limit the length of the ramp as it merges onto I-70, not allowing for sufficient acceleration distance for traffic merging onto I-70 eastbound.
- 6 The existing bridge piers are supported on spread footings that rest 7' below the river bed. An underwater inspection in 1992 found that the river had caused erosion around the footing to a depth of 2' below a portion of the footing. (Scour hole depth equals 9' below river bottom.) This erosion was repaired at the time by filling the hole and placing rock around the footing to provide some erosion protection. Records show that this repair was intended to last eight years.
- 7 The condition rating indicates that the bridge is in satisfactory condition, but shows minor deterioration, such as:
 - Deterioration of the concrete curbs and piers
 - Exposed reinforcing steel on the curbs and piers
 - Corrosion on the railing
 - Peeling paint that has led to girder corrosion
 - Damage to girders over 7th St. due to vehicular impact
 - Corrosion on the bridge supports
- 8 The bridge was designed in 1953 for two lanes of traffic using standards at the time. Current standards for a four-lane bridge require significantly more capacity. The bridge load capacity is substandard but not low enough to require the bridge to be load posted or to limit the use by legal roadway traffic. The noted load carrying capacity of 55% of new bridge design standards is relative to frequent common loads that a bridge experiences. The bridge is capable of carrying higher loads on an infrequent basis.
- 9 All four geometric deficiencies must be corrected for the bridge not to be considered functionally obsolete.

Bridge Structural Condition

6 Based on the 2010 bridge inspection, the bridge condition has the following ratings:

- Bridge Deck 6 out of 9
- Superstructure (girders) 6 out of 9
- Substructure (piers and abutments) 6 out of 9
- Bridge Rail substandard

The remaining fatigue life, calculated using the current design standards, is estimated to be essentially depleted within the next five years.

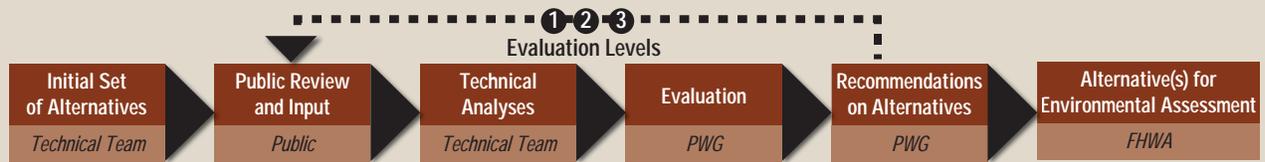
Load Carrying Capacity

7 The existing bridge load carrying capacity is 55% of new bridge design standards.

Key Public Events

<p>November 15, 2011</p> <p>Public Scoping Meeting</p> <ul style="list-style-type: none"> Critical Success Factors Draft Key Issues Draft Context Statement 	<p>June 6, 2012</p> <p>Public Open House</p> <ul style="list-style-type: none"> Results of Level 2B Evaluation <ul style="list-style-type: none"> 4 alignment alternatives 	<p>July 31, 2012</p> <p>CDOT/DDA Joint Open House</p> <ul style="list-style-type: none"> 2 alignment alternatives with options (new traffic, visual, and development information) 	<p>January 9, 2013</p> <p>Public Open House</p> <ul style="list-style-type: none"> Highway and pedestrian bridge types Traffic impacts during construction
<p>April 14, 2012</p> <p>Public Open House</p> <ul style="list-style-type: none"> Results of Levels 1 and 2A Evaluation <ul style="list-style-type: none"> 12 alignment alternatives (single bridge, couplets, rehabilitation) Draft Purpose & Need and Goals Existing bridge condition information 	<p>June 25, 2012</p> <p>Newspaper Ad</p> <ul style="list-style-type: none"> Results of Level 3A Evaluation <ul style="list-style-type: none"> 2 alignment alternatives with options 	<p>August 22, 2012</p> <p>Public Open House</p> <ul style="list-style-type: none"> 2 alignment alternatives with options (updated traffic, visual, and pedestrian/bike information) 	<p>September 10, 2012</p> <p>Newspaper Ad</p> <ul style="list-style-type: none"> 1 bridge alignment identified 2 intersection options at 6th and Laurel

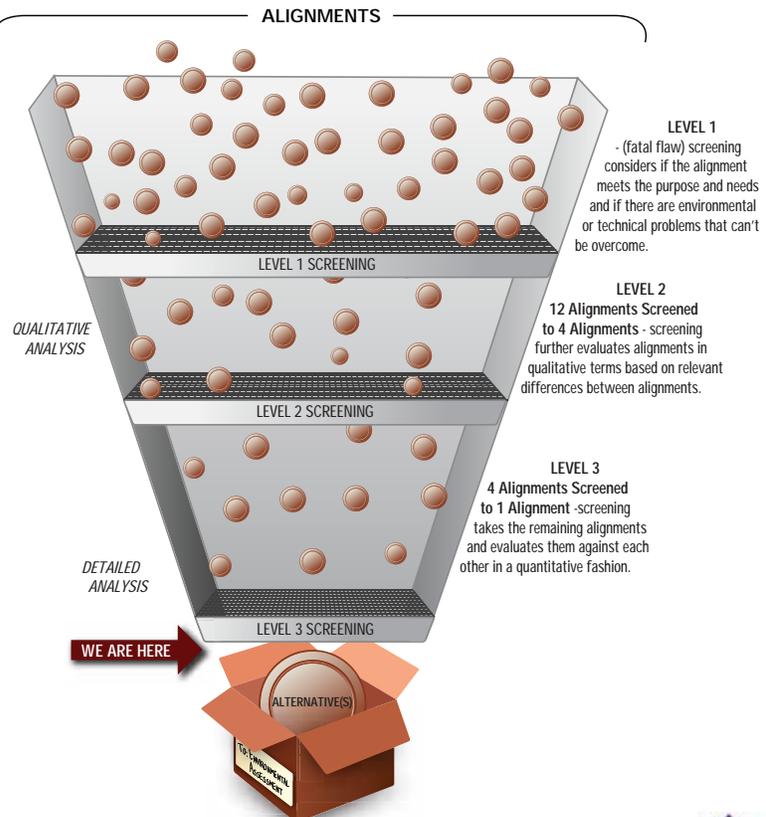
Updated information on project status and alternatives under consideration has been communicated at public open houses, the Stakeholder Working Group meetings, organizations, press releases, one-on-one meetings, group meetings, and presentations to the Glenwood Springs City Council and the Garfield County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



Evaluation Process for Levels 1, 2, and 3

Alternatives Evaluation Process

The alternatives development, evaluation, and screening process determines the alternative(s) to study in the Environmental Assessment.



Updates Since August 22 Public Open House Evaluations Completed

Alignment Alternative

The alignment evaluation process resulted in the identification of Alternative 3 as the preferred alignment. This alternative touches down on the north side of the river near the 6th and Laurel intersection. It connects SH 82 (Grand Avenue) directly with a reconfigured I-70 Exit 116 interchange and changes how drivers get to downtown Glenwood and to areas south of the Colorado River. It was chosen because it:

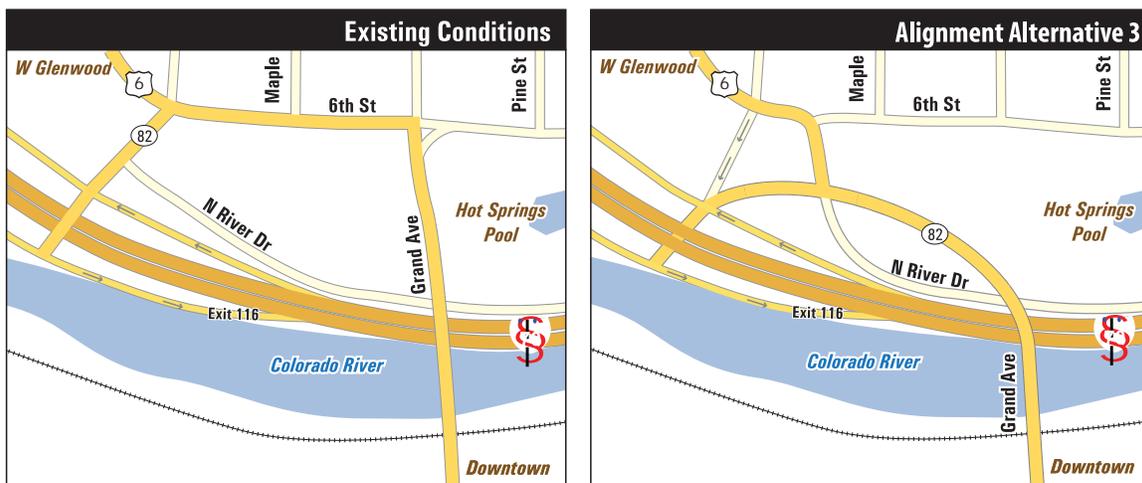
- Minimizes construction impacts.
- Reduces congestion.
- Best meets project goals.
- Has very strong support based on public feedback.

The Glenwood Springs City Council adopted a resolution on December 6, 2012, endorsing Alternative 3.

RESOLUTION NO. 2012-23: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, RECOMMENDING A PREFERRED ALIGNMENT ALTERNATIVE FOR THE GRAND AVENUE BRIDGE REPLACEMENT PROJECT.

IT IS RESOLVED BY THE CITY COUNCIL OF THE CITY OF GLENWOOD SPRINGS, COLORADO, THAT:

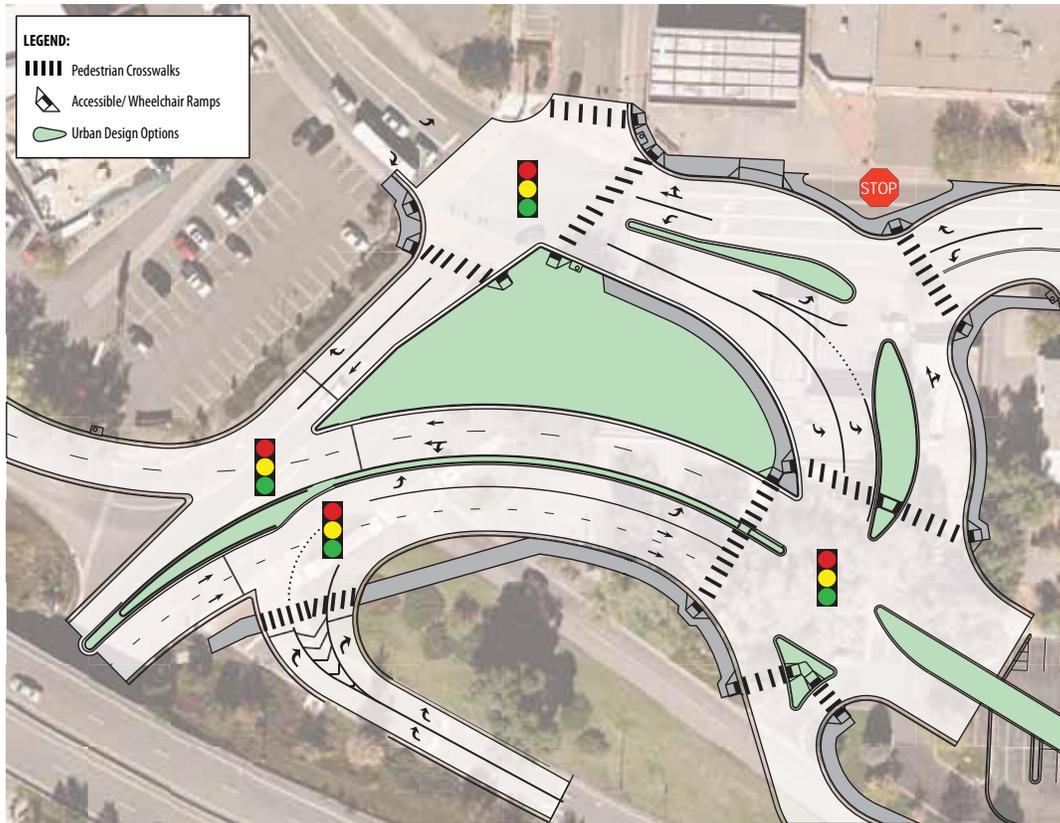
Alternative Alignment 3 for the Grand Avenue Bridge is hereby endorsed as the Preferred Alternative Alignment to be carried forward into the Environmental Assessment process. During the Environmental Assessment process, Alternative Alignment 3 and the No Action alternative (as defined by NEPA), will receive further public input, be more fully evaluated including measures to avoid, minimize or mitigate impacts which shall be documented.



Option for 6th and Laurel Intersection

Based on stakeholder and technical input, Intersection Option 3E (signalized intersection) was selected over Intersection Option 3A (roundabout). Please see the board labeled 6th and Laurel signalized intersection for more detail on the design of this new intersection.

6th and Laurel Signalized Intersection



The option of a roundabout at 6th and Laurel has been discussed on numerous occasions as part of the alternatives evaluation process. Key opportunities and concerns were identified by the Project Working Group (PWG), the Project Leadership Team (PLT), the Stakeholder Working Group (SWG), and at Public Open Houses. Based on this input, Intersection Option 3E (signalized intersection) was selected over Intersection Option 3A (roundabout) because it:

- Provides more direct pedestrian connections.
- Provides good traffic operations at the 6th and Laurel intersection.
- Provides good opportunity for an entry feature into Glenwood Springs.
- Can be constructed with fewer impacts to traffic during construction.
- Uses more of the existing infrastructure.
- Provides better access to local businesses.

A traffic simulation and video simulation of how this intersection would operate are on the website: www.coloradodot.info/projects/sh82grandavenuebridge.

Evaluations in Progress

Your input will be used to finalize these evaluations.

Please see the exhibits for specifics related to the remaining alternatives under evaluation and participation in the Pedestrian Bridge Type Options Conversation Circle.

Pedestrian Bridge Options

To provide improved pedestrian and bicycle connectivity and address constructability issues, several options have been considered.

- **Provide pedestrian connection on new Grand Avenue Bridge.** This was screened out at Level 3 because of reduced pedestrian safety adjacent to SH 82 traffic; increased noise for pedestrians; and a relatively lower quality pedestrian environment relating to pedestrian connections, tourism, and community context.
- **Use the existing pedestrian bridge.** This bridge is functional, but in the context of the Grand Avenue Bridge project, it presents construction challenges and has below-standard pedestrian and bicycle mobility.
- **Replace the existing pedestrian bridge.** This option is currently under consideration. Potential benefits over using the existing pedestrian bridge are:
 - Reduced utility relocation costs.
 - Improved connections on the north end.
 - Greater opportunities to improve overall project aesthetics.
 - Potential for reduced overall project costs.
 - Better consistency with local and regional planning.
 - Reduced overall construction impacts.
 - Improved multimodal safety.
 - Higher levels of pedestrian and bicycle mobility.

Evaluations in Progress (continued)

Bridge Types

Grand Avenue Bridge

Six bridge types were evaluated in detail for the new Grand Avenue Bridge. Three of them (two extradosed and tied arch) were screened out because they:

- Have increased construction schedule risk.
- Require an increased amount of time for bridge closure.
- Have higher construction cost risk.

Three bridge types are still under consideration for the Grand Avenue Bridge (two haunched and one constant depth). These are being evaluated in combination with the bridge types being considered for a new pedestrian bridge.

New Pedestrian Bridge

After additional evaluation of how the new Grand Avenue Bridge can be constructed, several aesthetic bridge forms are being considered for a potential new pedestrian bridge.

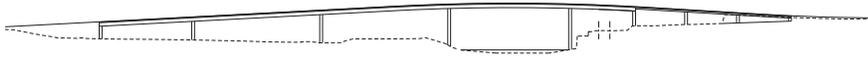
Bridge Type Evaluation Criteria (Grand Avenue Bridge and New Pedestrian Bridge)

The following criteria are being used to evaluate bridge types:

- Environmental Impacts
- Site Constraints/Opportunities
- Aesthetics
- Constructability
- Phasing
- Schedule
- Maintenance
- Other Impacts
- Cost



Grand Avenue Bridge Types Evaluated and Screened Out



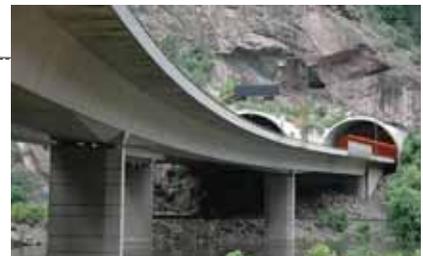
5-Span Constant Depth



3-Span Haunched

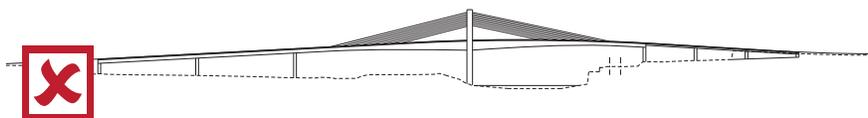


5-Span Haunched



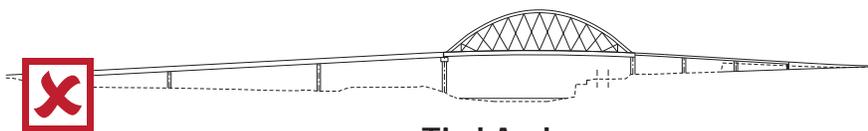
3-Span Extradosed

Recommended for screening because this bridge type has a longer construction schedule and higher construction risk. Above deck bridge types still being considered with pedestrian bridge.



4-Span Extradosed

Recommended for screening because this bridge type has a longer construction schedule and higher construction risk. Above deck bridge types still being considered with pedestrian bridge.



Tied Arch

Recommended for screening because this bridge type has a longer construction schedule and higher construction risk. Above deck bridge types still being considered with pedestrian bridge.

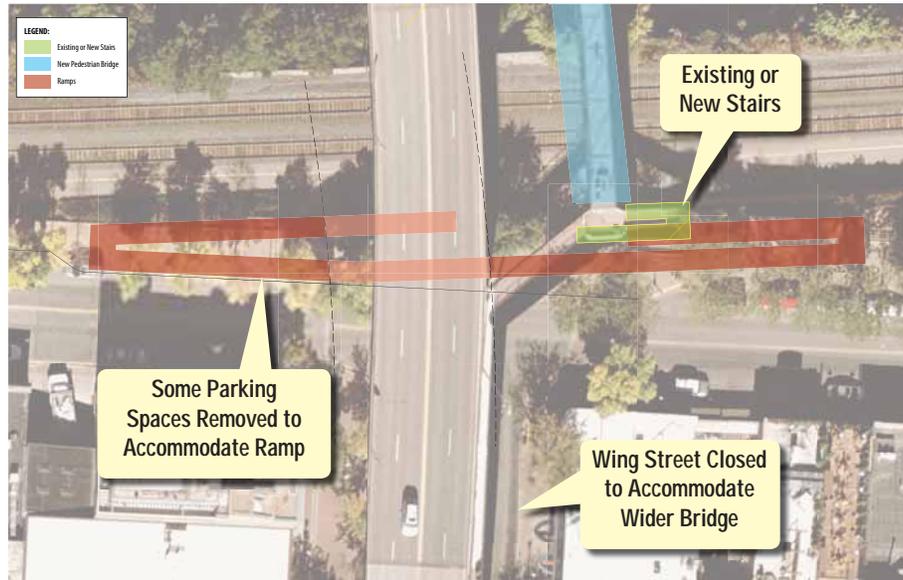


Potential Bicycle/ Pedestrian Connections South Side

Option 1

Add a new Americans with Disability Act (ADA) accessible ramp between the railroad and 7th Street.

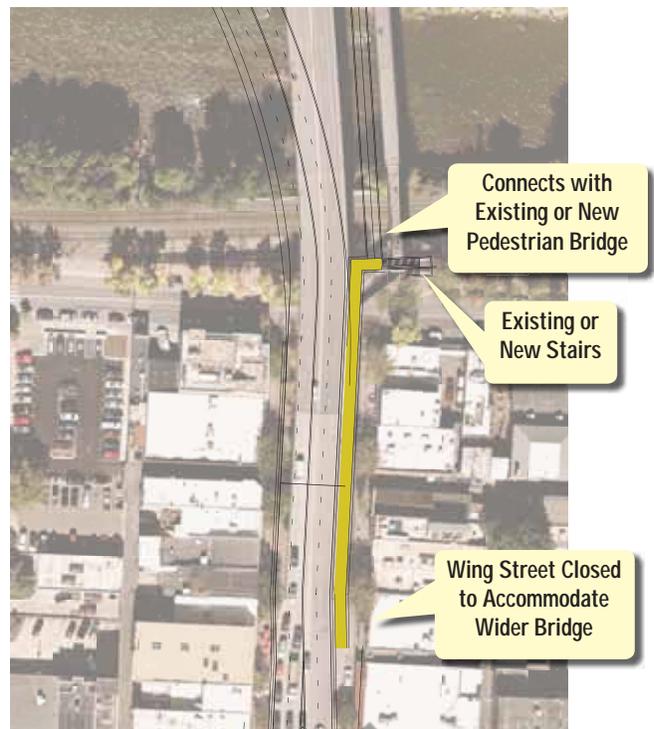
This option would also include a stairway from the existing or new pedestrian bridge down to 7th Street.



Option 2 (new)

Add an 8-to 12-foot wide sidewalk, which could also accommodate bicycles, along the new Grand Avenue between 7th and 8th Streets.

This option is only being considered with a potential reconfiguration of the 8th Street intersection to right-in/right-out (as identified as an alternative in the ongoing SH 82 Access Control Plan). If this change is adopted, the Grand Avenue southbound left turn lane at 8th Street would no longer be needed, providing space for the new bicycle/ pedestrian connection.



Potential Bicycle/ Pedestrian Connections North Side

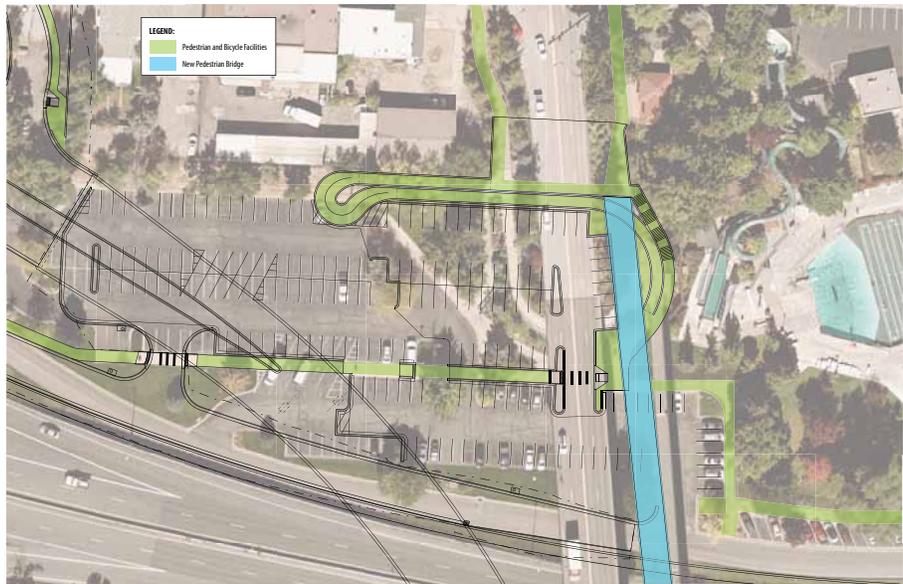
Option 1

Keep existing bicycle/pedestrian connections.

Option 2 (new)

New pedestrian bridge with ramp and stairs down to Hot Springs Pool parking lot.

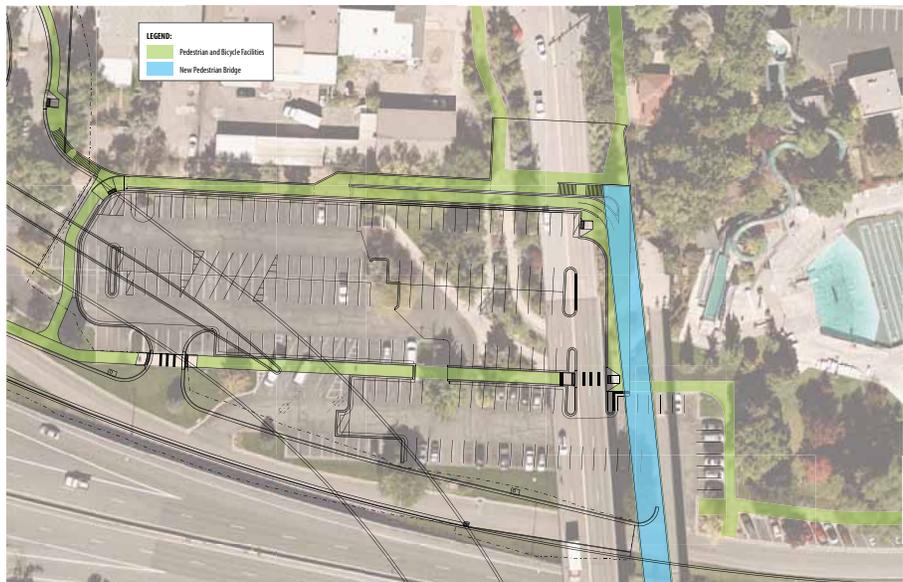
These new facilities could also accommodate bicycles.



Option 3

New pedestrian bridge with stairs down to Hot Springs Pool parking lot and ramp to Two Rivers Park Trail.

These new facilities could also accommodate bicycles.



Conversation Circle Pedestrian Bridge Type Options

Participate or listen in from 5:15 to 7:15 p.m.

Agenda starts at:

- 5:15 p.m.
- 5:45 p.m.
- 6:15 p.m.
- 6:45 p.m.

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?

If you want to continue a discussion past the half-hour, please stay through the next overview presentation and then participate in the discussion that follows.

Context Statement (Prepared by Project Leadership Team)

The Grand Avenue bridge over the Colorado River, Interstate 70, and the railroad tracks, connects north and south Glenwood Springs, I-70 and State Highway 82, and the historic districts of downtown and the Glenwood Hot Springs.

The bridge stands as a gateway to the city of Glenwood Springs, Glenwood Canyon, the Roaring Fork Valley, and Colorado's western slope communities. It serves local, regional, and state travel; local commuters; emergency response; and bicyclists and pedestrians.

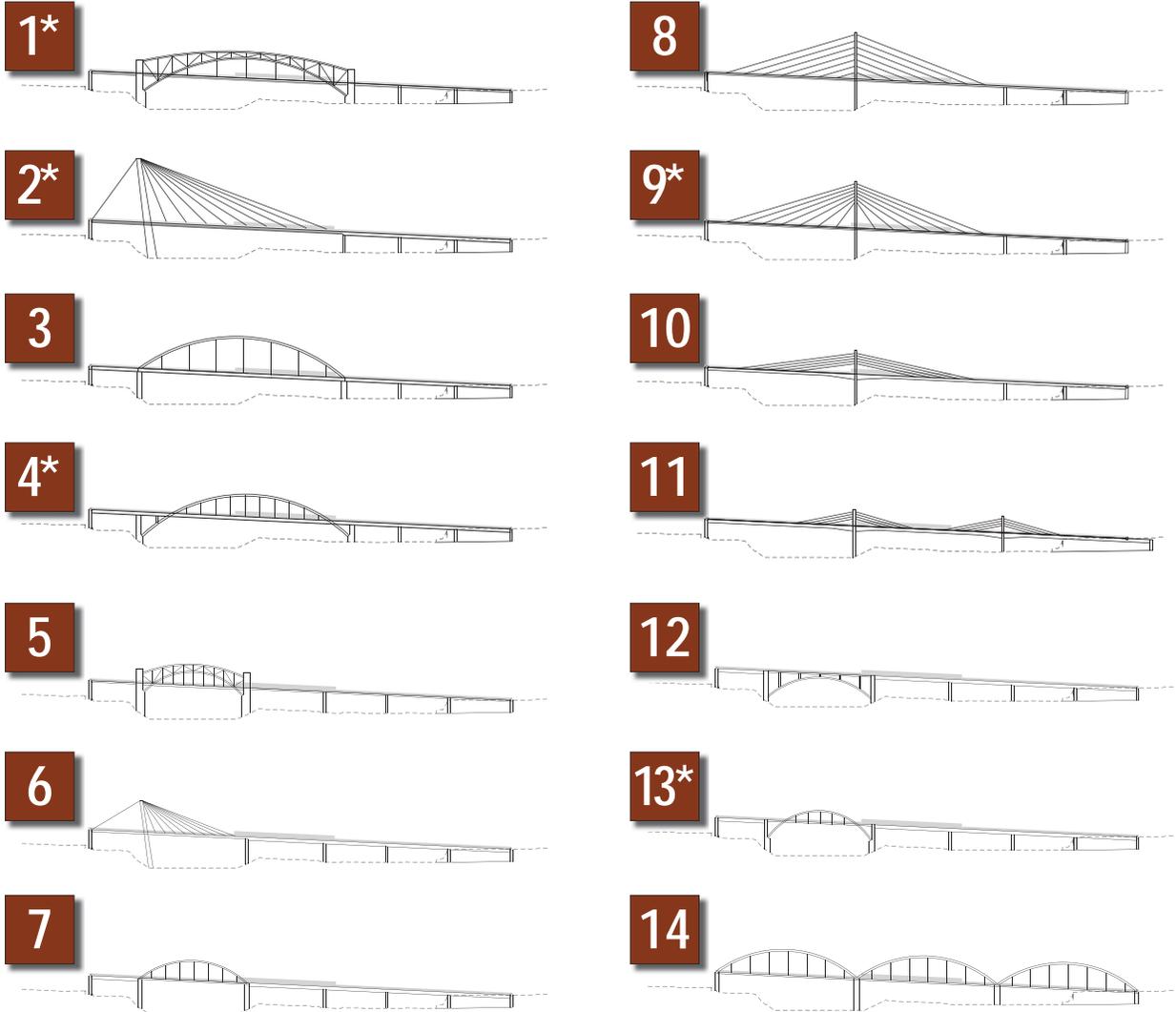
The soaring walls of Glenwood Canyon; the rich history of Glenwood Springs, built at the confluence of the Colorado and Roaring Fork Rivers; mining; tourism and recreation define a splendid and vivid context for the Grand Avenue bridge.

Critical Success Factors

- Meet current design standards
- Safety
- Pedestrian, bicycle, and ADA access
- Iconic structure
- Promote appropriate speeds
- Connection to 6th St.
- Minimize construction impacts
- Solve problems into the future
- Provide for activities and vibrant street life under the bridge
- Avoid and minimize environmental impacts
- Accommodate traffic flow and demand
- Design for sustainability
- Looks like it grew out of the history of Glenwood Springs
- Positive economic impact, short- and long-term
- Invigorates activity on Wing St.
- Accommodates traffic flow on I-70
- Maintain and enhance recreation on the river
- Affordable
- Doesn't impact aquifer and hot springs
- Source of community pride
- Engaged public and community

Pedestrian Bridge Type Options

These structure types can be considered for a new pedestrian bridge.
These views are looking from the east.



* Bridge types illustrated in rendering exhibits

Additional Pedestrian Bridge Type Options

These bridge types can also be considered.

15



16



17



18



19

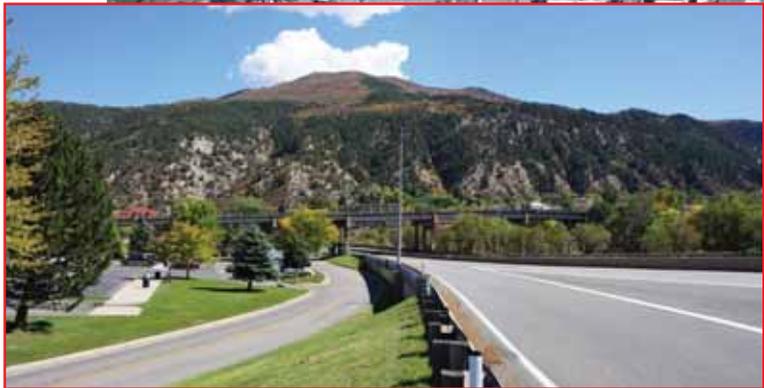
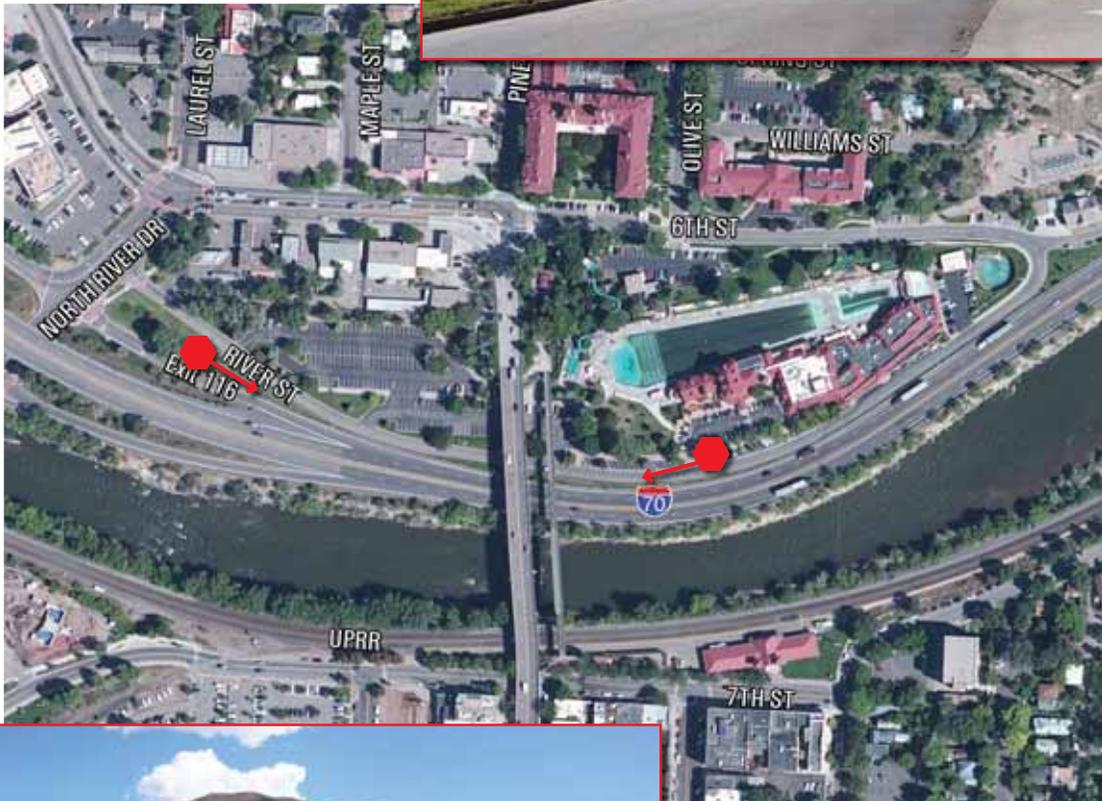


20



Photo Locations for Renderings

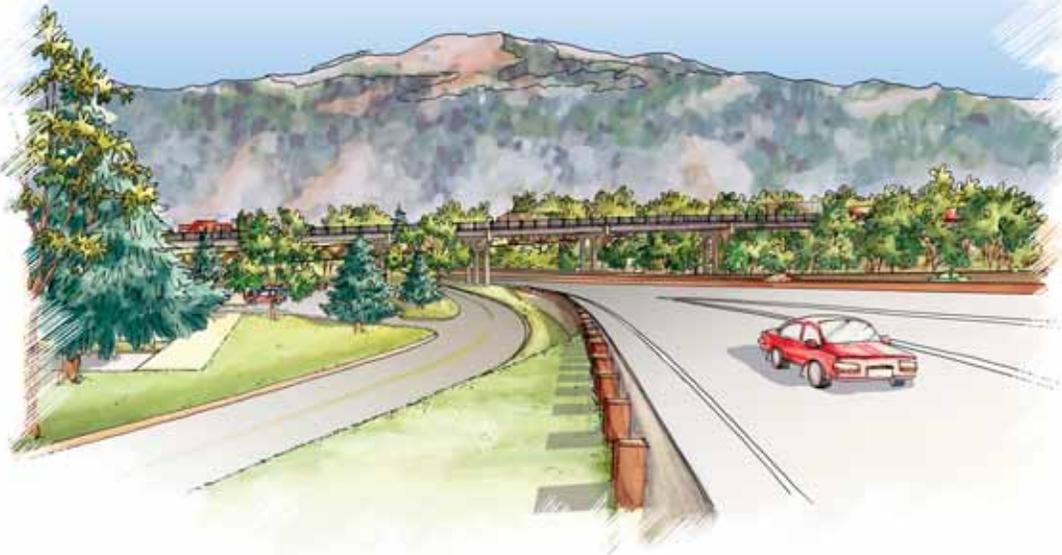
View from East



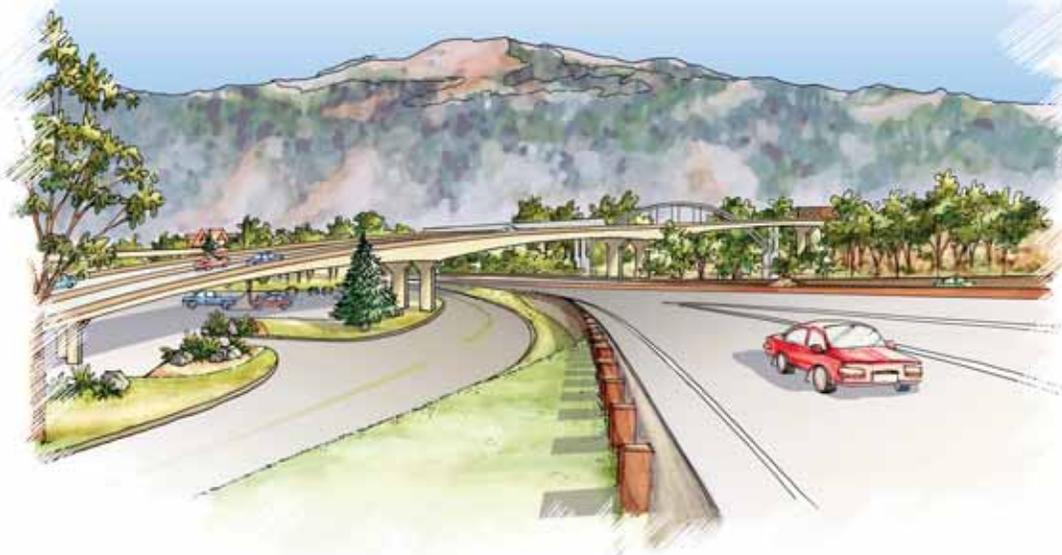
View from West

Views From West

Existing Grand Avenue Bridge + Existing Pedestrian Bridge



3-span Haunched Girder Grand Avenue Bridge + Through Arch Pedestrian Bridge



Views From West

5-span Haunched Girder Grand Avenue Bridge + Through Arch Pedestrian Bridge

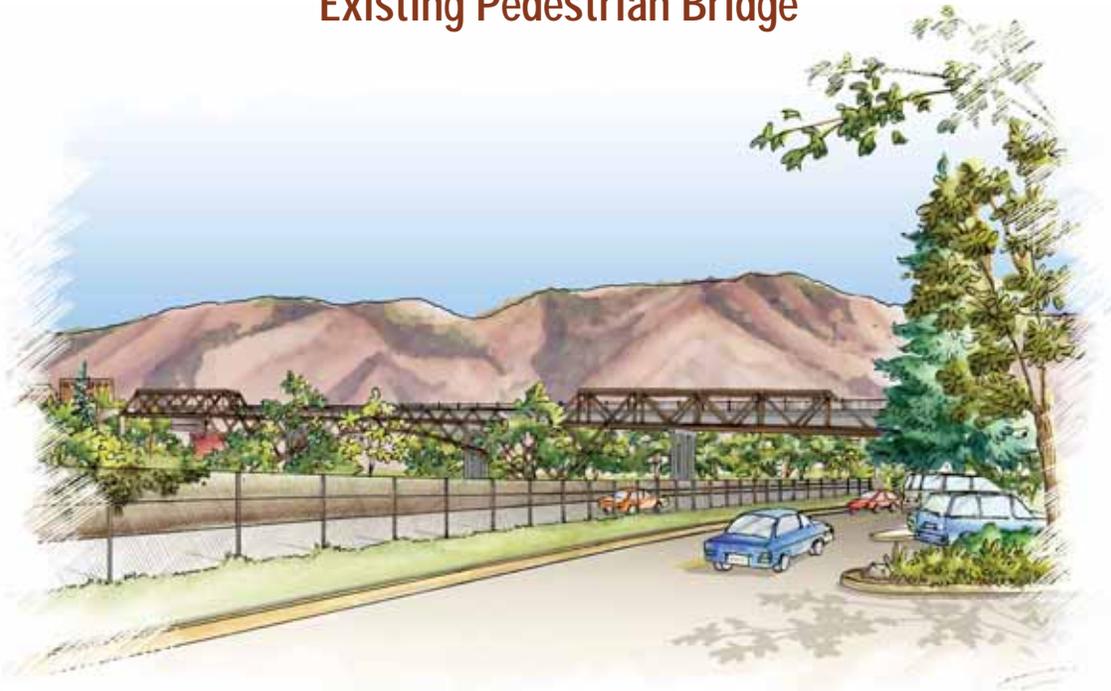


Constant Depth Grand Avenue Bridge + Through Arch Pedestrian Bridge

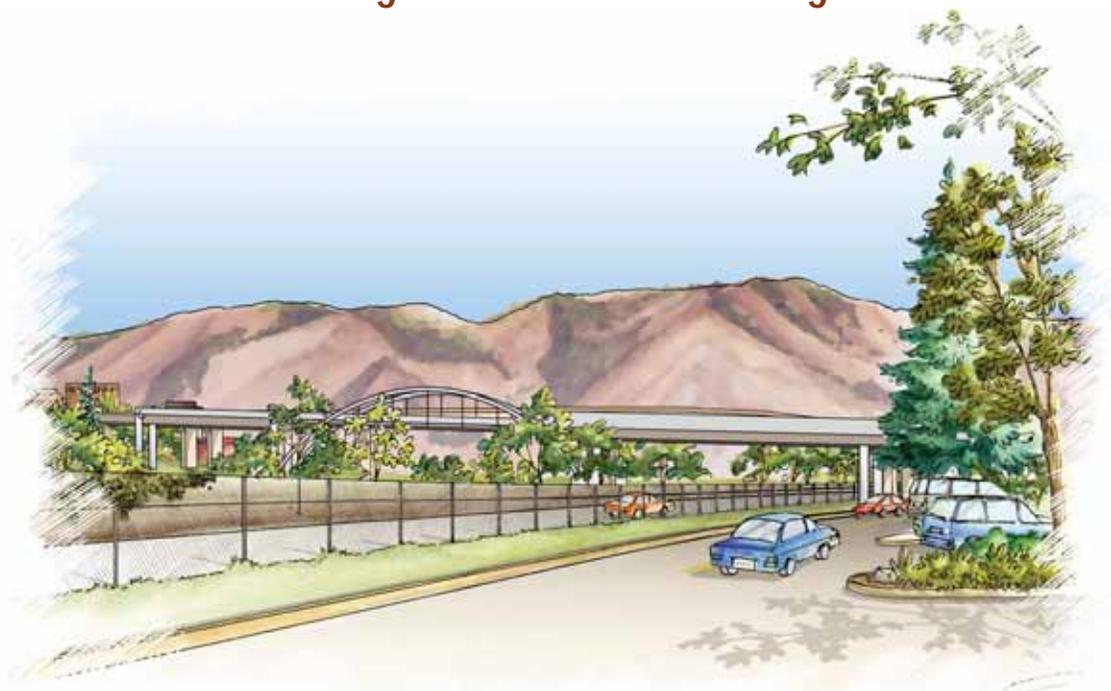


Views From East

Existing Grand Avenue Bridge + Existing Pedestrian Bridge



5-span Haunched Girder Grand Avenue Bridge + Through Arch Pedestrian Bridge

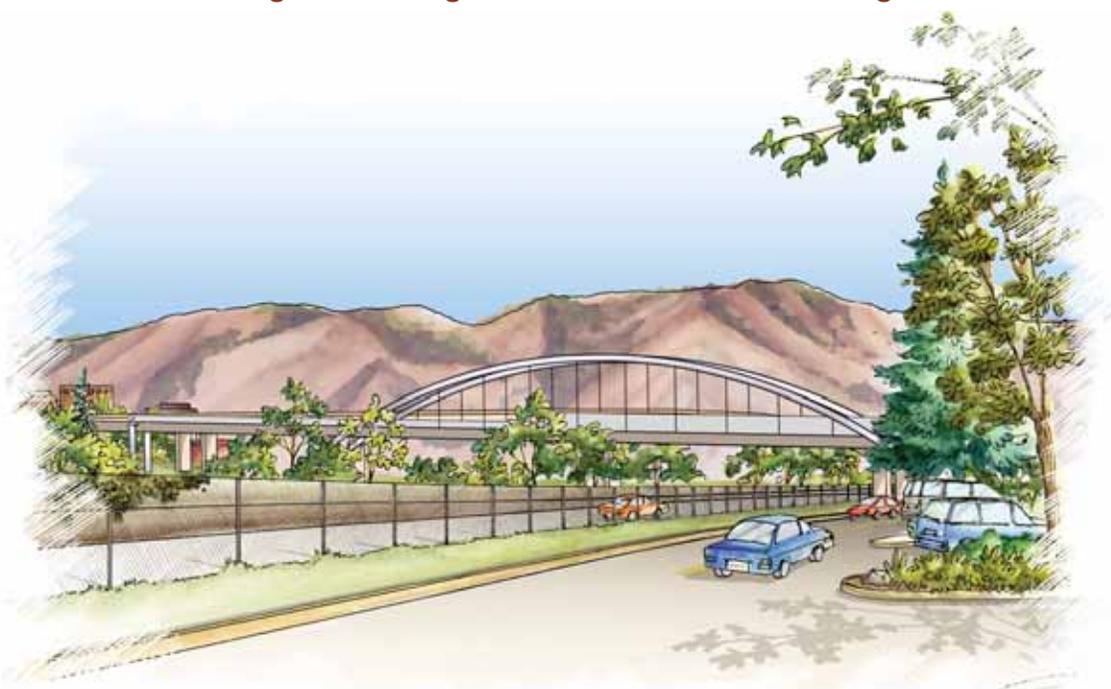


Views From East

5-span Haunched Girder Grand Avenue Bridge + Cable Stay / Slant Leg Pedestrian Bridge

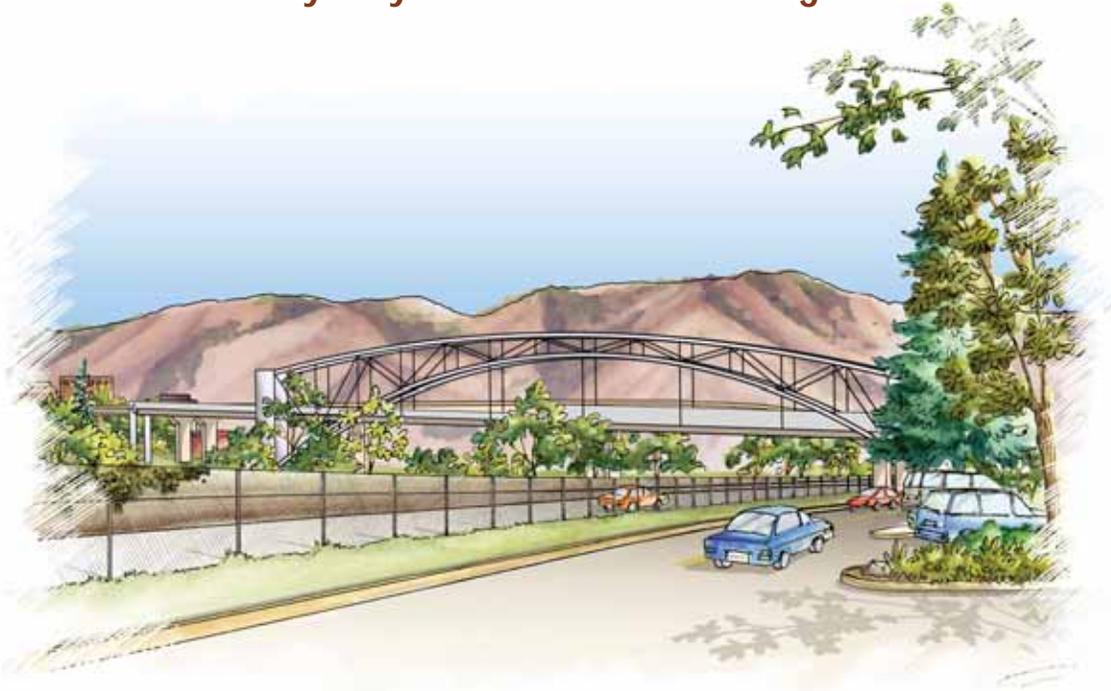


5-span Haunched Girder Grand Avenue Bridge + Longer Through Arch Pedestrian Bridge



Views From East

5-span Haunched Girder Grand Avenue Bridge + Sydney Arch Pedestrian Bridge



5-span Haunched Girder Grand Avenue Bridge + Single Tower Cable Stay Pedestrian Bridge



Conversation Circle Constructability and Traffic Impacts

Participate or listen in from 5:15 to 7:15 p.m.

Agenda starts at:

- 5:15 p.m.
- 5:45 p.m.
- 6:15 p.m.
- 6:45 p.m.

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

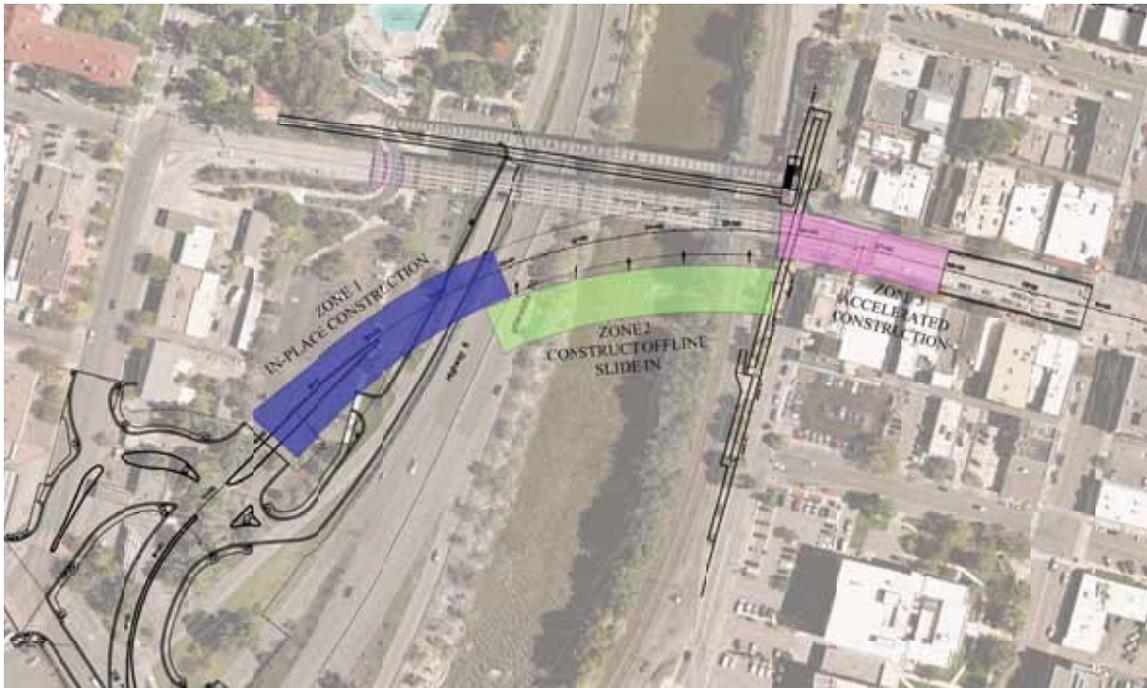
If you want to continue a discussion past the half-hour, please stay through the next overview presentation and then participate in the discussion that follows.

Construction Phasing

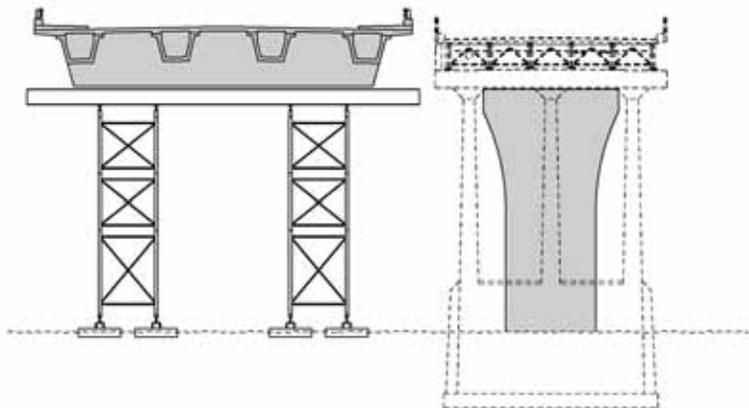
There are several phasing options being evaluated. One likely option is a bridge slide-in.

Slide-in Concept

Prefabricated bridge parts are built off site but nearby, and slid into place in two phases.

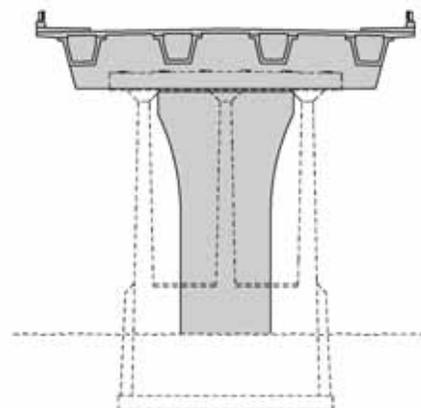


Phase 1



- Build superstructure to west on falsework
- Build new columns under existing bridge

Phase 2



- Remove existing bridge
- Slide new superstructure onto new columns

Constructability and Traffic Impacts Full Closure - Detour Route and Modifications

To reconstruct the Grand Avenue Bridge, a short-term closure would be required. A goal of the construction is to minimize this closure, which is anticipated to be two months or less during the off-season. During this time, traffic would be detoured around the bridge and would require some modifications.

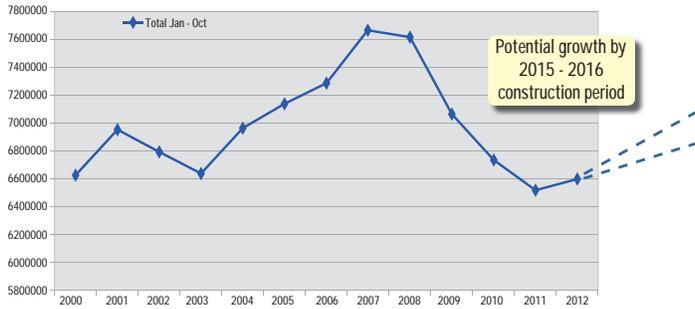


Constructability and Traffic Impacts

Full Closure - Traffic Information

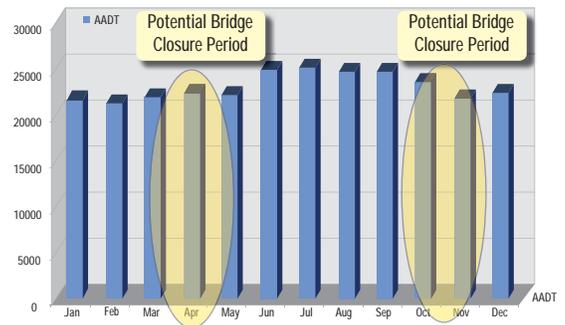
SH 82 Yearly Traffic Information

SH 82 South of 27th, Total Yearly Traffic, 2000 - 2012



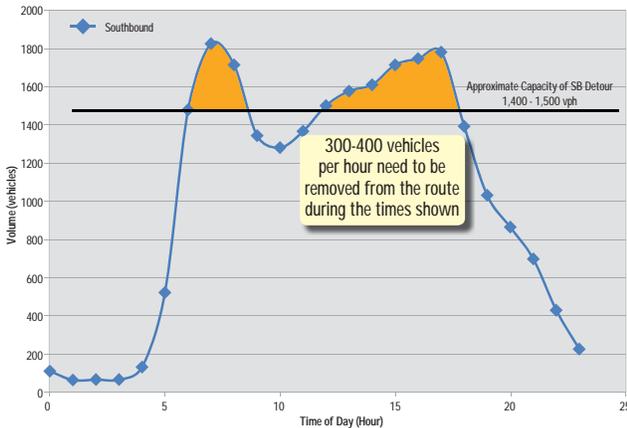
SH 82 Monthly Traffic Patterns

2011 Weekday AADT

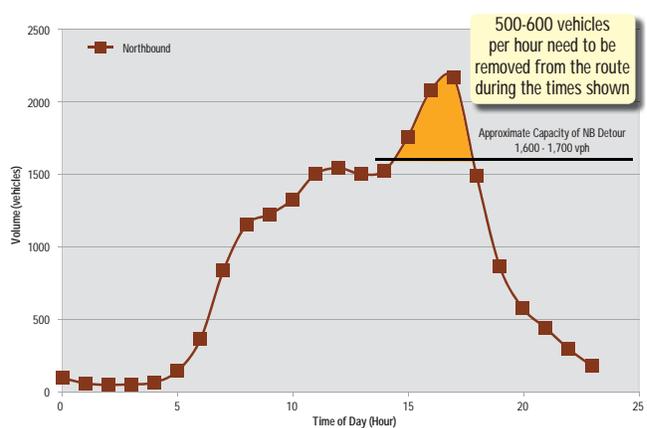


Northbound and Southbound Peak Traffic

Southbound hourly traffic demand on Midland during closure



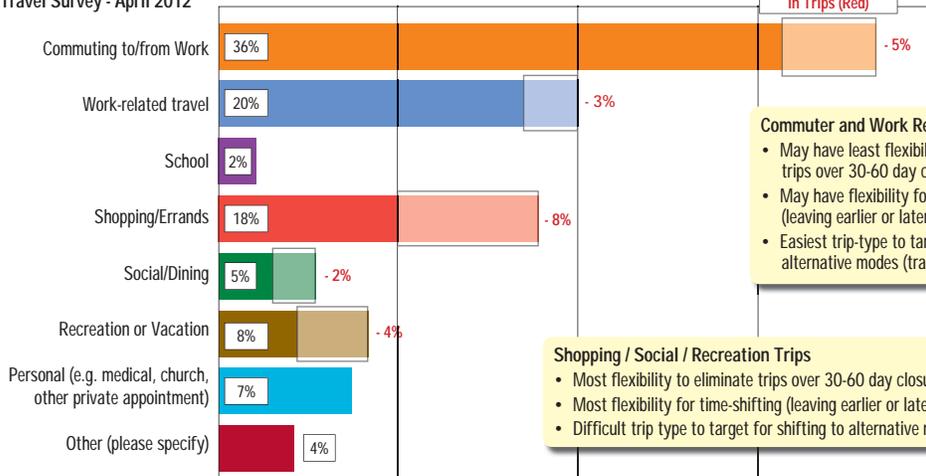
Northbound hourly traffic demand on Midland during closure



Trip Types - How to Reduce Vehicle Trips by 20%-25% During Full Closure

(Pedestrian bridge would be open during the vehicle bridge closure)

Types of Trips in Glenwood Springs from Travel Survey - April 2012



Commuter and Work Related Trips

- May have least flexibility to eliminate trips over 30-60 day closure
- May have flexibility for time-shifting (leaving earlier or later than rush hour)
- Easiest trip-type to target for shifting to alternative modes (transit-bike-ped)

Shopping / Social / Recreation Trips

- Most flexibility to eliminate trips over 30-60 day closure
- Most flexibility for time-shifting (leaving earlier or later than rush hour)
- Difficult trip type to target for shifting to alternative modes (transit-bike-ped)

Conversation Circle Roadmap for Bypass Study

Participate or listen in from 5:15 to 7:15 p.m.

Agenda starts at:

- 5:15 p.m.
- 5:45 p.m.
- 6:15 p.m.
- 6:45 p.m.

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

If you want to continue a discussion past the half-hour, please stay through the next overview presentation and then participate in the discussion that follows.

Bypass FAQ

Q. Why doesn't CDOT build a bypass or reroute SH 82 traffic away from the bridge?

A. A bypass would not solve the existing issues on the poor-rated bridge.

- The idea of a SH 82 bypass in Glenwood Springs, or rerouting SH 82 traffic from Grand Avenue, has been talked about for years. A bypass would divert so-called 'through' traffic away from the Grand Avenue Bridge—and downtown Grand Avenue.
- The purpose of this current project—and the dedicated funding it will receive—is to repair or replace this poor-rated bridge. Taking traffic off the bridge does nothing to fix the bridge. Regardless of any future bypass, the Grand Avenue Bridge—both a vital link and a gateway—requires replacement.
- CDOT initiated the bridge project after funding was allocated from the Colorado Bridge Enterprise to specifically address the failing condition of the bridge. Therefore, the purpose of this particular bridge replacement project is limited to identifying the best solution to connect downtown Glenwood Springs and SH 82 to the historic Glenwood Hot Springs area and I-70.
- The ultimate solution to fix the bridge will not preclude a bypass or alternate route option in the future. CDOT is supportive of, and has participated in, exploring ways to include SH 82 improvements or relocation as part of the local community's long range plans, and looks forward to working with the City to address mobility improvements.

More Background

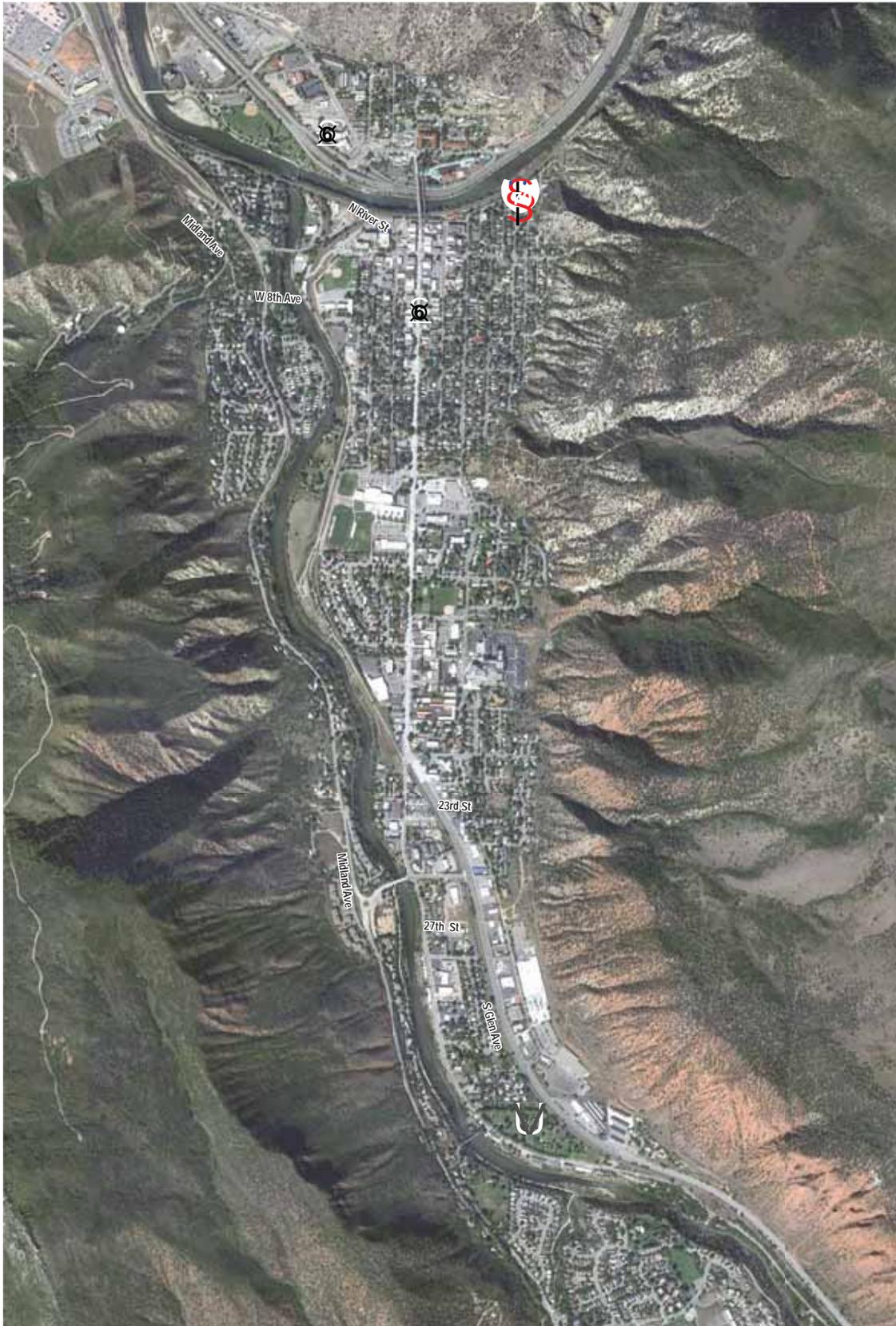
- A bypass or relocation of SH 82 project has been recently studied in the SH 82 Corridor Optimization Plan (a separate project from the Grand Avenue Bridge Replacement). CDOT and the City worked together on the plan, which looked into alternatives such as a bypass or relocation of SH 82.
- The City's recent Comprehensive Plan includes the following language:
 - "Continue Planning for a Relocated Route for SH 82"
 - "Work with CDOT on the Replacement of the Grand Avenue Bridge"

Roadmap to Initiating the Process for a Bypass

Initiating the process for a bypass (or alternate route) would likely need to include the following steps:

- Project proponents work with City, CDOT, and County to develop specific project goals.
- Agreement on type of planning study needed to move forward.
 - Options include a broad feasibility study, an environmental document (similar to the Grand Avenue Bridge EA), or something in-between (a Planning and Environmental Linkage study).
- Identify and secure funding source(s) for study.
 - CDOT, City, County, other state programs.
 - Incorporation into Intermountain Transportation Planning Region funding plan.
- Identify study sponsor and partners.

Area Map



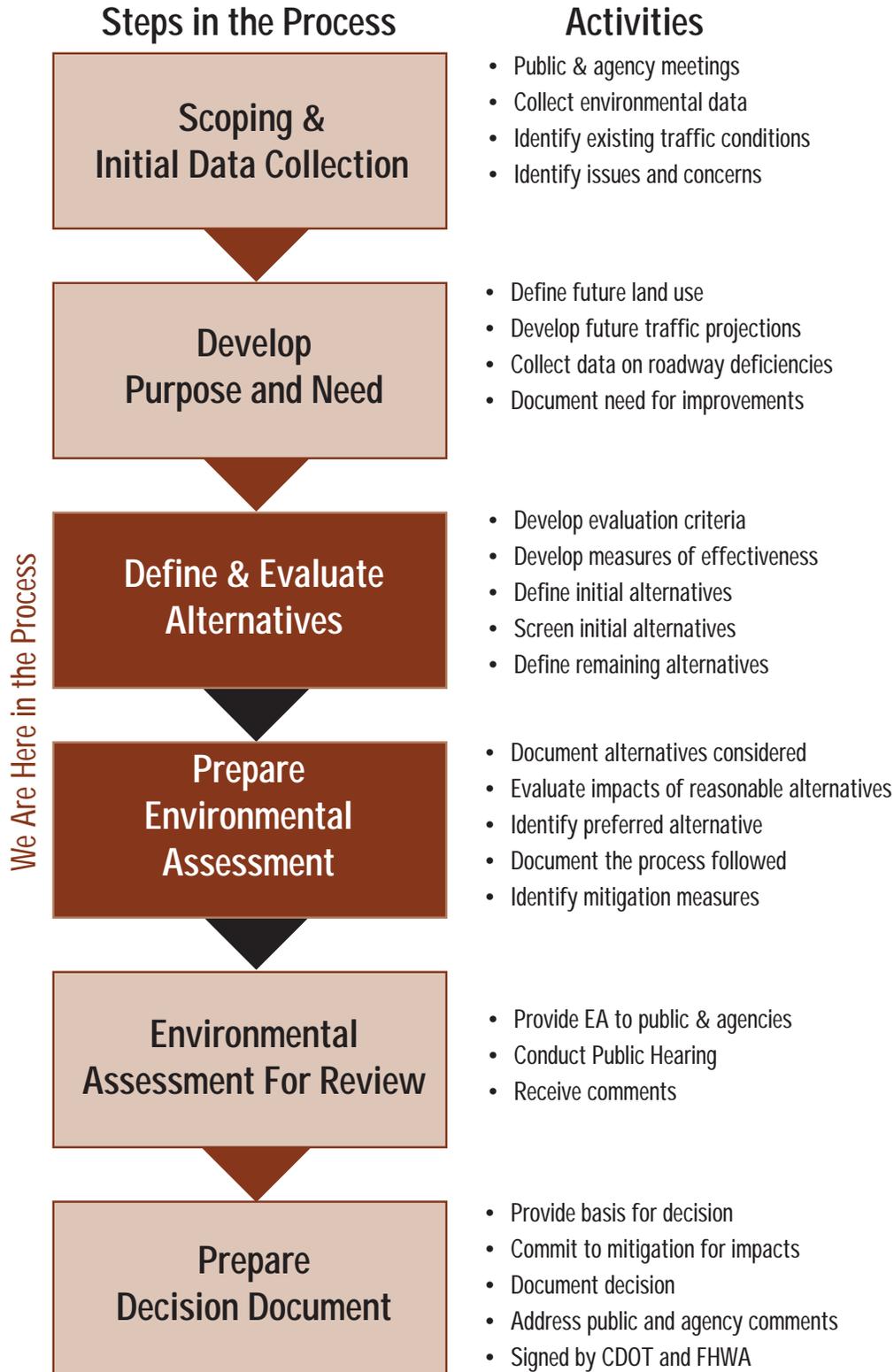
Environmental Resources

The alternatives' effects on various environmental resources are being studied as part of the Environmental Assessment.

Examples include:

- Noise impacts
- Historic resources/buildings
- Visual impacts (changes to viewsheds, visual character)
- Effects to existing trails and trail connections
- Wetlands and vegetation impacts
- Effects on water quality and floodplains
- Wildlife and fisheries, including effects to spawning trout
- Threatened or endangered species and sensitive/rare species
- Hazardous waste sites

Environmental Assessment Process





SH 82 GRAND AVENUE BRIDGE

Upcoming Milestones

Tasks	2013	2014	2015	2016
EA Build Alternative(s) Identified	◆ Late January to Early February 2013			
CMI/GC (Contractor) Hired	◆ April 2013			
CMI/GC Input into Constructability and Design			May 2013 to December 2014	
Agency Review of EA		July 2013 to December 2013		
Public/ Agency Review of EA - 30 to 45 Days (Includes Public Hearing)		December 2013 to January 2014		
Agency Review of Decision Document		February 2014 to May 2014		
NEPA Decision Document - For EA		◆ May 2014		
Final Design			May 2014 to December 2014	
Construction - Dependent Upon Bridge Type, Construction Schedule, etc.				January 2015 to December 2016 (Est.)
Stakeholder Involvement, Elected Officials Outreach	Ongoing through NEPA, Design, and Construction			



When Will a Contractor be Selected?

Because of the construction challenges associated with the project, CDOT will select a Construction Manager / General Contractor (CM/GC) during the upcoming preliminary design phase (scheduled for Spring 2013). The CM/GC will be an active participant with the project team and stakeholders during the design process.

The selected CM/GC will have specific goals related to the design team, including:

- Working in a collaborative partnership with all of the members of the project team and the stakeholders.
- Engaging in meaningful risk and cost model discussions.
- Evaluating accelerated bridge construction techniques.
- Right to negotiate for construction packages developed out of the design process.

The CM/GC's participation in the design process will help the design team determine how to best:

- Minimize inconvenience and impacts to the traveling public and local businesses.
- Maximize safety of workers and the traveling public.
- Minimize impacts to the physical environment (e.g., air quality, hot water aquifer, water quality, and noise).
- Complete project on budget and on schedule.
- Provide an aesthetically pleasing project.
- Provide high-quality design and construction work products.



How You Can Keep Informed

- Get on the project contact list (sign in tonight).
- Look for information in the newspaper.
- Visit the project website:
www.coloradodot.info/projects/sh82grandavenuebridge.
- Sign up for GovDelivery updates on the project website.
- Attend future public meetings.
- Sign up for a group presentation (at sign-in table).

Please Give Us Your Comments

The Environmental Assessment process is still ongoing. We will continue to gather input from the public to help the project team 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.

- Talk with project staff.
- Fill in a comment form (tonight) or mail to project team - address on comment form:

*Joe Elsen, Program Engineer
Colorado Department of Transportation
202 Centennial St.
Glenwood Springs, CO 81601*

- Fax your comments to:
*Joe Elsen
Fax: 970.947.5133*
- E-mail your comments to: Joseph.Elsen@state.co.us
- Submit your comments via the project website:
www.coloradodot.info/projects/sh82grandavenuebridge.

SH 82

GRAND AVENUE BRIDGE

Thank You
for Attending the
Public Open House

