



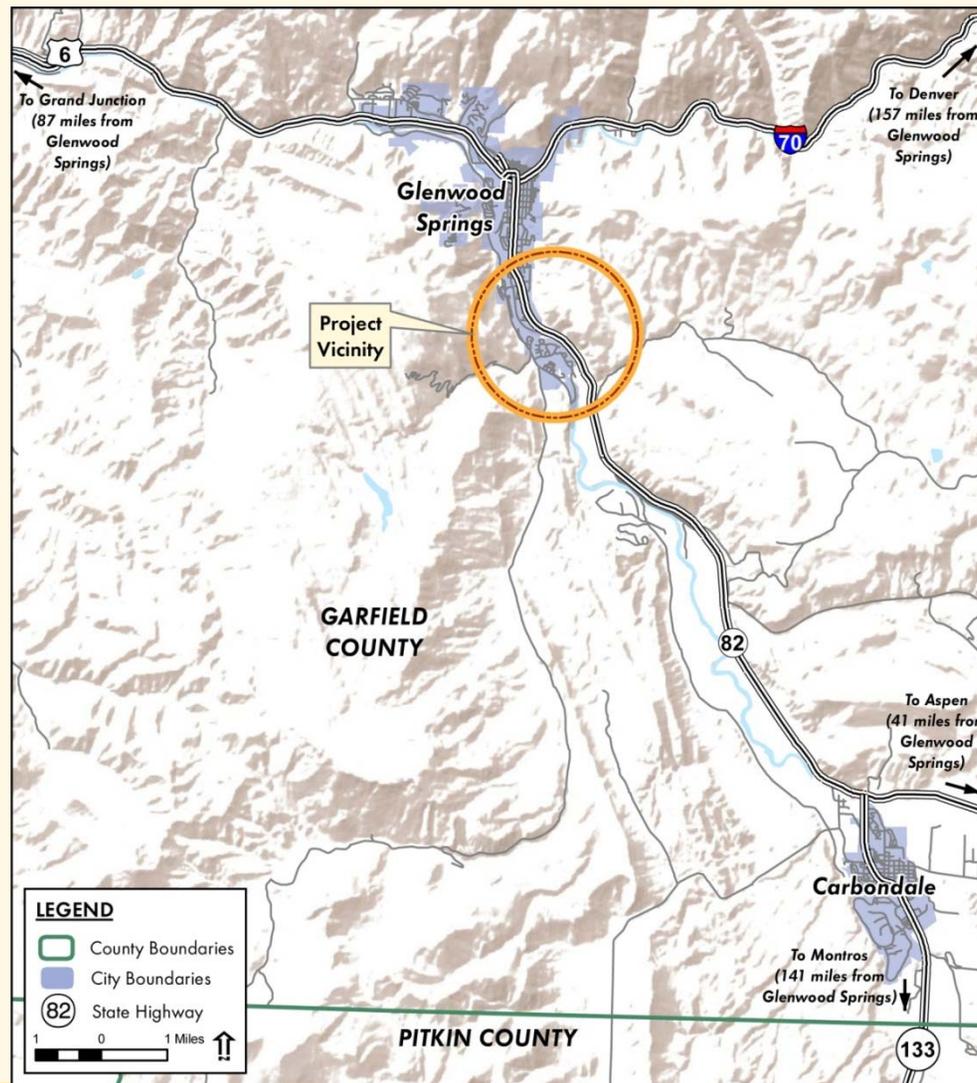
November 13, 2013

**South Bridge Environmental Assessment
Public Hearing**

Why Are We Here Tonight?

- South Bridge Environmental Assessment (EA) has been reviewed and signed by CDOT and FHWA.
- A 30-day public review and comment period started October 23rd and will run through November 21st.
- Part of the public review and comment period includes tonight's Public Hearing to share information and receive comments on the South Bridge EA.

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

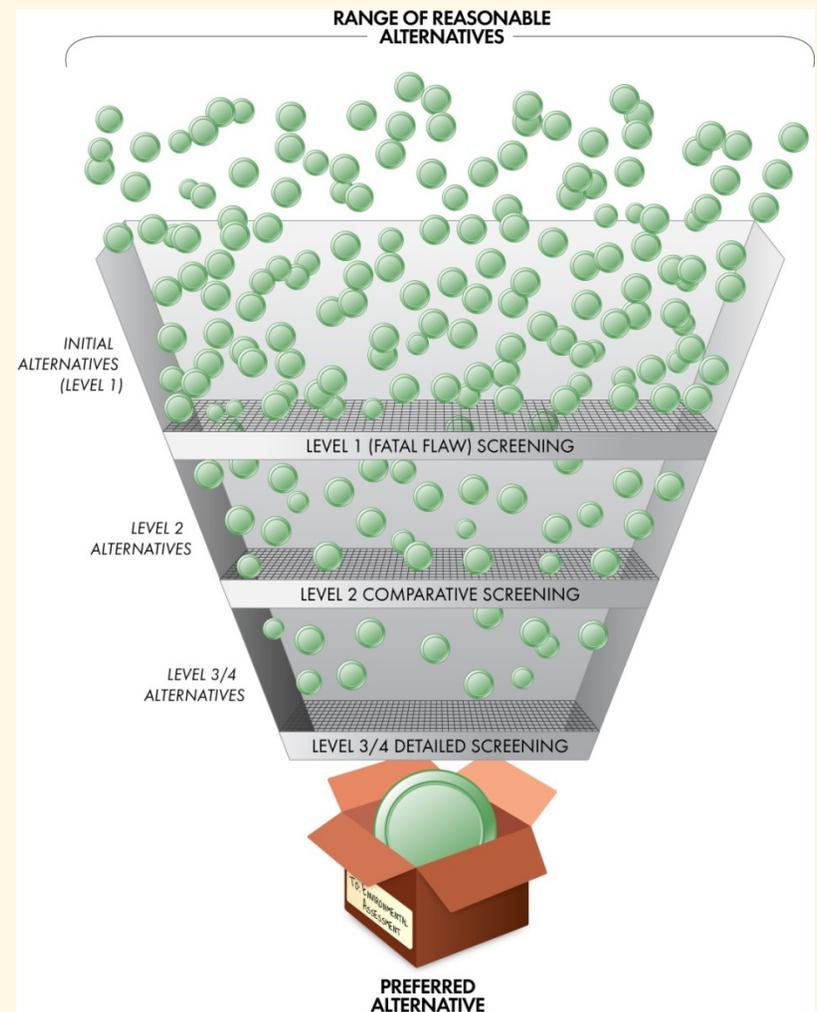
Environmental Assessment

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.

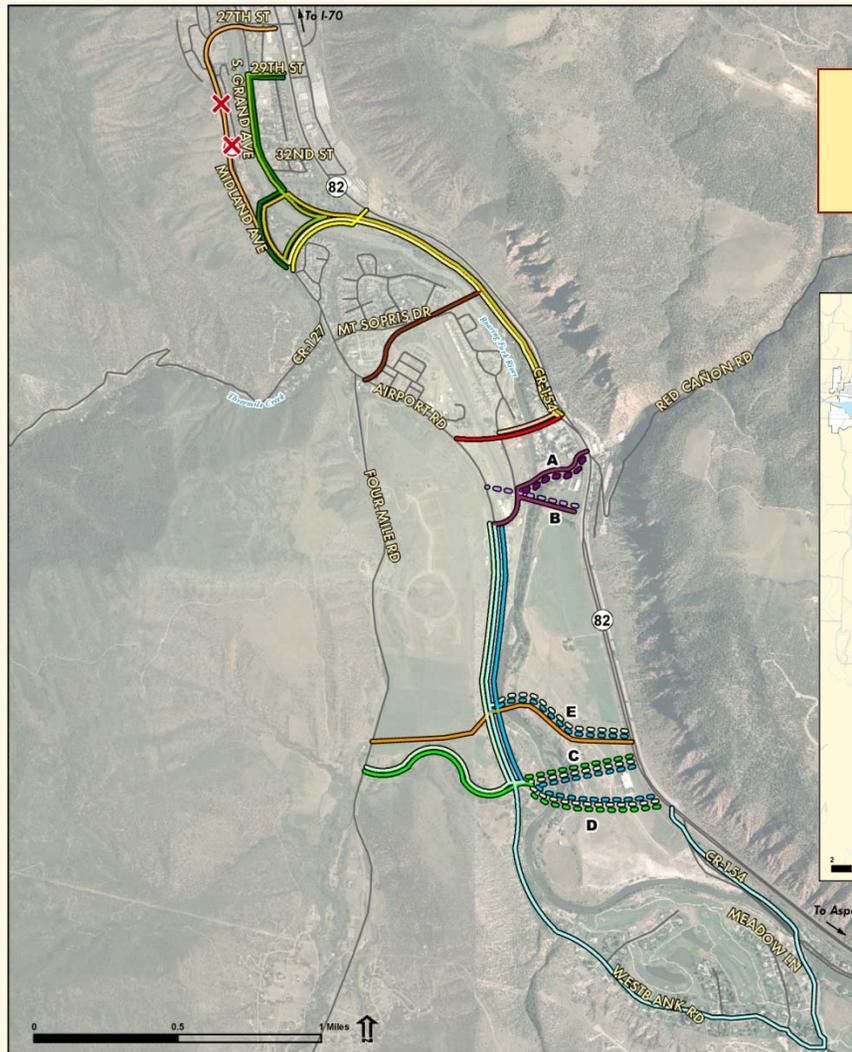


Input to Alternatives Analysis

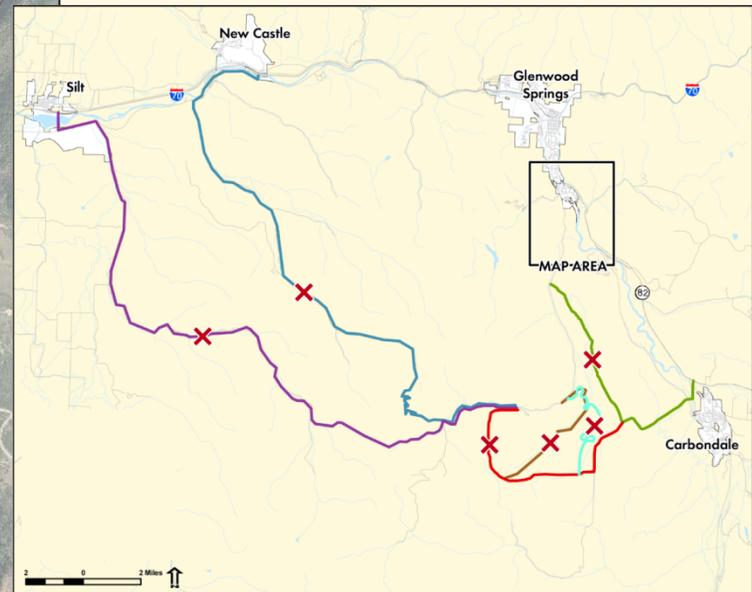
Input was received from general public; elected officials; and local, state, and federal agencies through:

- Open Houses (3)
- Elected Officials Meetings (23)
- Citizens Advisory Group Meetings (14)
 - Two dozen residents and community members
 - Provided valuable input to the Project Working Group

Level 1 (Fatal Flaw)

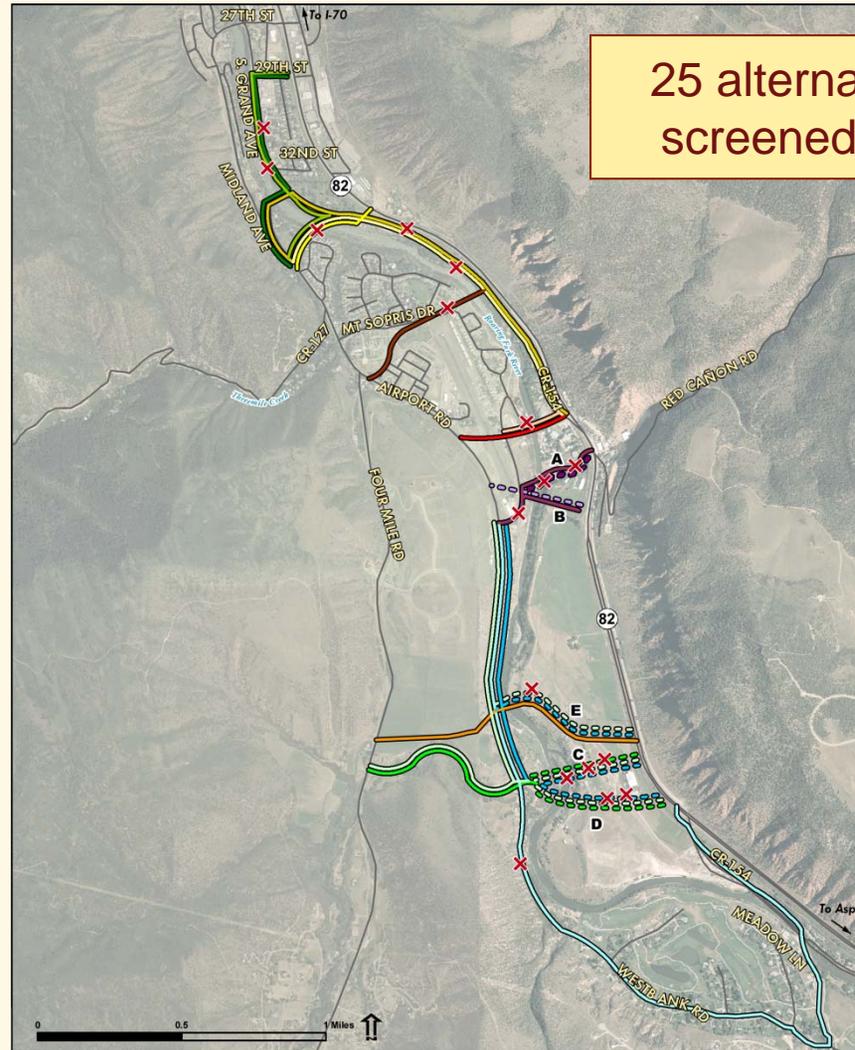


35 alternatives
screened to 25



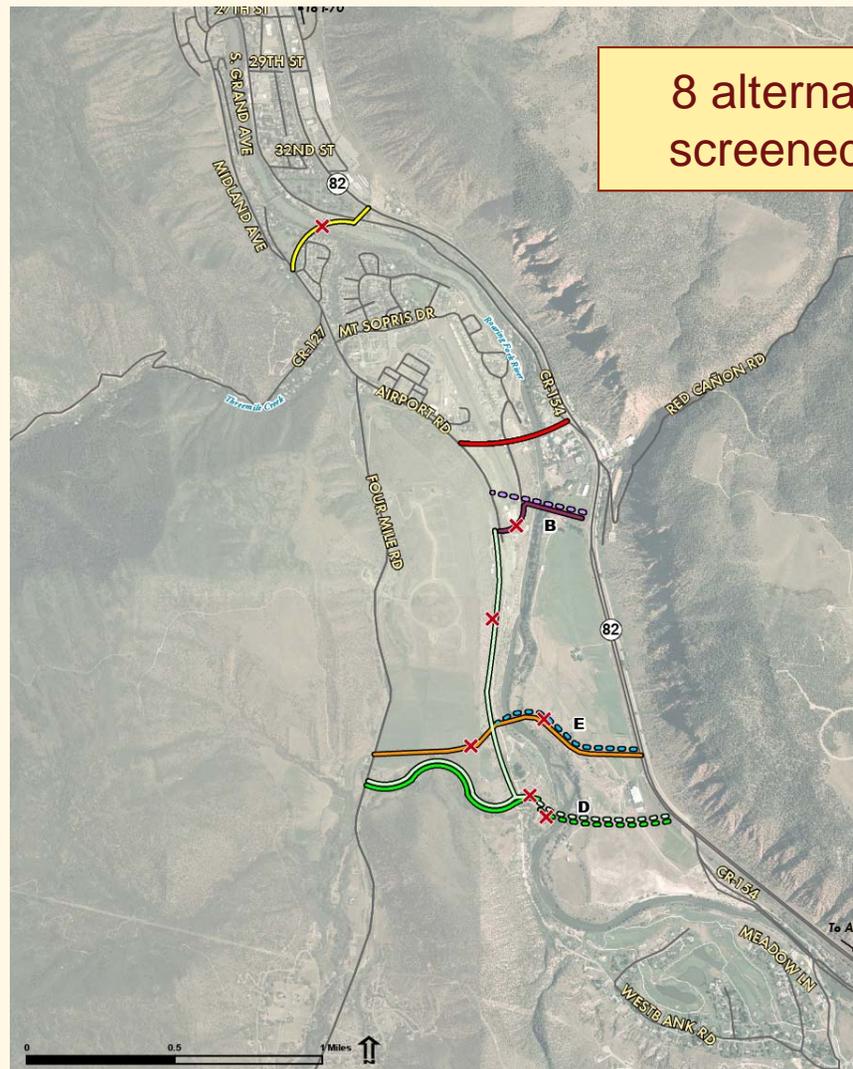
✗ = Screened out during Level 1, but elements could be used to enhance the Preferred Alternative.

Level 2 (Comparative)



✗ = Screened out during Level 2

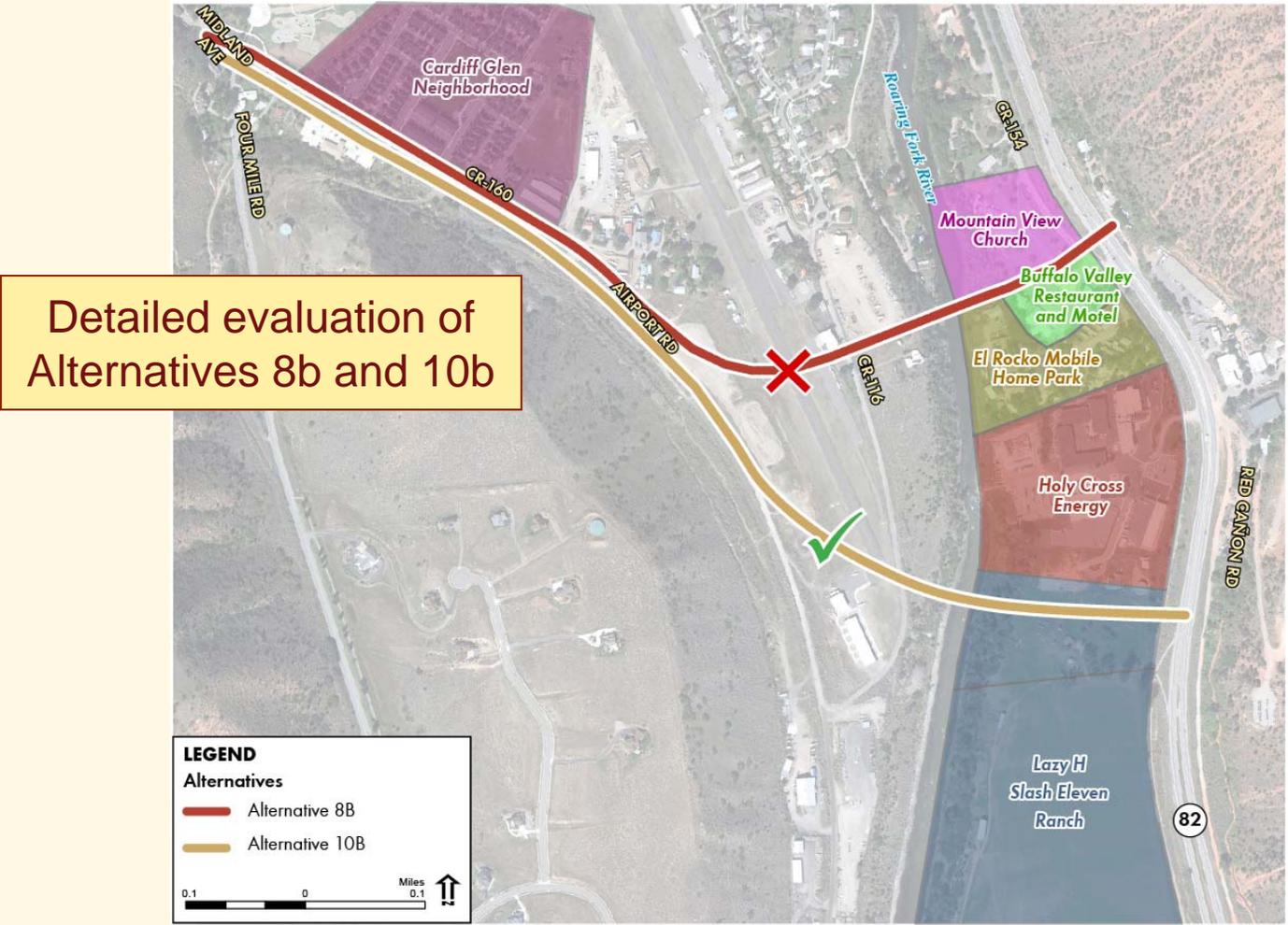
Level 3 (Detailed Analysis)



8 alternatives
screened to 2

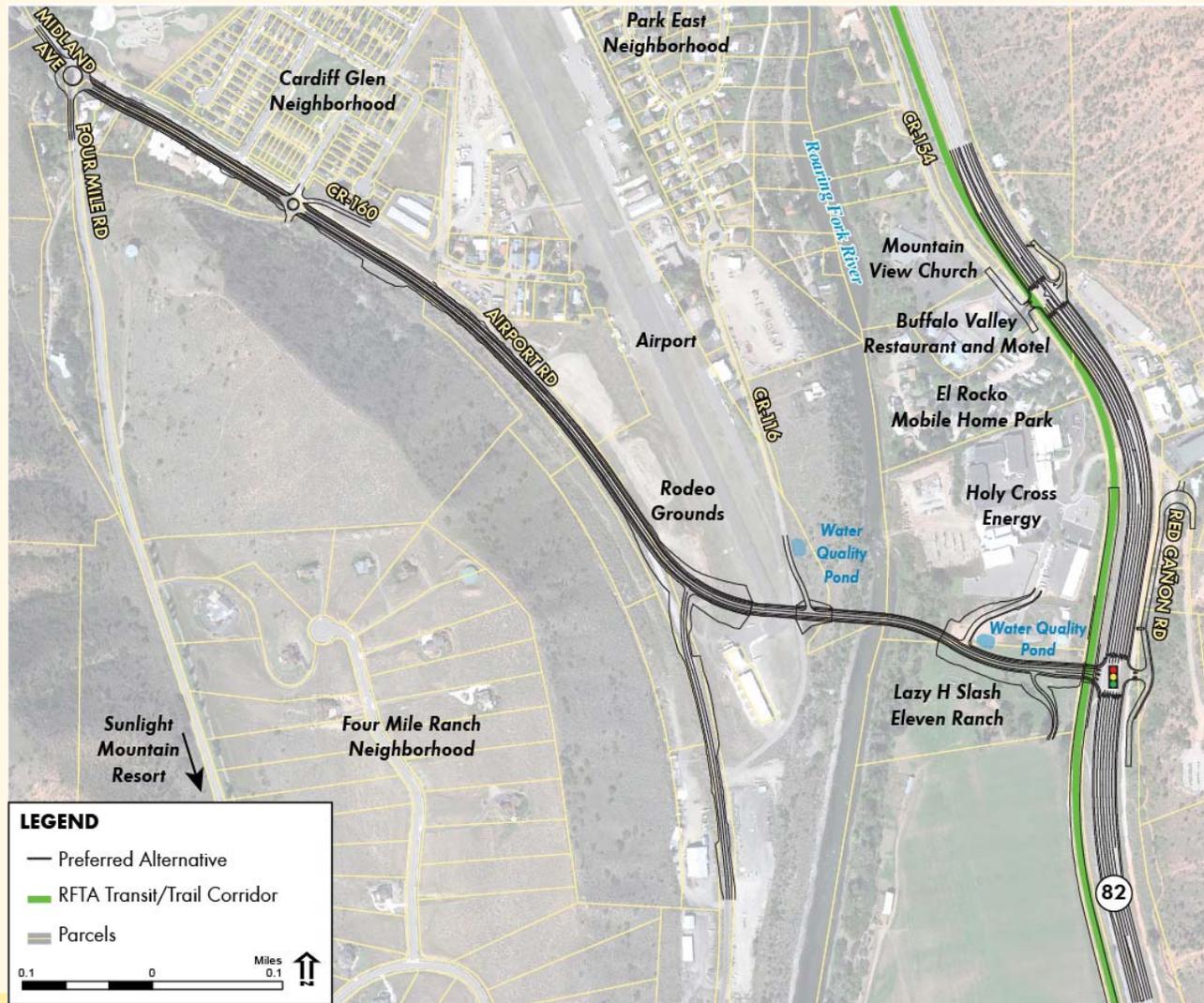
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Level 4 (Detailed Analysis)



✗ = Screened out during Level 4

Preferred Alternative – 10b



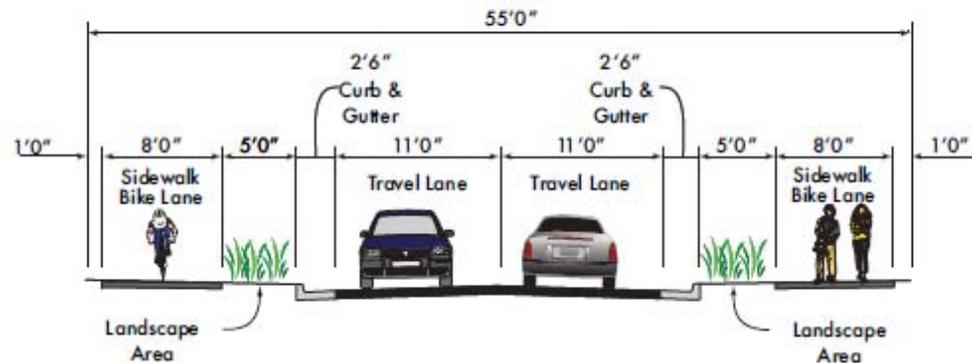
Preferred Alternative – 10b



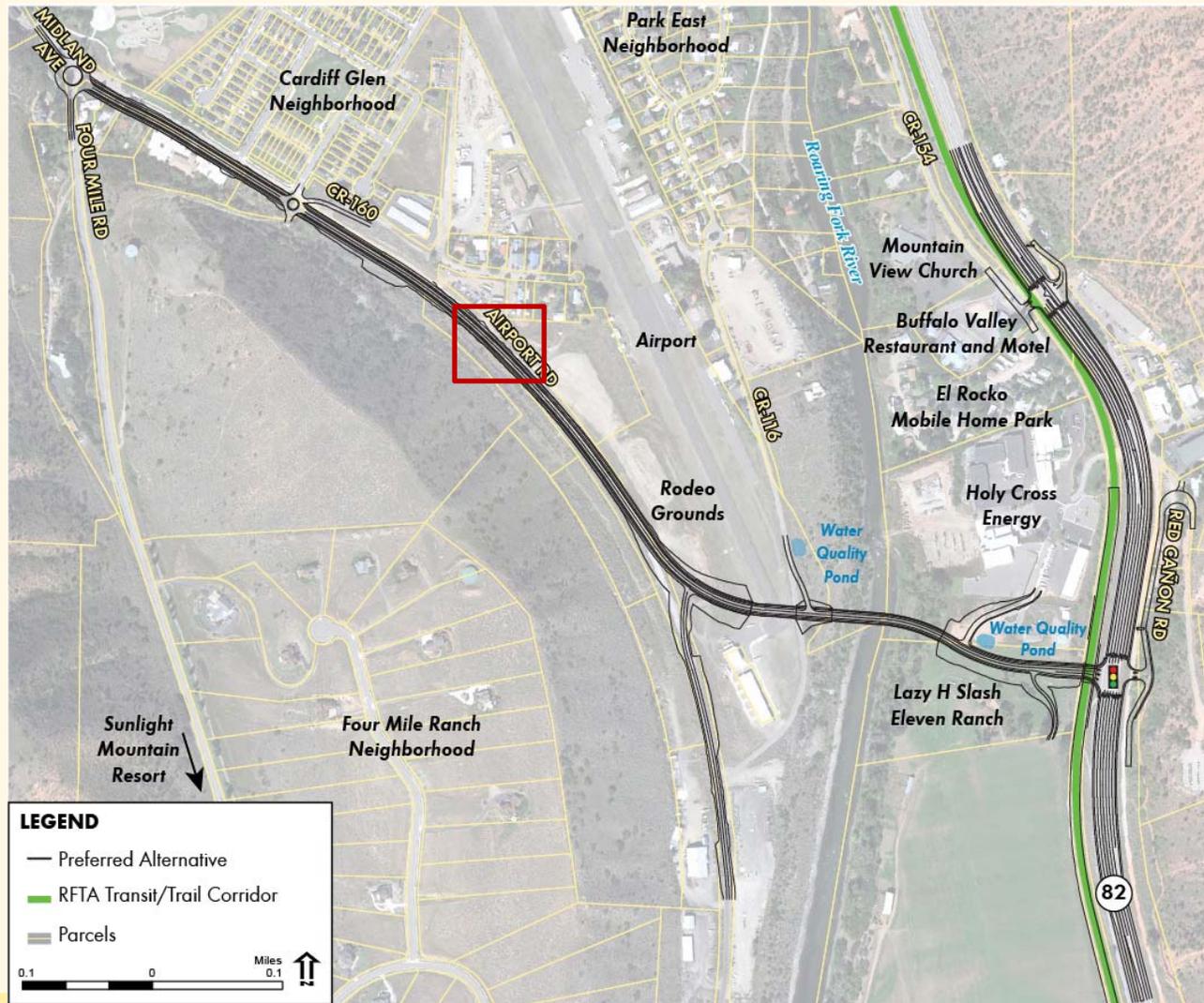
Preferred Alternative – 10b



Airport Road Roadway Section



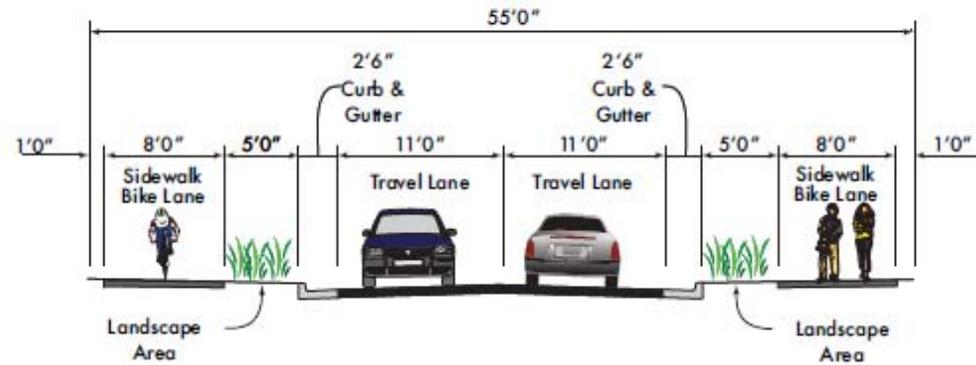
Preferred Alternative – 10b



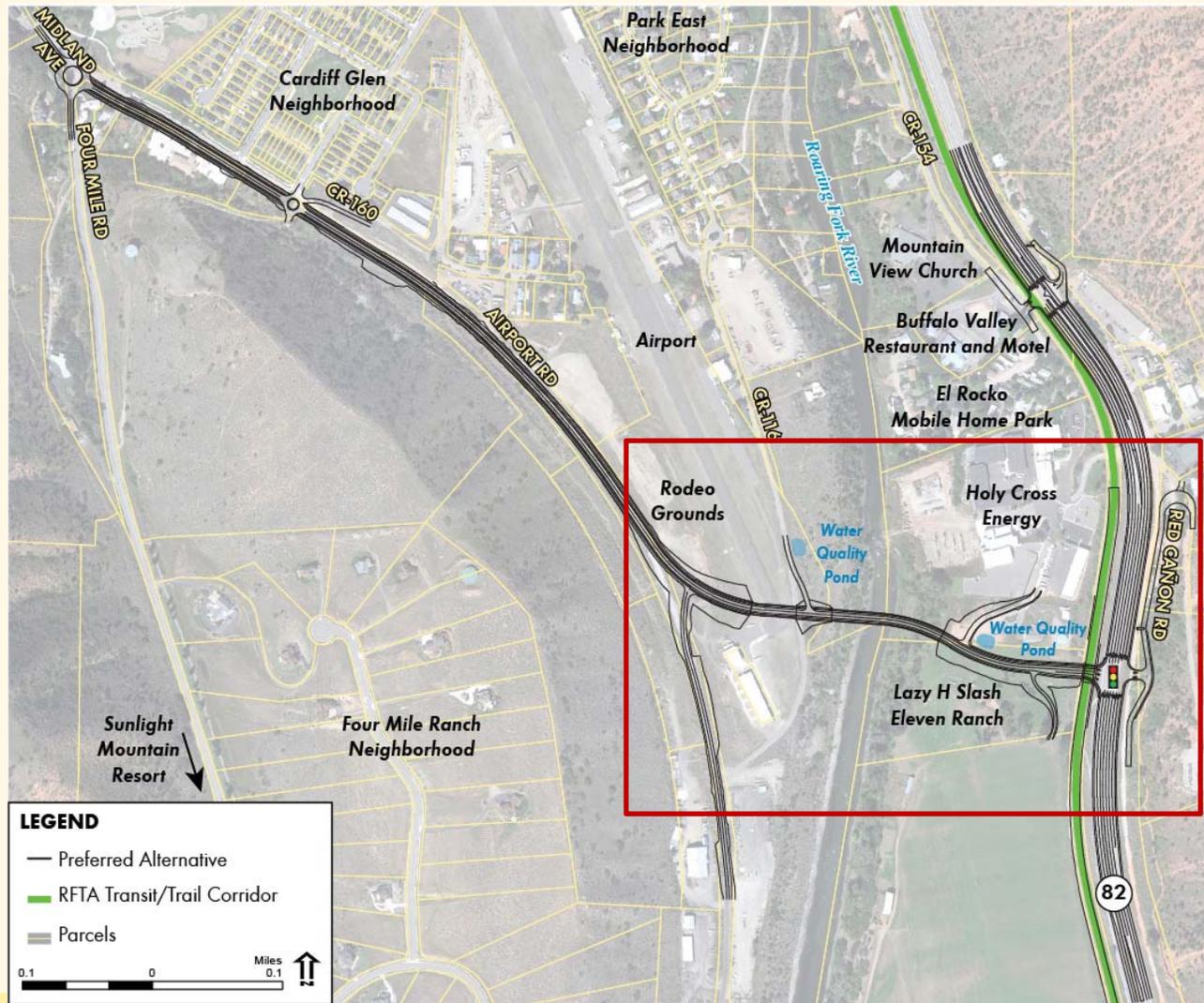
Preferred Alternative – 10b



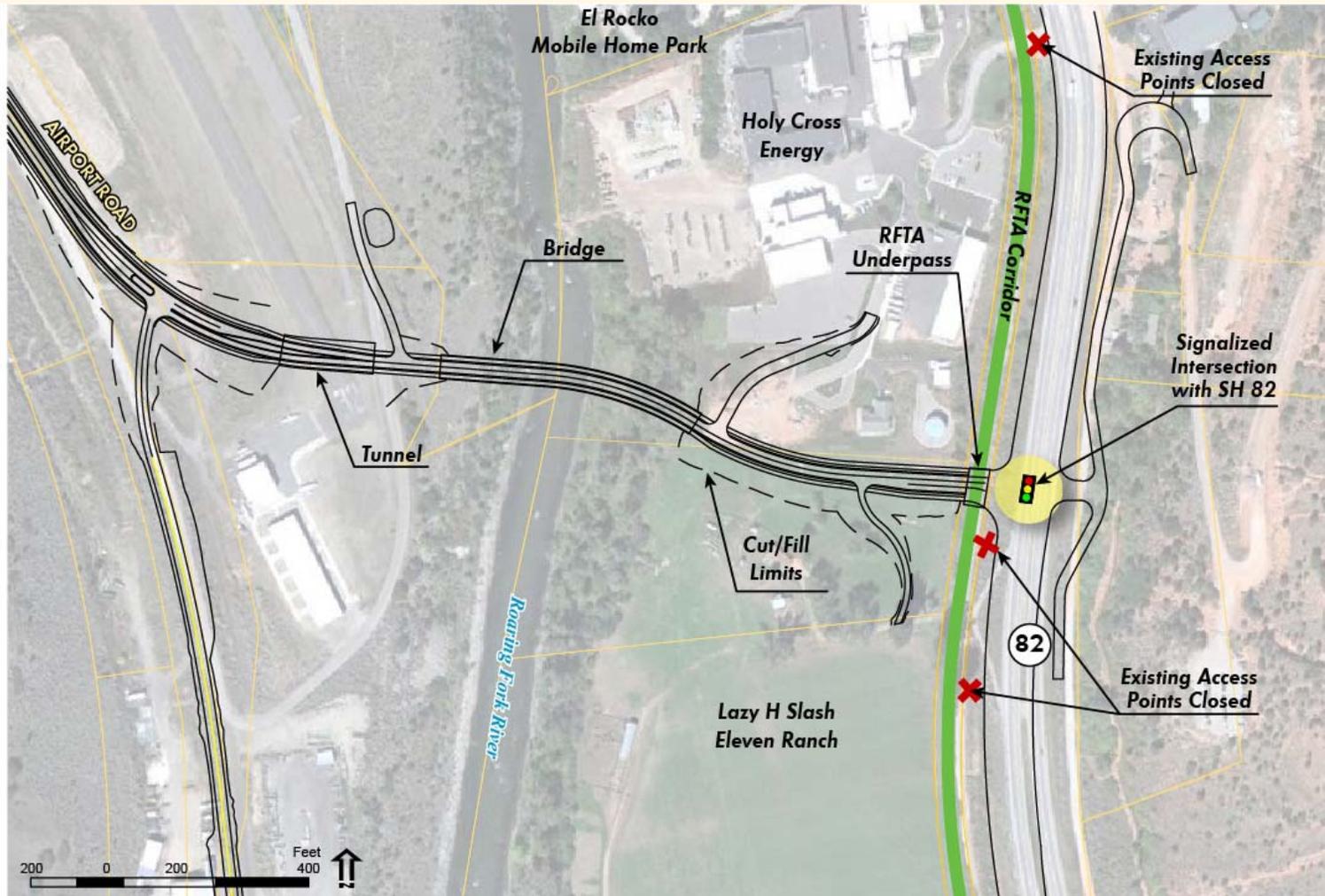
Airport Road Roadway Section



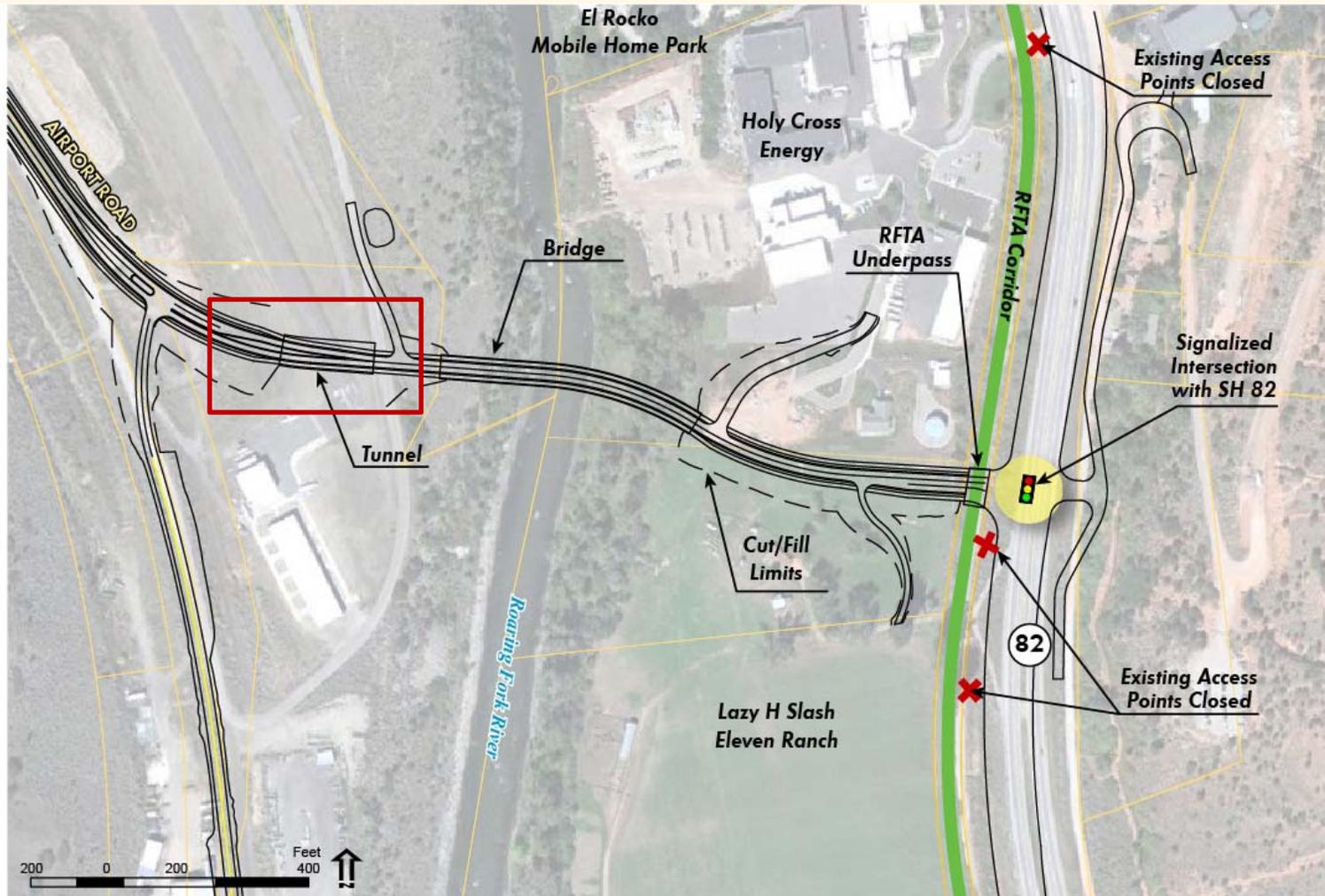
Preferred Alternative – 10b



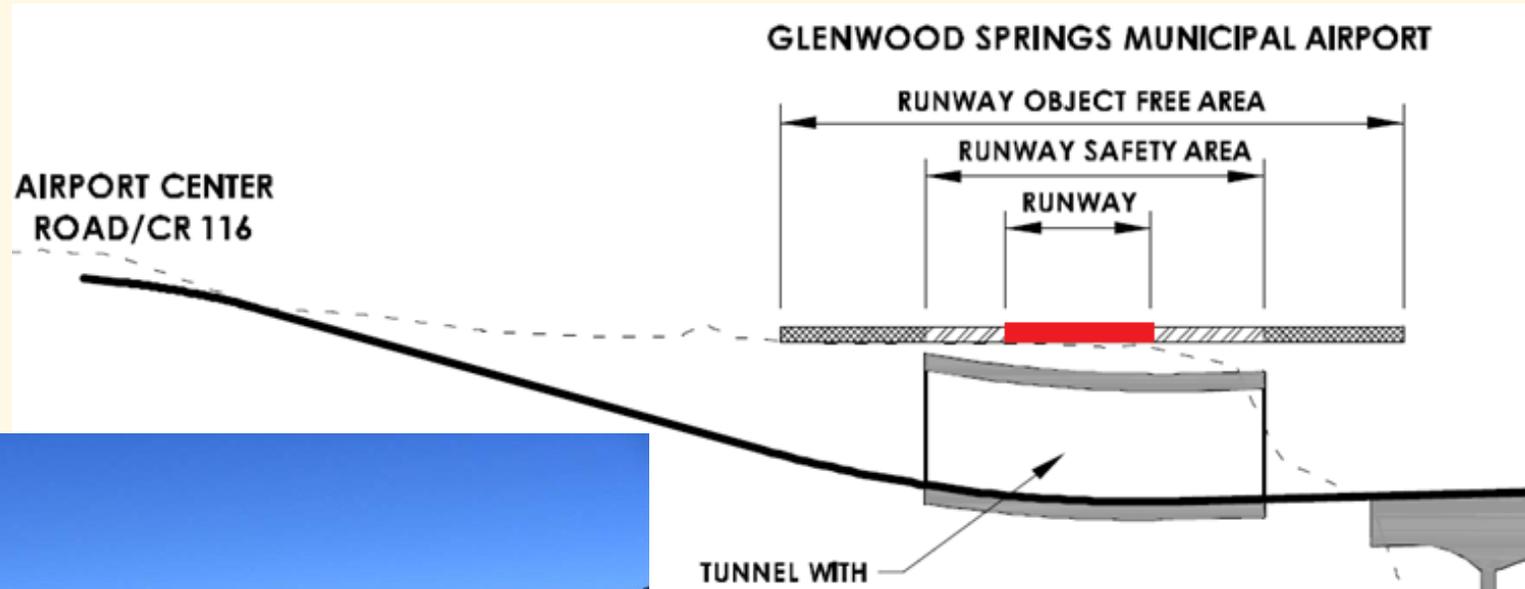
Preferred Alternative – 10b



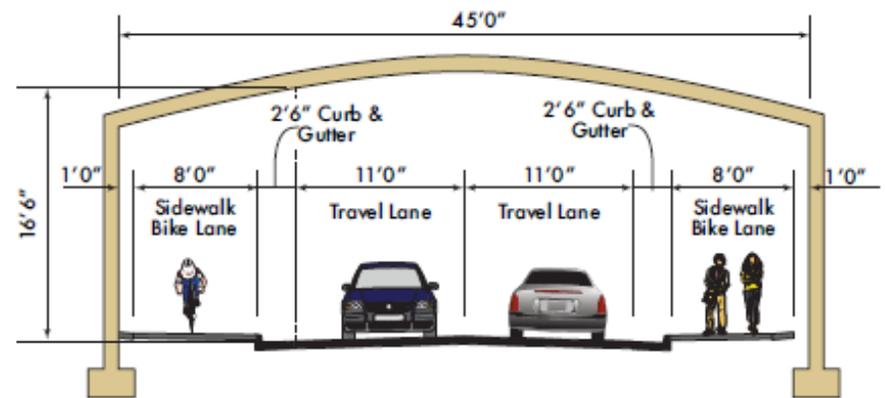
Preferred Alternative – 10b



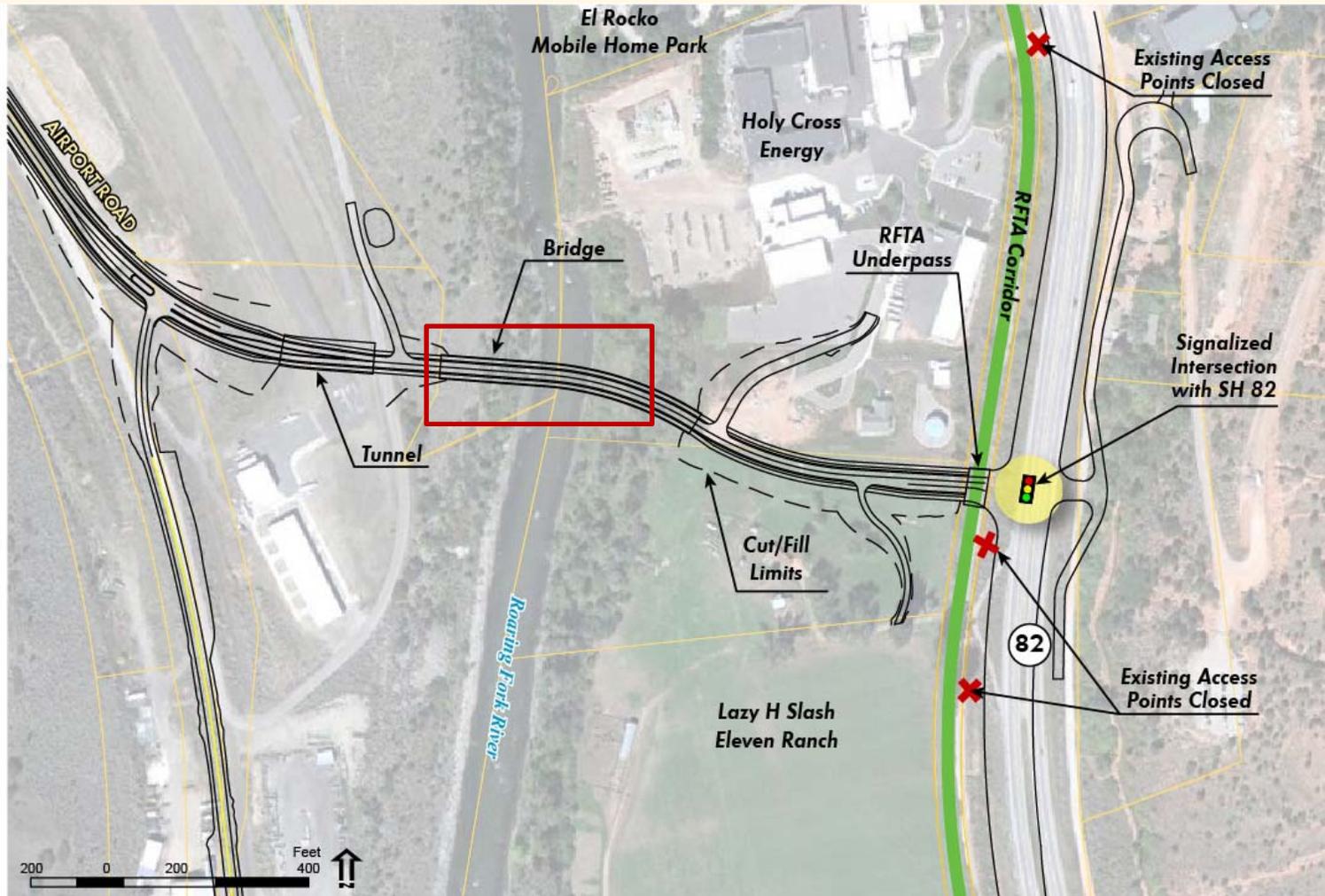
Preferred Alternative – 10b



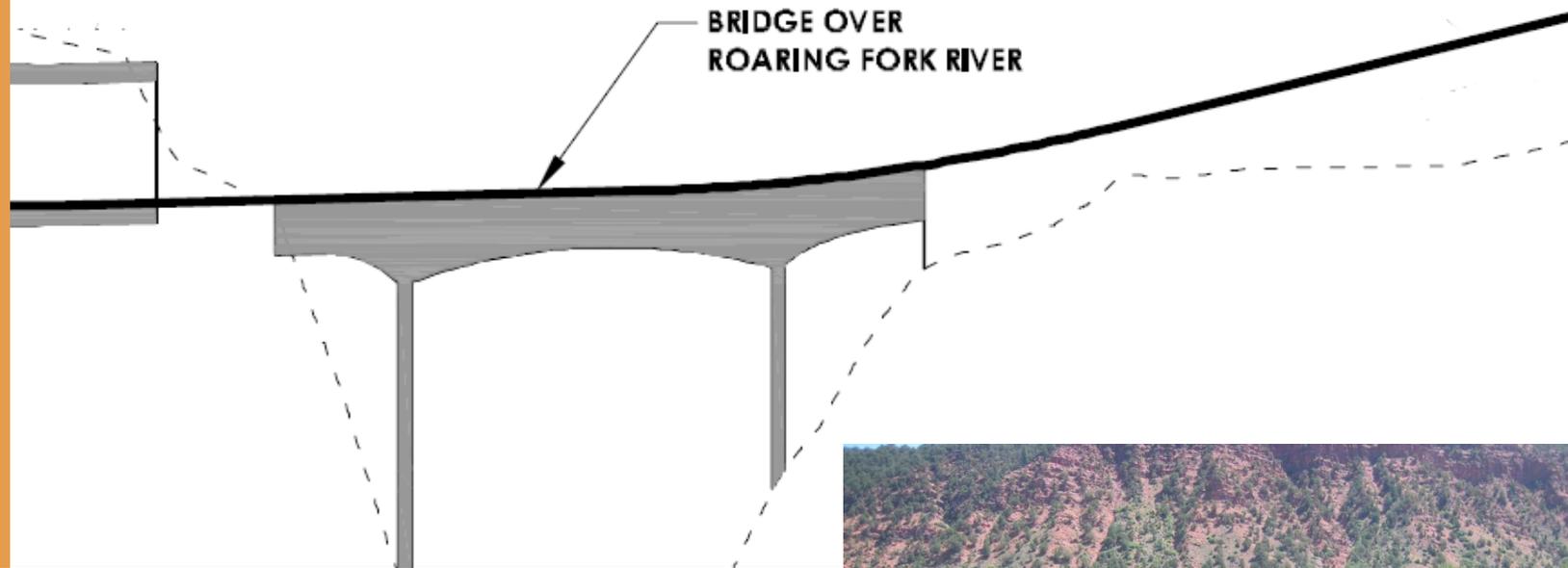
Tunnel Section



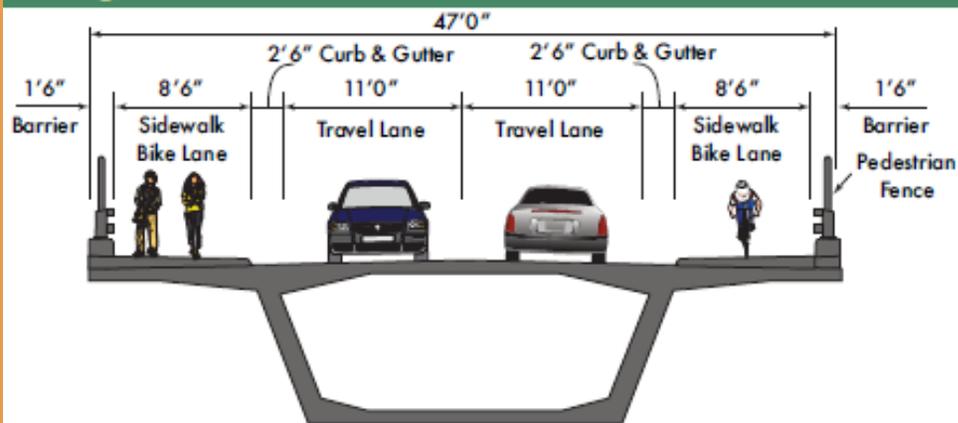
Preferred Alternative – 10b



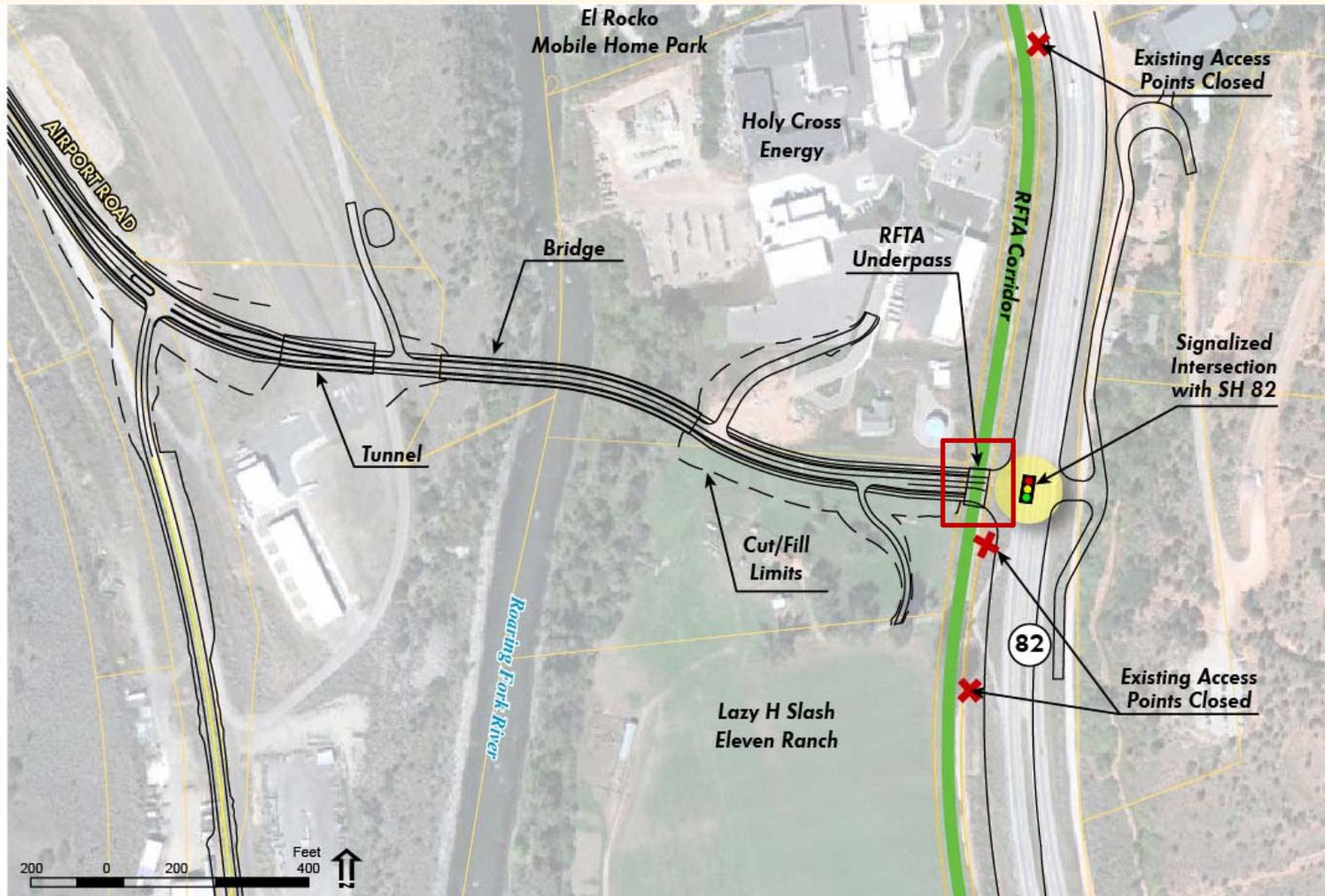
Preferred Alternative – 10b



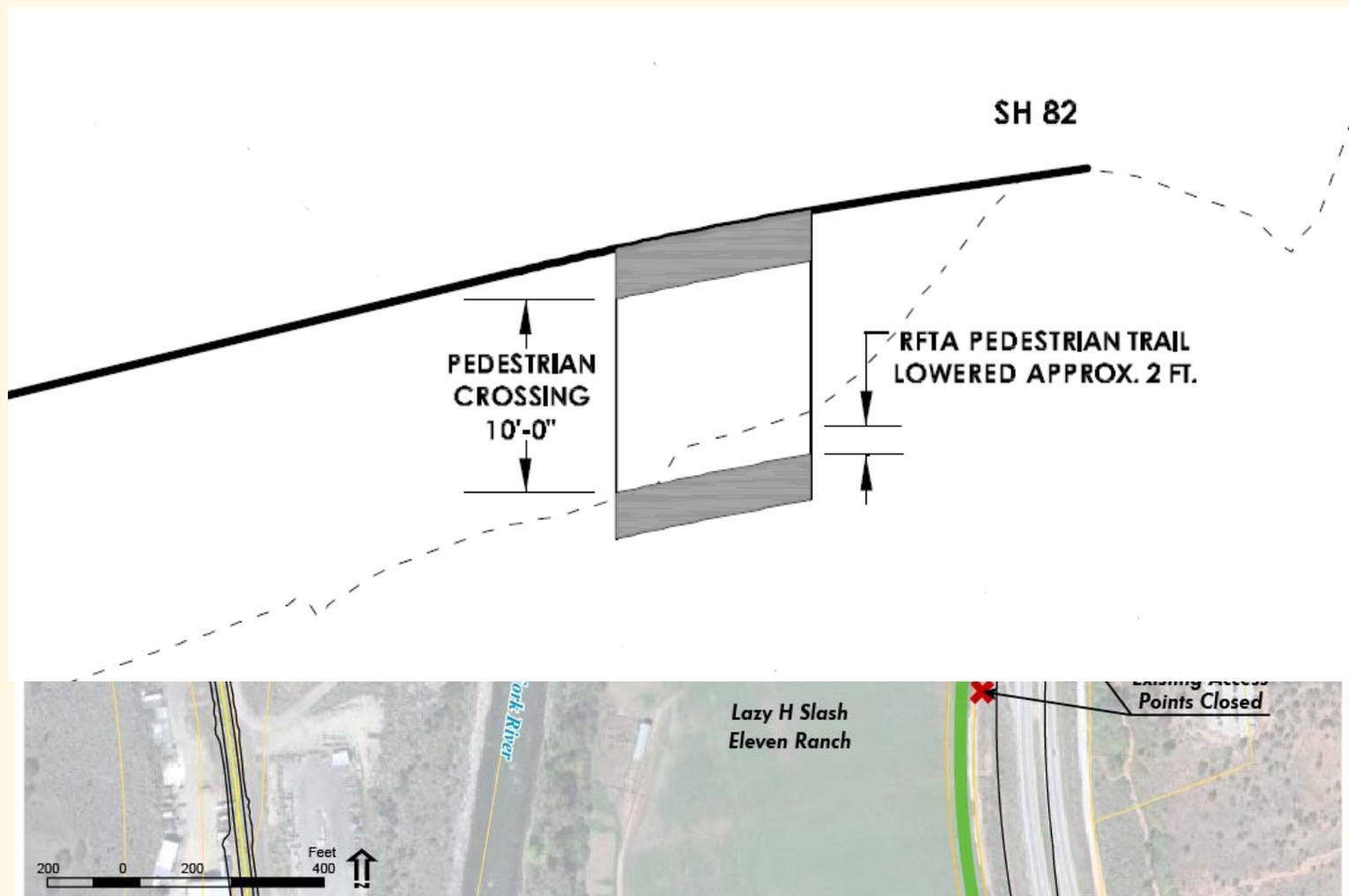
Bridge Section



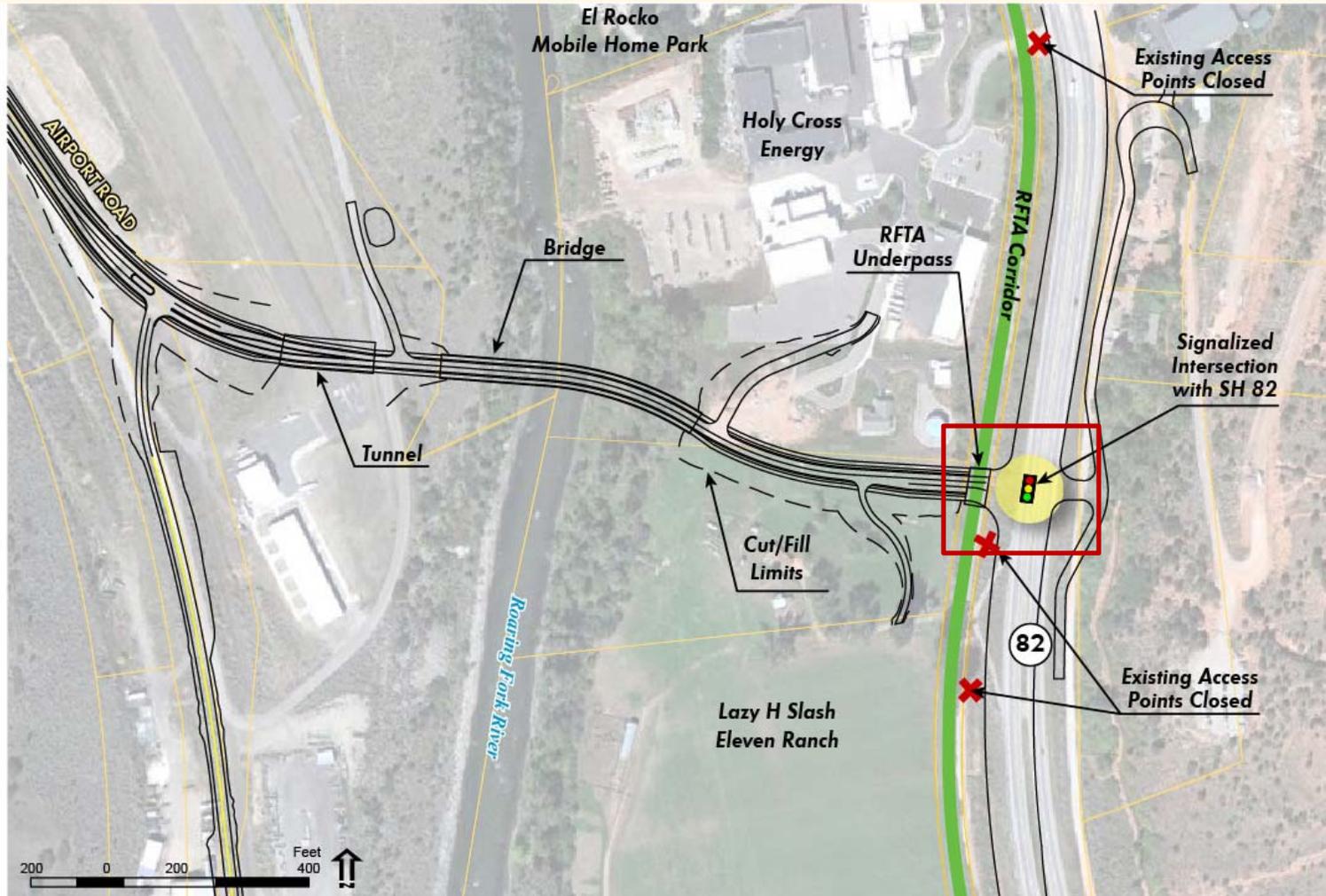
Preferred Alternative – 10b



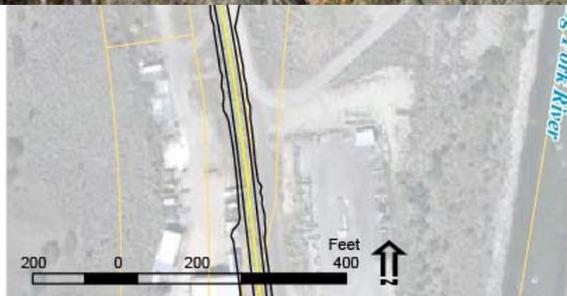
Preferred Alternative – 10b



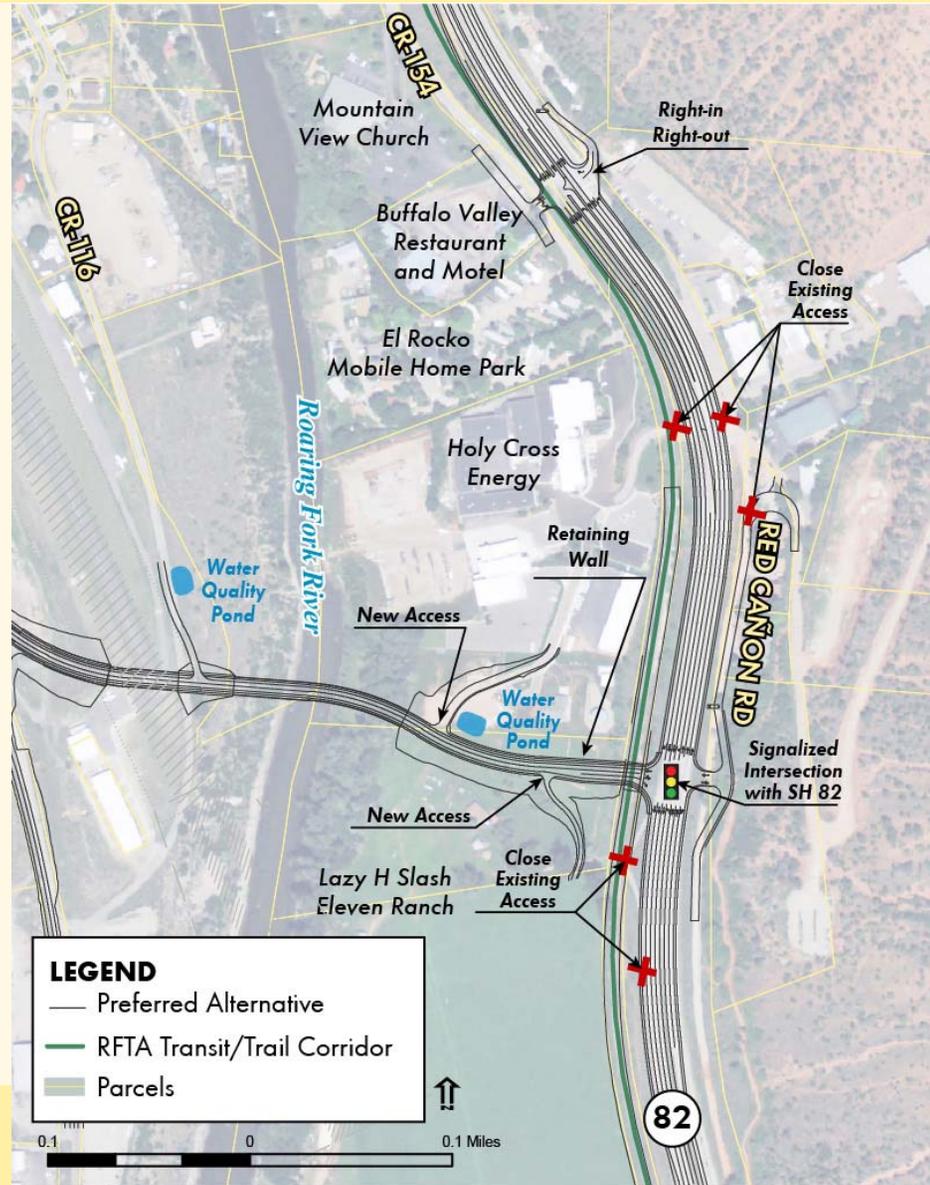
Preferred Alternative – 10b



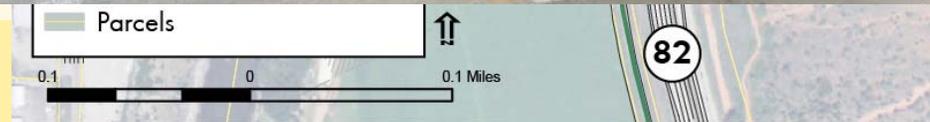
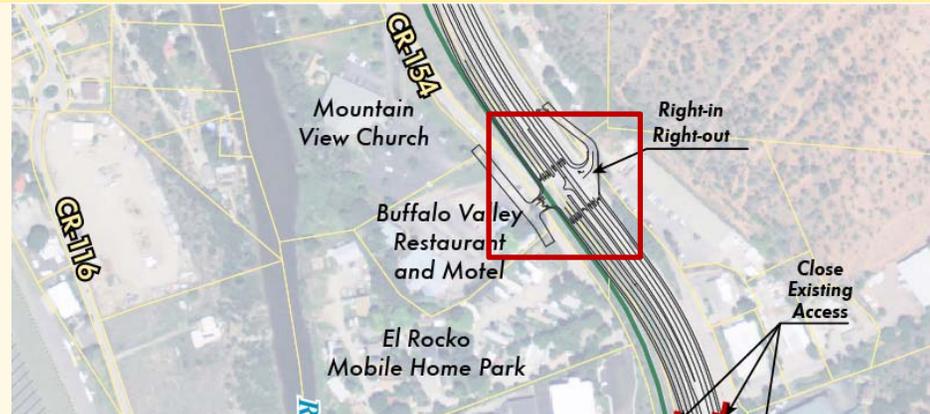
Preferred Alternative – 10b



Preferred Alternative – 10b



Preferred Alternative – 10b



Alternatives Evaluated in EA

No Action Alternative

- Includes only committed projects planned by local or state agencies.

Preferred Alternative (Alternative 10b)

- The preferred alternative would:
 - Provide enhanced emergency and local access.
 - Improve the safety and efficiency of existing intersections.
 - Provide additional opportunities for bicycle and pedestrian use.

Traffic Impacts

- SH 82/CR 154 intersection changed from full access with traffic signal to unsignalized with access from the west.
- East side of SH 82 residential access changed to right-in/right-out.
- West of SH 82, access to Holy Cross Energy and Lazy H Slash Eleven Ranch provided along Airport Road.

Noise Impacts

- Noise impacts to 20 properties.
- Noise barriers and berms analyzed to mitigate noise impacts at Cardiff Glen subdivision.
 - 3 locations found to be ‘reasonable and feasible’ for mitigation.
 - Barriers/berms will only be constructed if wanted by >50% of affected residents.

Other Impacts/Mitigation

Right-of-Way

- No displacements of residences or businesses.
- 10.87 acres of new right-of-way would be required.

Pedestrian and Bicycle

- New sidewalk from Airport Road/Midland Avenue intersection to SH 82.
- Temporary construction detour of Rio Grande Trail.

Wetlands

- No permanent impacts; 0.076 acre temporary impacts.

Other Impacts/Mitigation

Water Quality & Recreation

- New bridge would be visible to river recreationalists.
- Permanent water quality basins would be constructed.

Historic

- Changes to access at Cardiff Coke Ovens.
- Denver and Rio Grande Western Railroad grade lowered.

Next Steps for the EA

- Review of comments received at Public Hearing and during the 30-day comment period.
- Preparation of the draft Decision Document.
- Review of draft Decision Document by CDOT and FHWA.
- CDOT and FHWA sign the final Decision Document that:
 - Responds to all comments from the Public Hearing and those received during the 30-day comment period.
 - Documents the decision and commits to mitigation.
 - Determines if there are significant impacts.



Next Steps for the South Bridge Project

After CDOT and FHWA sign the Decision Document:

- Preliminary design of the Preferred Alternative.
- Initial right-of-way identification / acquisition.
- Project funding plan.
- Project construction phasing.
- Final design / right-of-way acquisition.
- Construction of the project.

