



March 20, 2019

South Bridge Environmental Assessment

Public Meeting

Why Are We Here Tonight?

- In 2013, South Bridge Environmental Assessment (EA) was reviewed and signed by CDOT and FHWA.
- Public hearing and 45-day public EA review between October/December 2013.
- As part of EA review, the Roaring Fork Transportation Authority (RFTA) noted concerns about potential project effects to future rail service.

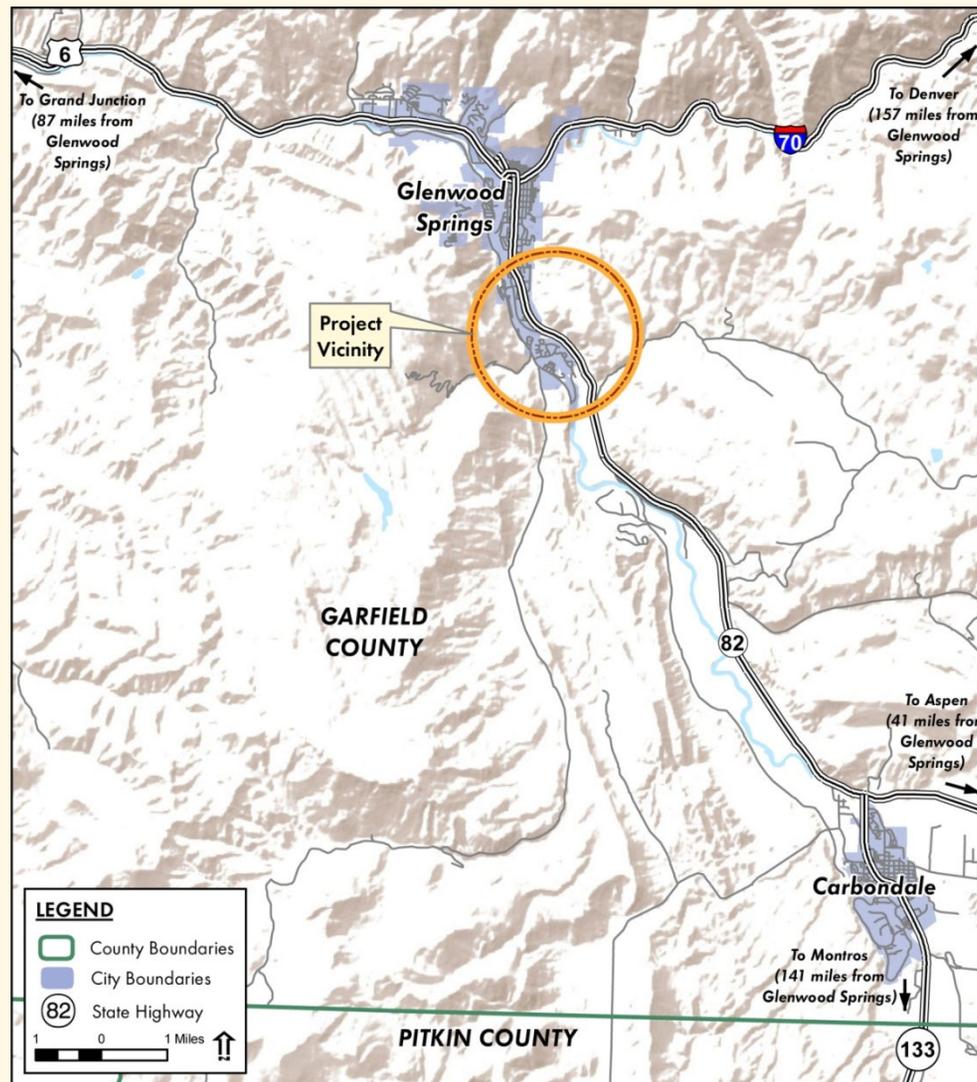
Why Are We Here Tonight?

- After EA, coordination and detailed alternatives review was performed to address RFTA concerns to preserve rail corridor, resulting in revisions to Preferred Alternative 10b.
- Revisions involved raising SH 82 and providing grade-separated interchange
- Presented revised Preferred Alternative 10b and impact changes at August 2017 public meeting.
- New/more detailed survey mapping performed in 2018 showed that SH 82 interchange would be costlier and more impactful than originally estimated.

Why Are We Here Tonight?

- City and RFTA evaluated approach to project design to reduce project costs and preserve corridor for future rail use.
 - City would proceed with Preferred Alternative 10b evaluated in EA (with minor design modifications).
 - If RFTA chooses to implement rail service in the future, City will make changes necessary to accommodate rail service at South Bridge connection.
- Purpose of tonight's meeting is:
 - Provide update on status of overall project;
 - present Preferred Alternative design changes; and
 - obtain your feedback and discuss next steps.

Regional Map/Project Vicinity



Purpose and Need

- The purpose of the South Bridge project is to **provide a critical second route** between SH 82 and the western side of the Roaring Fork River in the southern Glenwood Springs area.
- This new route would **improve emergency evacuation, emergency service access, and local land use access.**
- This second route would respond to the previous 2005 Congressional earmark for the Glenwood Springs South Bridge (new, off system bridge), Public Law 109-59, 109th Congress.

Project Needs

- Emergency evacuation needs include:
 - **Increased local capacity** to support both emergency vehicle ingress and evacuation egress.
 - **Improved redundancy** to reduce emergency service provider travel times and reduce the likelihood of a catastrophic occurrence where residents and visitors could be stranded if the existing primary access route is cut off.
- General transportation access needs include:
 - **Reasonable access options** to limit temporary closures due to natural hazards and accidents.

Project Goals

- Minimize **environmental** impacts to scenic, aesthetic, historic, and natural resources
- Provide a project that is in harmony with the **community**
- Provide a **practical and financially realistic** alternative
- Minimize private **property impacts**
- **Safely accommodate traffic** on area roadways
- Provide an alternative that is consistent with **local plans, regional plans, and current studies**
- Provide a design that encourages **multi-modal travel** and does not preclude future multi-modal alternatives in the study area

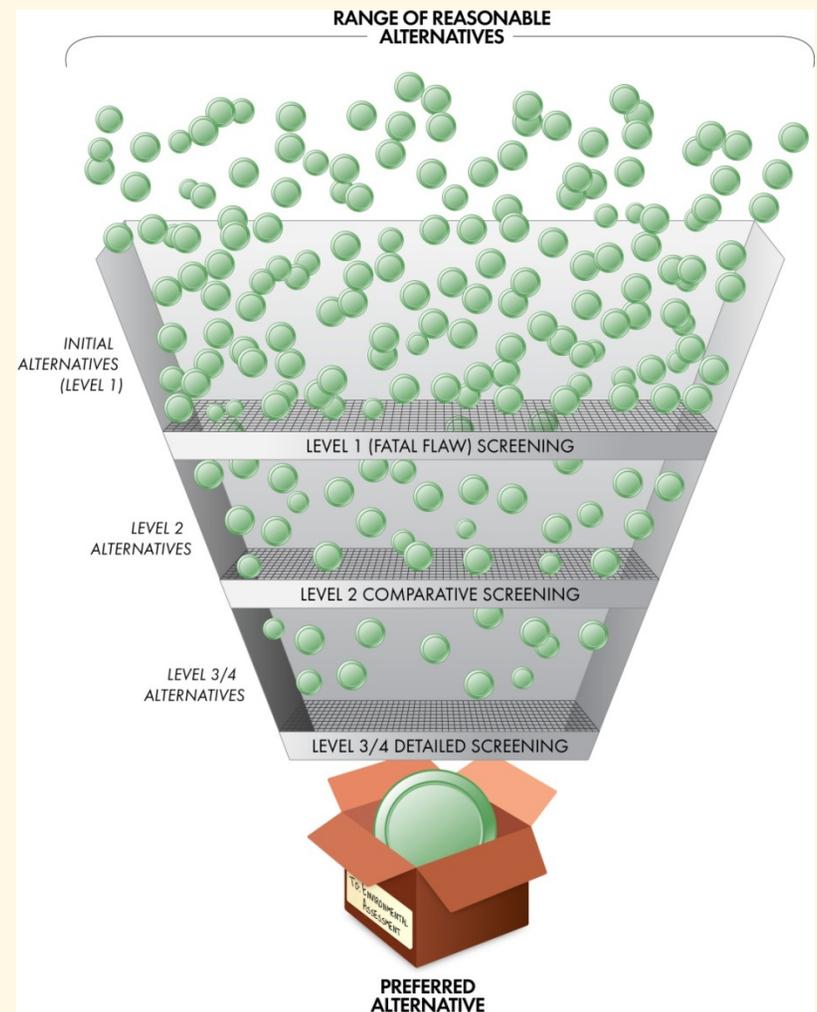
Environmental Assessment

A transportation-related EA is a specific level of documentation required under the National Environmental Policy Act (NEPA) that includes:

- Scoping & Data Collection
- Development of Purpose & Need
- Alternatives Development & Screening
- Impacts Assessment & Mitigation Documented in EA
- EA Review
- Preparation of Decision Document

Alternatives Analysis & Screening

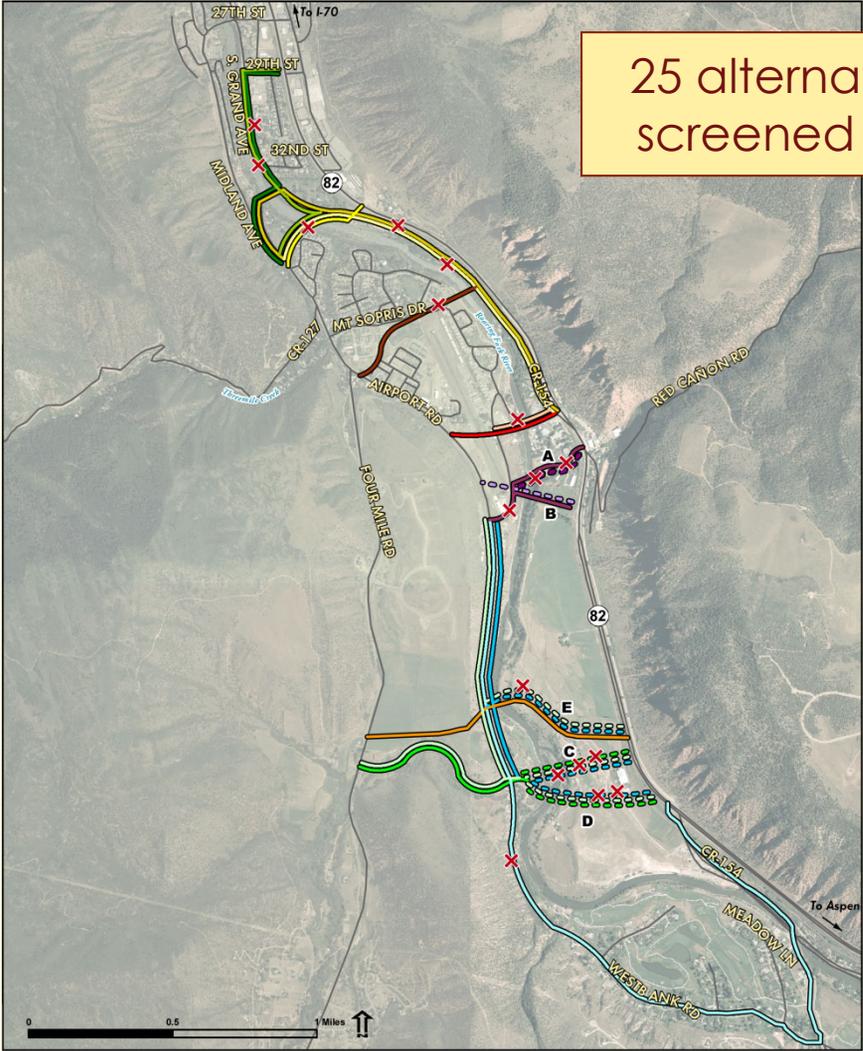
- 35 alternatives were analyzed for the EA, including a No Action Alternative.
- Alternatives were screened at four levels, at an increasing level of detail.
- Number of alternatives decreased at each level.



Input to Alternatives Analysis

- Input was received from general public; elected officials; and local, state, and federal agencies through:
- Open Houses (3) and Public Hearing
- Elected Officials Meetings (23)
- Citizens Advisory Group Meetings (14)
 - Two dozen residents and community members
 - Provided valuable input to the Project Working Group

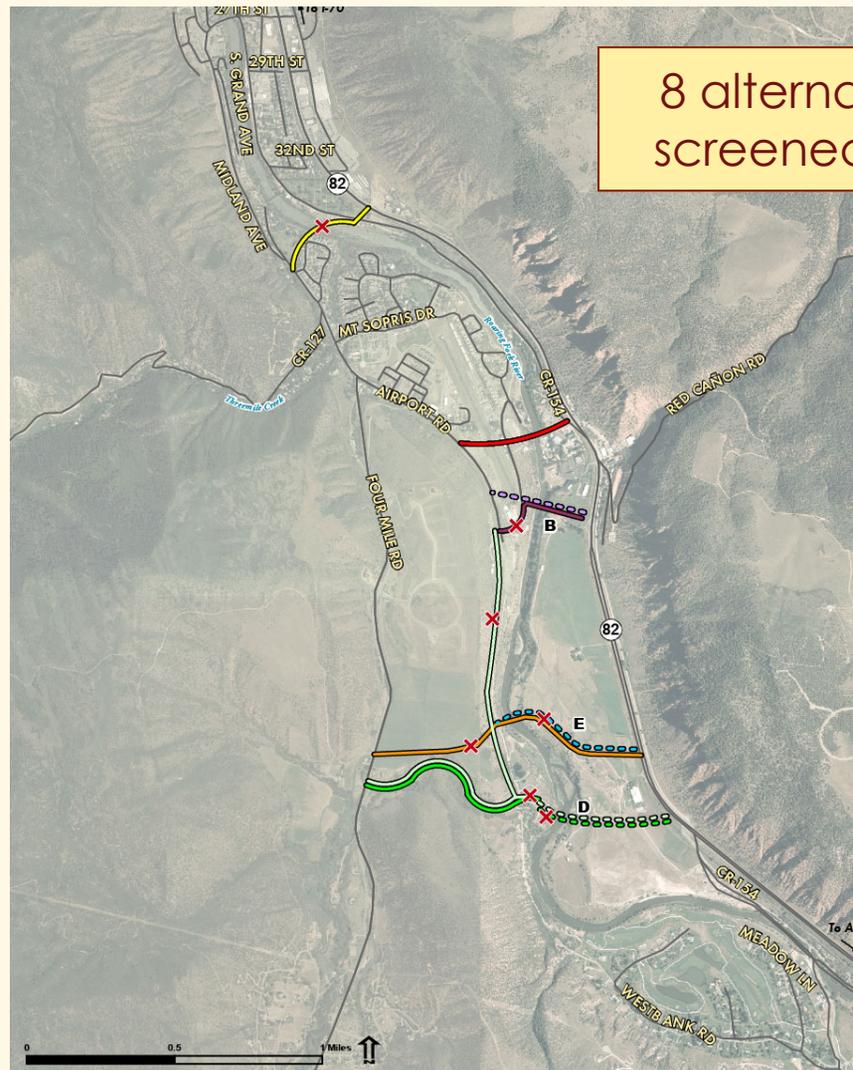
Level 2 (Comparative)



25 alternatives
screened to 8

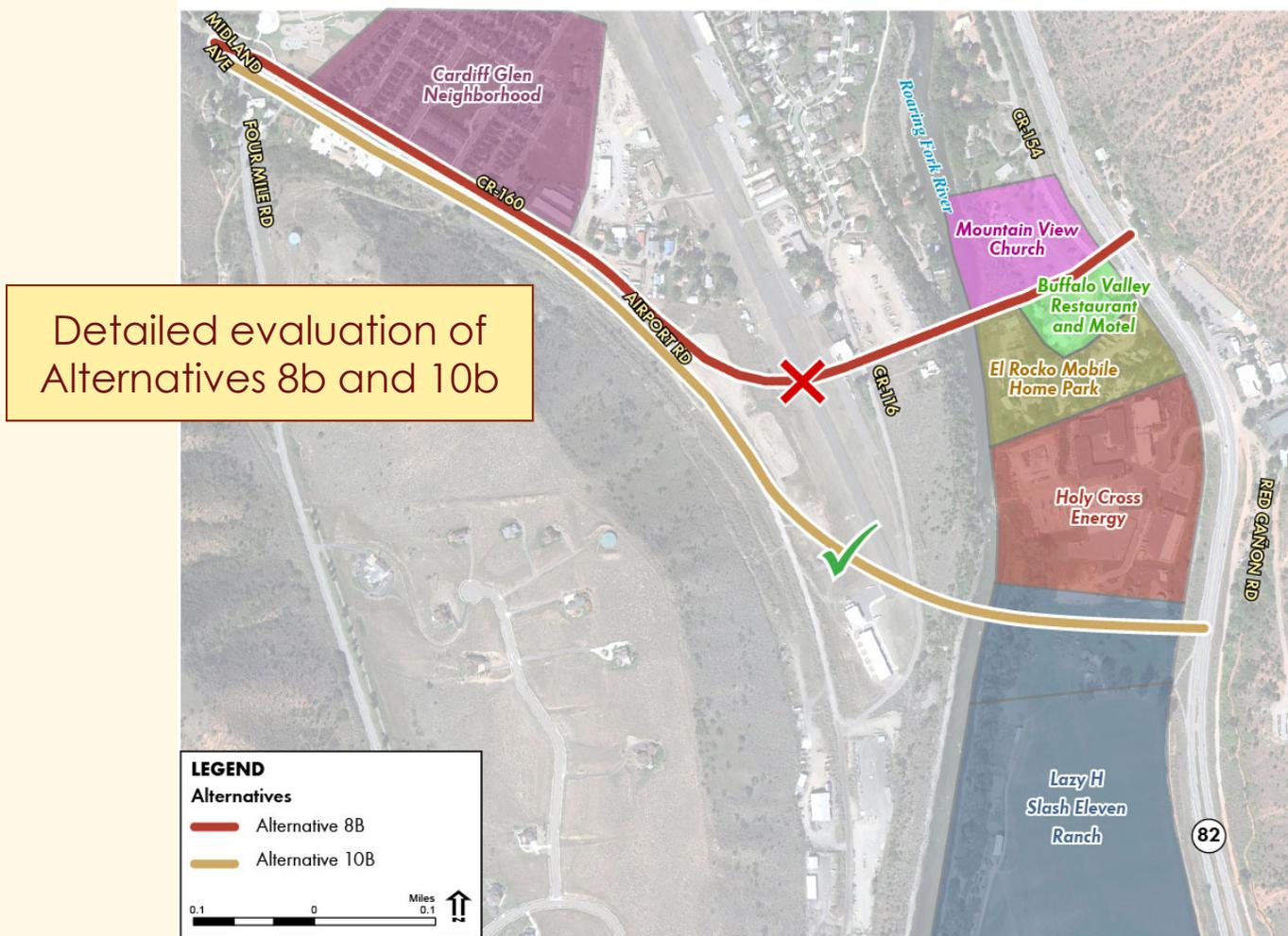
✗ = Screened out during Level 2

Level 3 (Detailed Analysis)



✘ = Screened out during Level 3

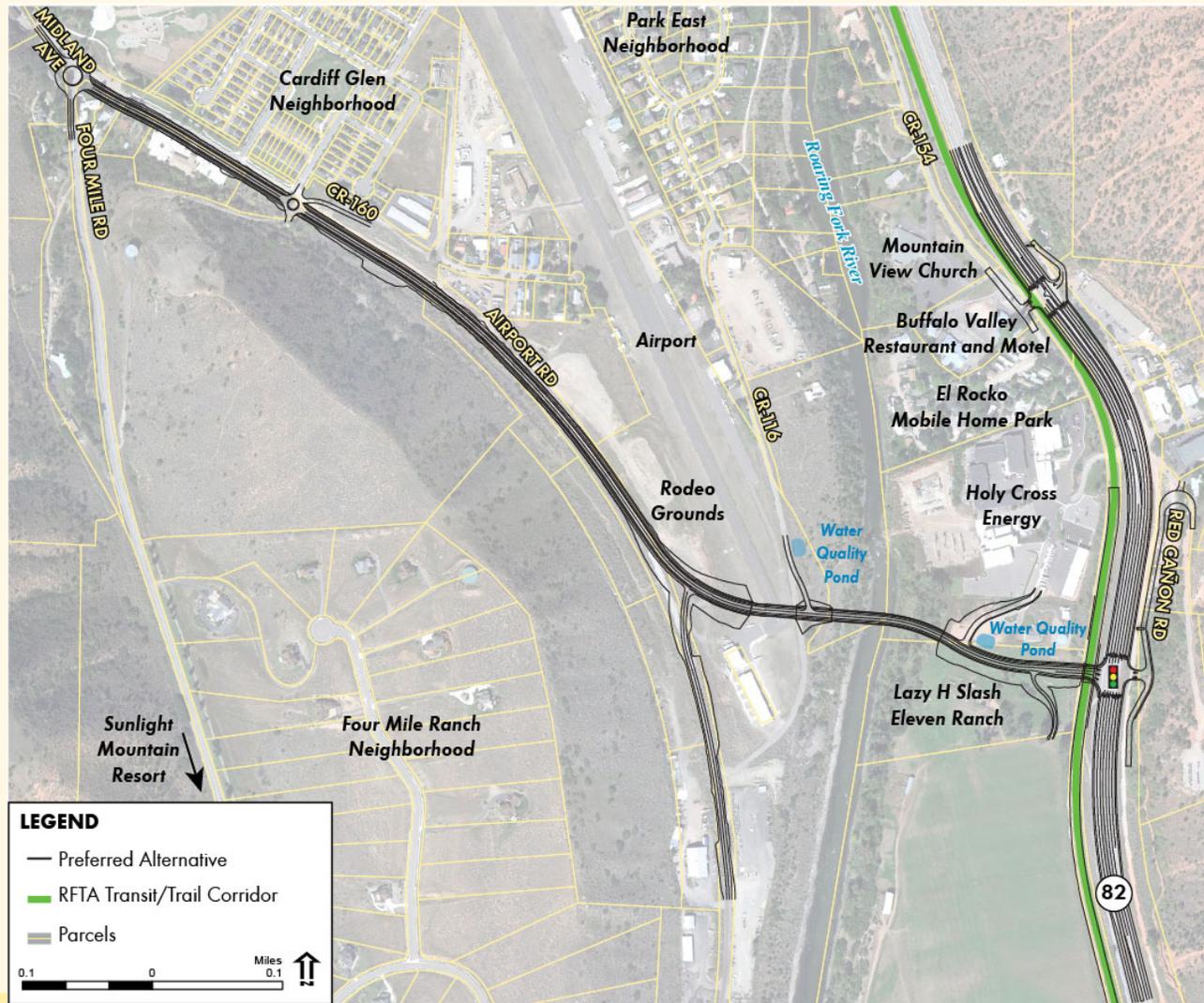
Level 4 (Detailed Analysis)



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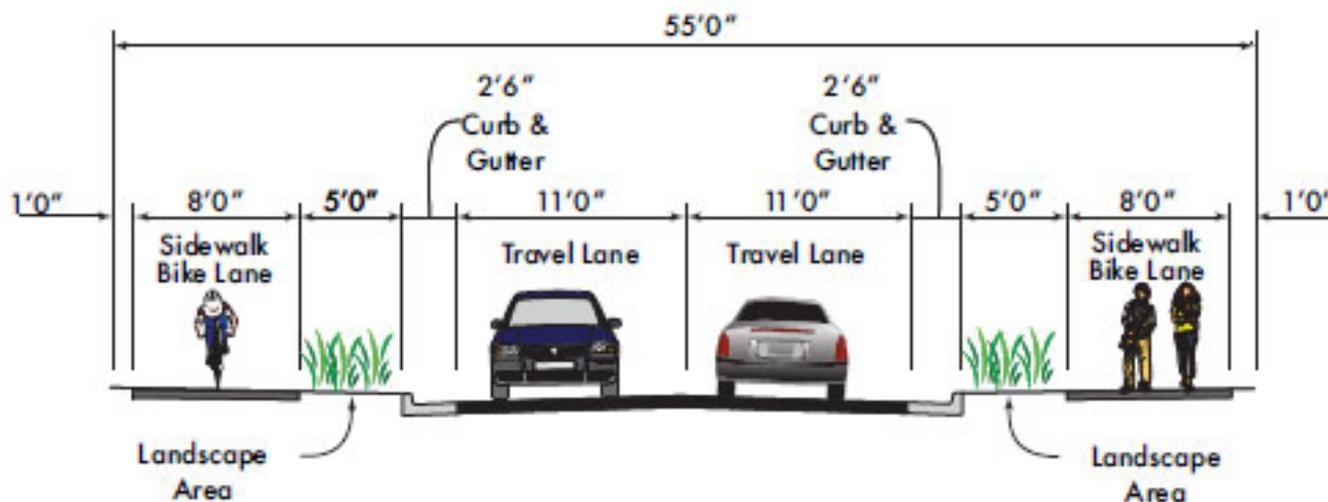


EA Preferred Alternative 10b

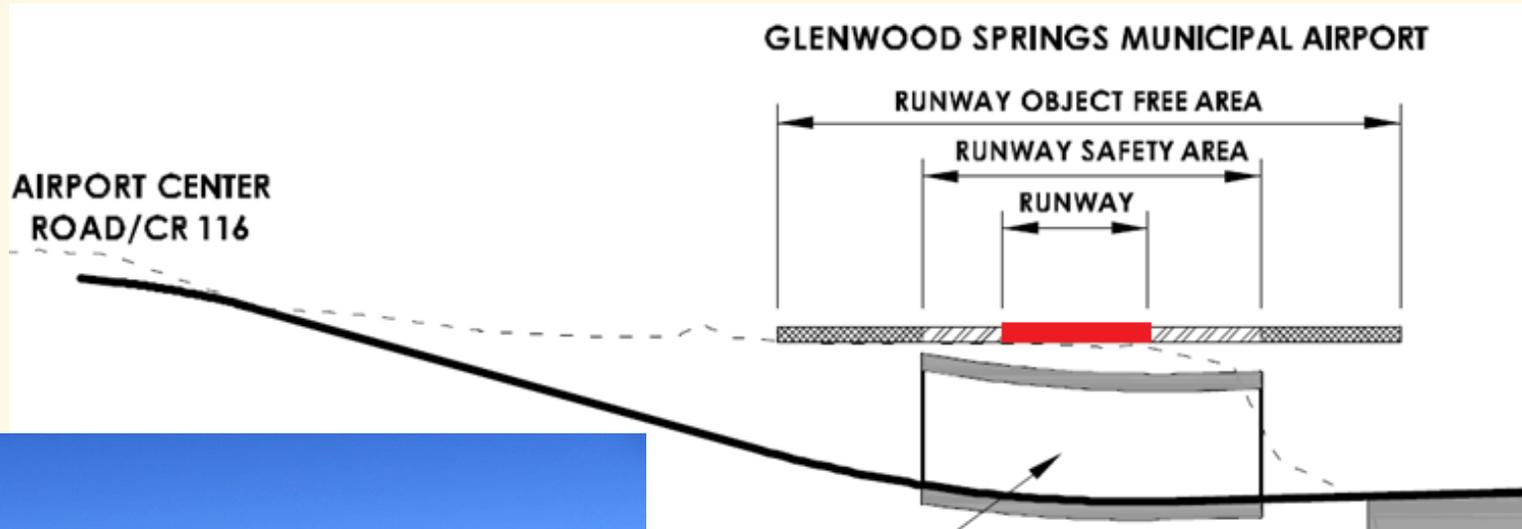


EA Preferred Alternative 10b

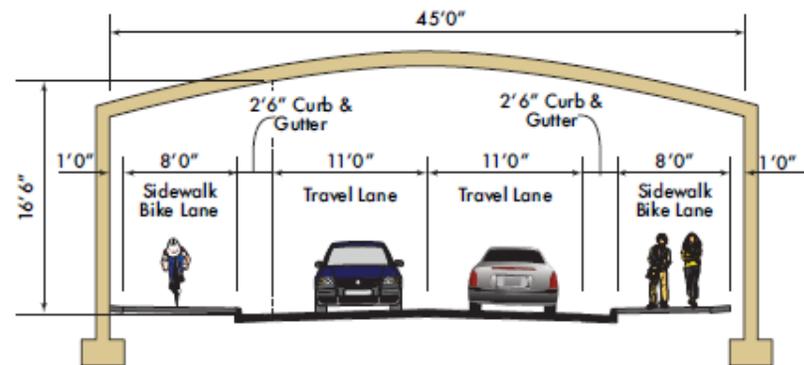
Airport Road Roadway Section



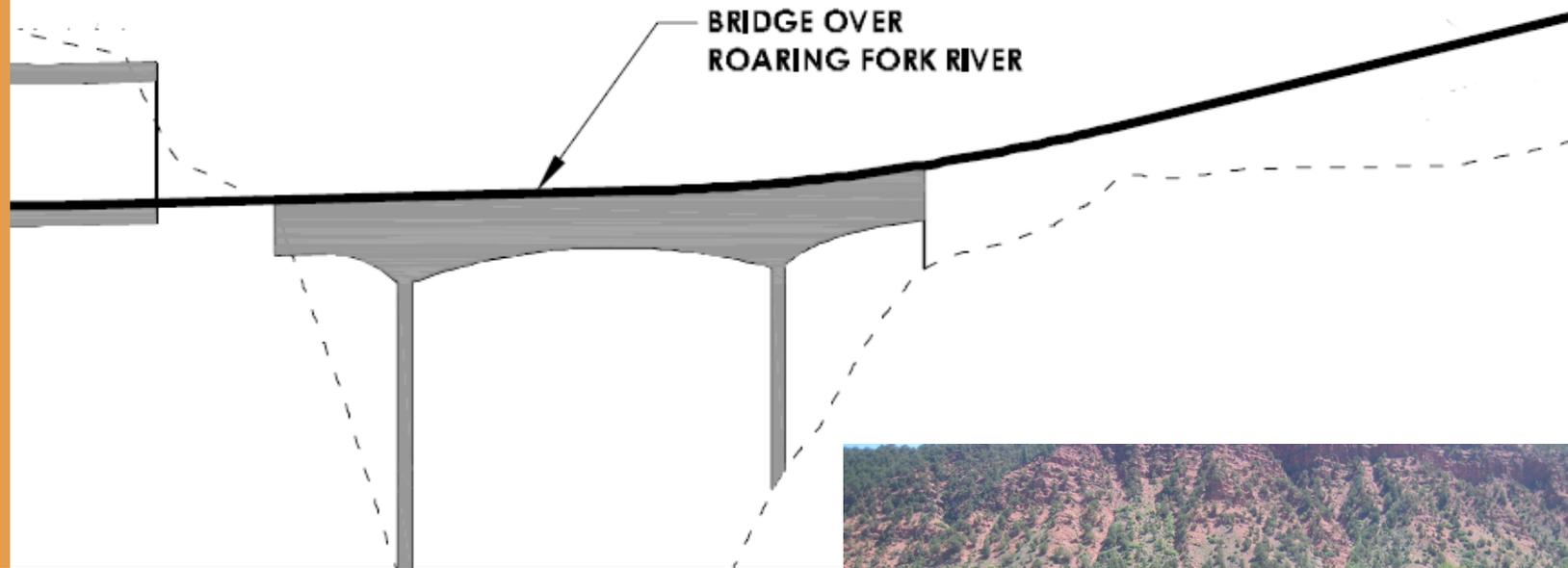
EA Preferred Alternative – 10b



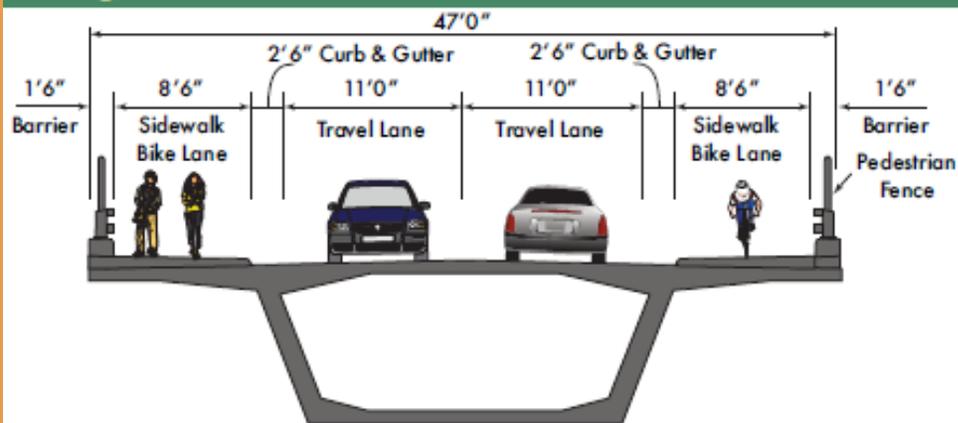
Tunnel Section



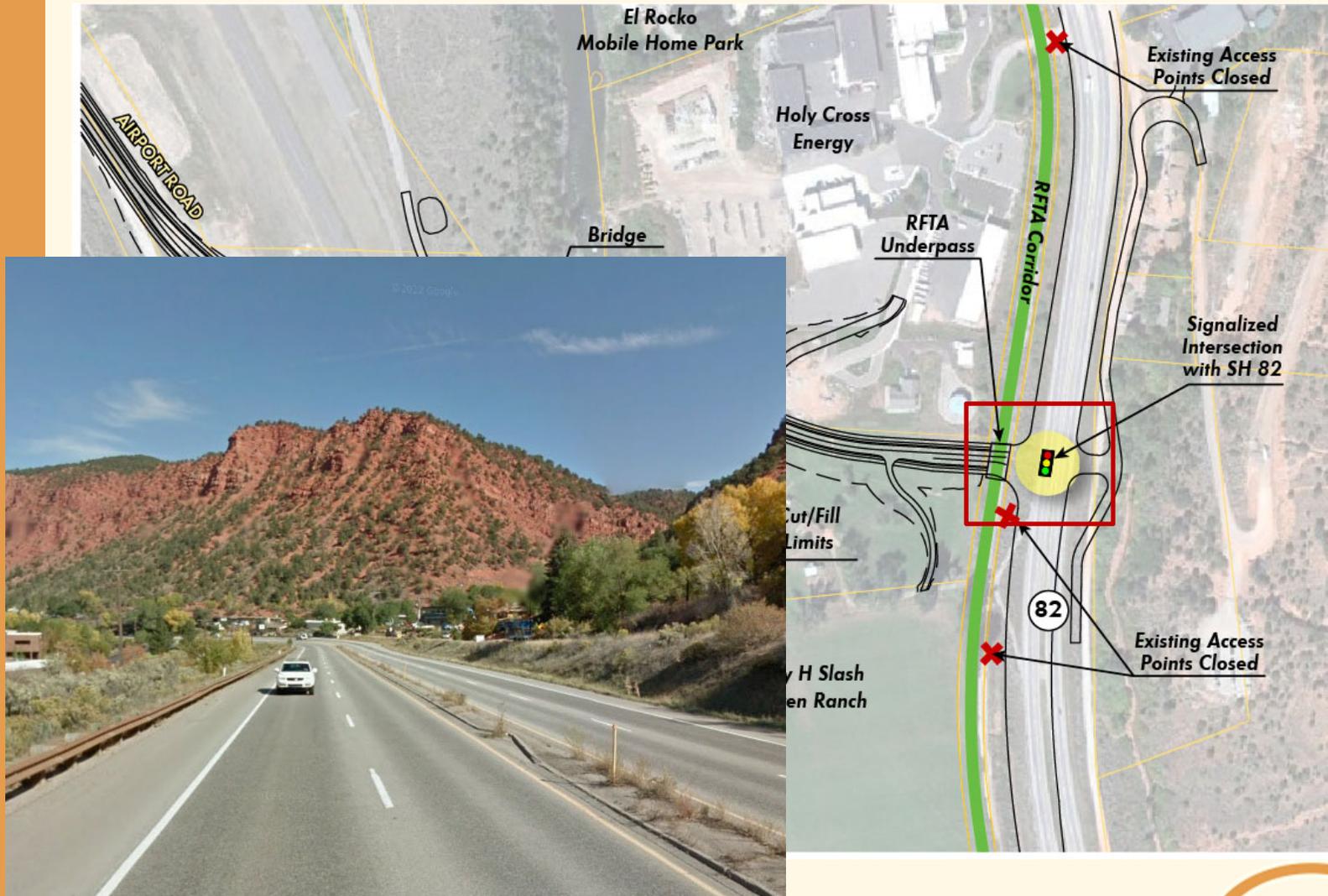
EA Preferred Alternative – 10b



Bridge Section



EA Preferred Alternative – 10b



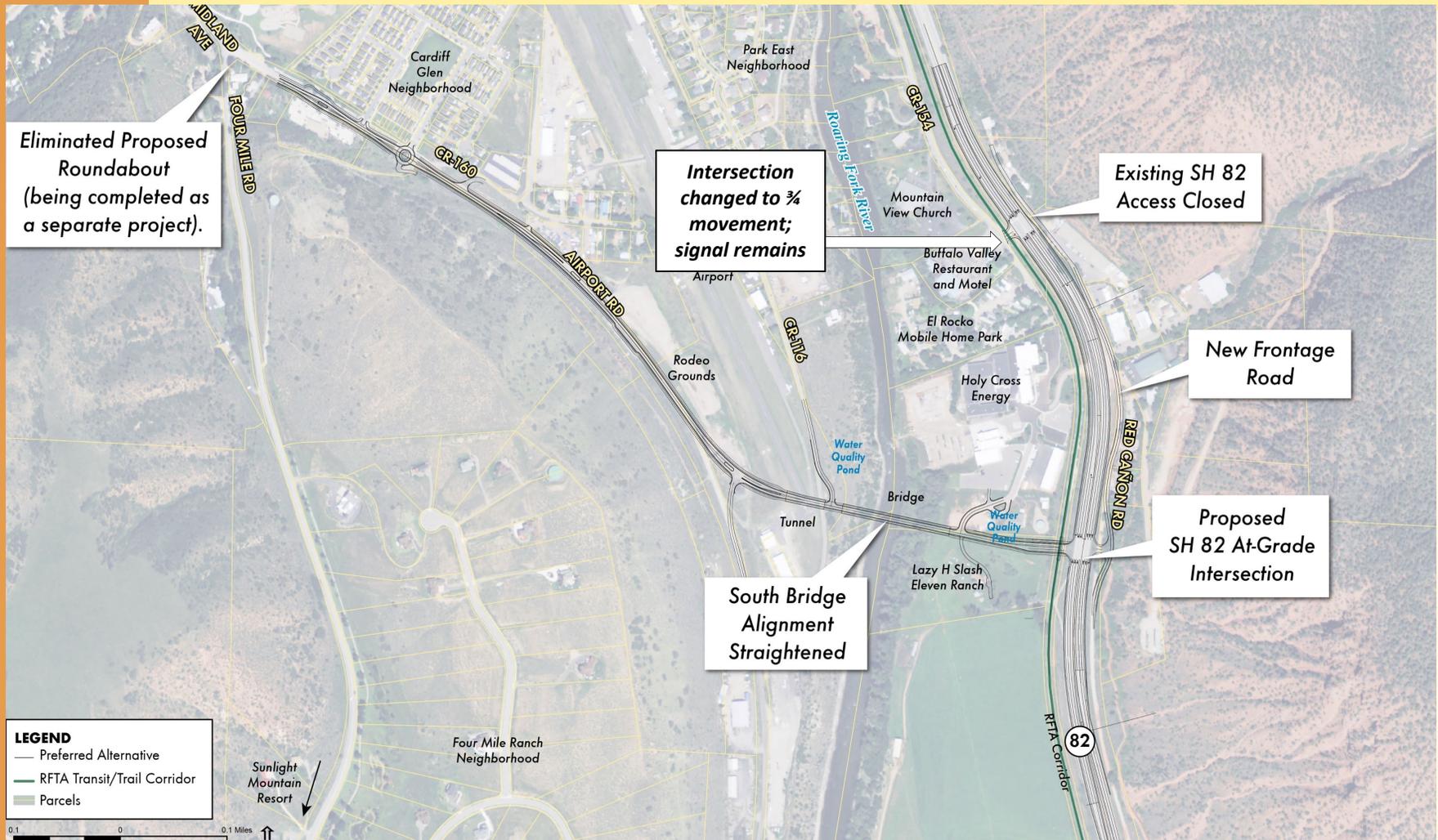
RFTA Corridor / Railbanked Status



RFTA Railbanking Issue Resolution

- RFTA indicated Preferred Alternative 10b would impact corridor railbanking.
- 2014-2017 re-evaluated alternatives to preserve railbanking:
 - Revised Pref. Alt. 10b (at-grade RR crossing and new SH 82 interchange), required 1601 Process. Presented at August 2017 public meeting.
- 2018 City negotiated agreement with RFTA to proceed with Pref. Alt. 10b in EA, with certain design changes.

Modified Preferred Alternative 10b



Design Changes to Pref. Alt. 10b

- Eliminated roundabout proposed at Midland Ave./Four Mile Rd./Airport Rd. intersection – being completed as separate project.
- South Bridge alignment straightened near Roaring Fork River crossing.
- Frontage road east of SH 82 extended further north. Existing access to SH 82/CR 154 east of SH 82 will be closed. Intersection changed to a $\frac{3}{4}$ movement; signal to remain.
- Larger retaining walls required along east side of SH 82 because of extended frontage road.

Updated or Changed Impacts

- **Traffic Access/Safety:**
 - New frontage road east of SH 82 would consolidate access and improve safety; existing access at CR 154/SH 82 on east side of SH 82 would be closed.
 - Updated traffic will be used to assess impacts.
- **Right-of-Way:** Minor changes in required right-of-way are anticipated.
- **Visual Conditions:** Retaining walls along SH 82 between RFTA right-of-way and new frontage road would result in visual changes.
- **Noise:** Updated noise analysis based on latest traffic and changed/new receptors.

Status of NEPA

- EA signed October 2013.
- Preparing decision document that will:
 - Update study area existing conditions
 - Describe modifications made to Preferred Alt. 10b after EA
 - Describe updated No Action Alternative
 - Update impacts and mitigation
 - Address EA comments
 - Identify proposed action

Next Steps

- CDOT/ FHWA issue decision document— completes NEPA process.
- Conduct preliminary design of Preferred Alternative (approx. 4 to 6 months).
- Final design for funded phases (approx. 8 months to 1 year)
- Right-of-way acquisition for funded phases (approx. 1-2 years)
- Project construction (2+ years depending on funding and project phasing)

How to Provide Comments

- **Tonight:** Submit comment form tonight or mail to address below
- **Mail:** Regina Pretti
City of Glenwood Springs
Engineering Department
101 West 8th Street
Glenwood Springs, CO 81601
- **Fax:** 970-945-8582 (attn. Regina Pretti)
- **Email:** regina.pretti@cogs.us

Thank You

**For attending tonight's
public meeting**