



Castle Creek Bridge:

Prepared for the City of Aspen, Colorado

December 16, 2024

Jacobs Engineering Group Inc



Presenters:

City of Aspen: Jenn Ooton; Carly McGowan, PE; Lynn Rumbaugh

Jacobs: Jim Clarke, AICP; Laura Meyer, AICP, Doug Stremel, PE

Agenda

- CDOT/FHWA Coordination
- Flowcharts/Decision Trees
- Pre-NEPA Process
- Purpose and Need
 - Transportation/Community Plan Review
 - Existing Conditions Assessment
 - Proposed Stakeholder Outreach
- Potential Team Structure
- Council Discussion

FHWA/CDOT Coordination

- Resolution 2024-113
 - Directed staff to begin work on new EIS or SEIS
- CDOT/FHWA September 2024 Response Letter
 - Reaffirmed new EIS required for 3-Lane Shifted or Split Shot Alternatives IF intended to replace ETA Preferred Alternative

FHWA/CDOT November Meeting

Purpose

- Get aligned on process IF COA proposes new EIS
- Establish EIS Ground Rules

Concerns

- Divided community sentiment
- FHWA staffing constraints

Stakeholder and Public Outreach

- Downvalley participation expected

Attorney General coordination

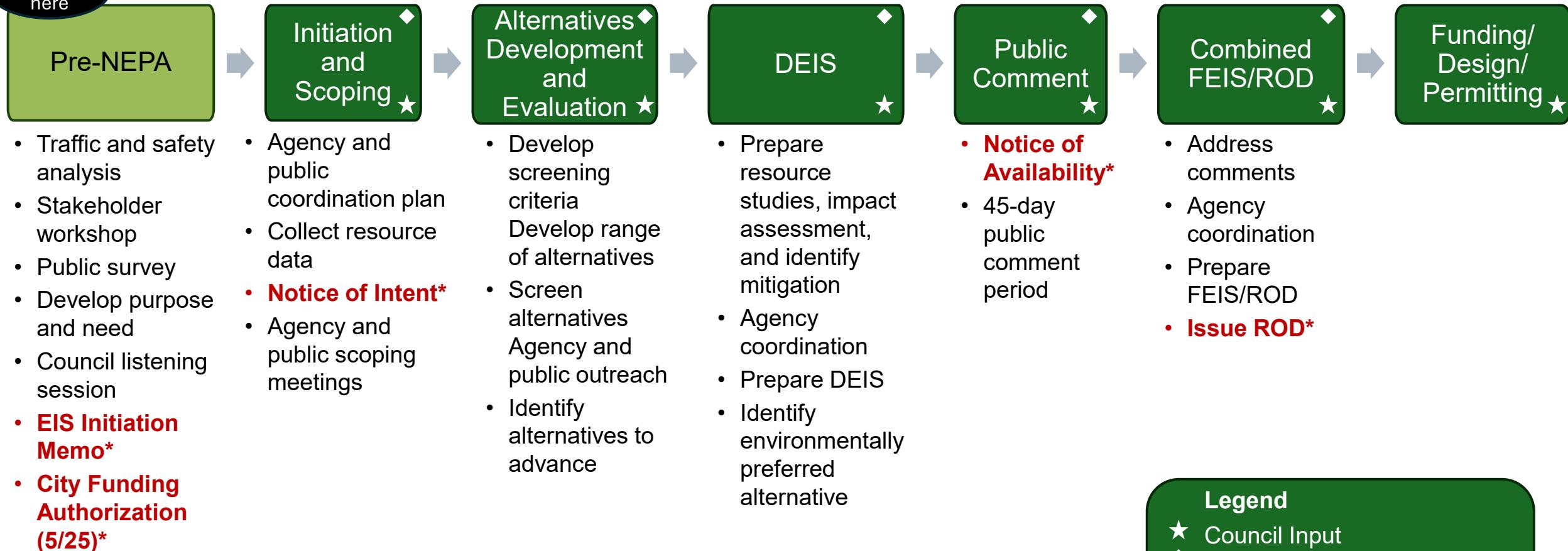


Key Messages

- FHWA/CDOT agreement on new EIS will require a strong, data-driven Purpose and Need.
- FHWA/CDOT are ultimate decision makers

New EIS

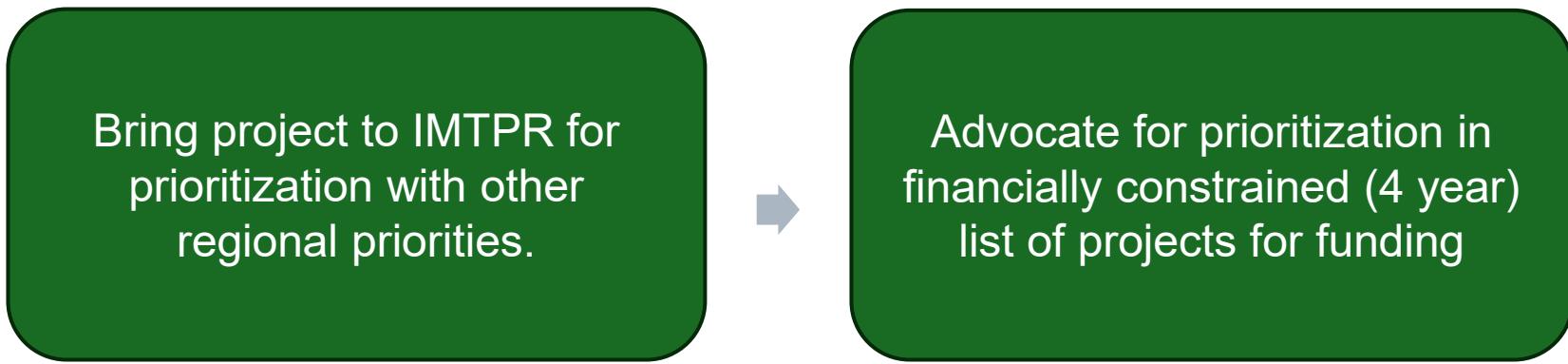
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Legend

- ★ Council Input
- ♦ Requires CDOT/FHWA review/approval
- Red text with *** are CDOT/FHWA tasks

IMTPR Project Programming Process



- New projects accepted and prioritized in a 4-year cycle.
- Last update August 2024.
- Entrance to Aspen project is not on current prioritized list.
- If added to 4-year list, project also included in Statewide Transportation Improvement Plan.
- ETA included in IMTPR 2020 unprioritized list of projects.



CITY OF ASPEN

Pre-NEPA/Purpose and Need

Council Input Requested

- What transportation needs should be addressed?
 - Fresh look
- What are your goals and priorities related to ETA?
- Are we including the appropriate stakeholders?

Pre-NEPA Activities

- Develop Purpose and Need
 - Traffic and safety analysis
 - Stakeholder workshop
 - Elected officials listening session
 - Public comment tool
- Identify logical termini
- CDOT/FHWA meeting
- Council Meeting (5/25)
 - Review P&N
 - Authorize EIS Initiation Memo
- CDOT/FHWA approval to move forward

Why do we start these tasks before NEPA?

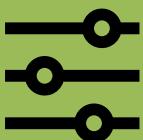
- Better define project
- Build consensus on purpose and need for project
- Streamlines NEPA to meet regulatory time constraints

What is a “Purpose and Need” Statement?

Foundation of Project



Establishes what the agency is proposing and why the project is needed.



Basis for developing the range of reasonable alternatives required in an EIS



Alternatives are measured by their ability to address the purpose and need

Guidance for Developing Purpose and Need



Purpose identifies what the project is intended to achieve but does not specify the solution



Needs clearly define the transportation problems and are supported by data



May also identify other objectives related to the primary transportation purpose



Should be concise and understandable for the general public

Review of Adopted Community and Regional Plans

Purpose of Review

Promotes consistency with goals and objectives developed through public planning processes



Key Themes from Plans

- Provide safe and efficient mobility options
- Support mode shift away from single-occupancy vehicles
- Expand access to transit and active transportation
- Improve bike/ped connectivity
- Maintain quality of life and rural character

Review of Adopted Community and Regional Plans

- Carbondale Mobility and Access Plan
- RFTA Strategic Plan (2024)
- Pitkin County Comprehensive Plan (2003, Amended 2023)
- RFTA Climate Action Plan (2023)
- Carbondale Comprehensive Plan (2023)
- EOTC Near Term Transit Improvements (2021)
- EOTC Strategic Plan (2020)
- EOTC Comprehensive Valley Transportation Plan (2020)
- CDOT 10-yr Vision Plan (2024)
- Town of Snowmass Village Comprehensive Plan (2018)
- City of Aspen Short-Range Transit Plan (2018)
- Upper Valley Mobility Study (2017)
- Glenwood Springs Long Range Transportation Plan (2015 – 2035)
- RFTA Regional Bicycle, Pedestrian, and Transit Access Plan (2015)
- RFTA Regional Travel Patterns Study (2015)
- Aspen Area Community Plan (2012)

Pre-NEPA Public Comment Tool

- Solicit input on transportation needs
- Regional outreach
- Online map tool

Additional NEPA-phase public engagement required

- Develop engagement plan
- Conduct public meetings
 - Solicit input on alternatives process
 - Solicit input on project benefits and impacts
 - Public review of EIS

Use this map to identify issues and needs along the Wyoming 22 corridor. Note: your name and zip code will not be visible to other users.

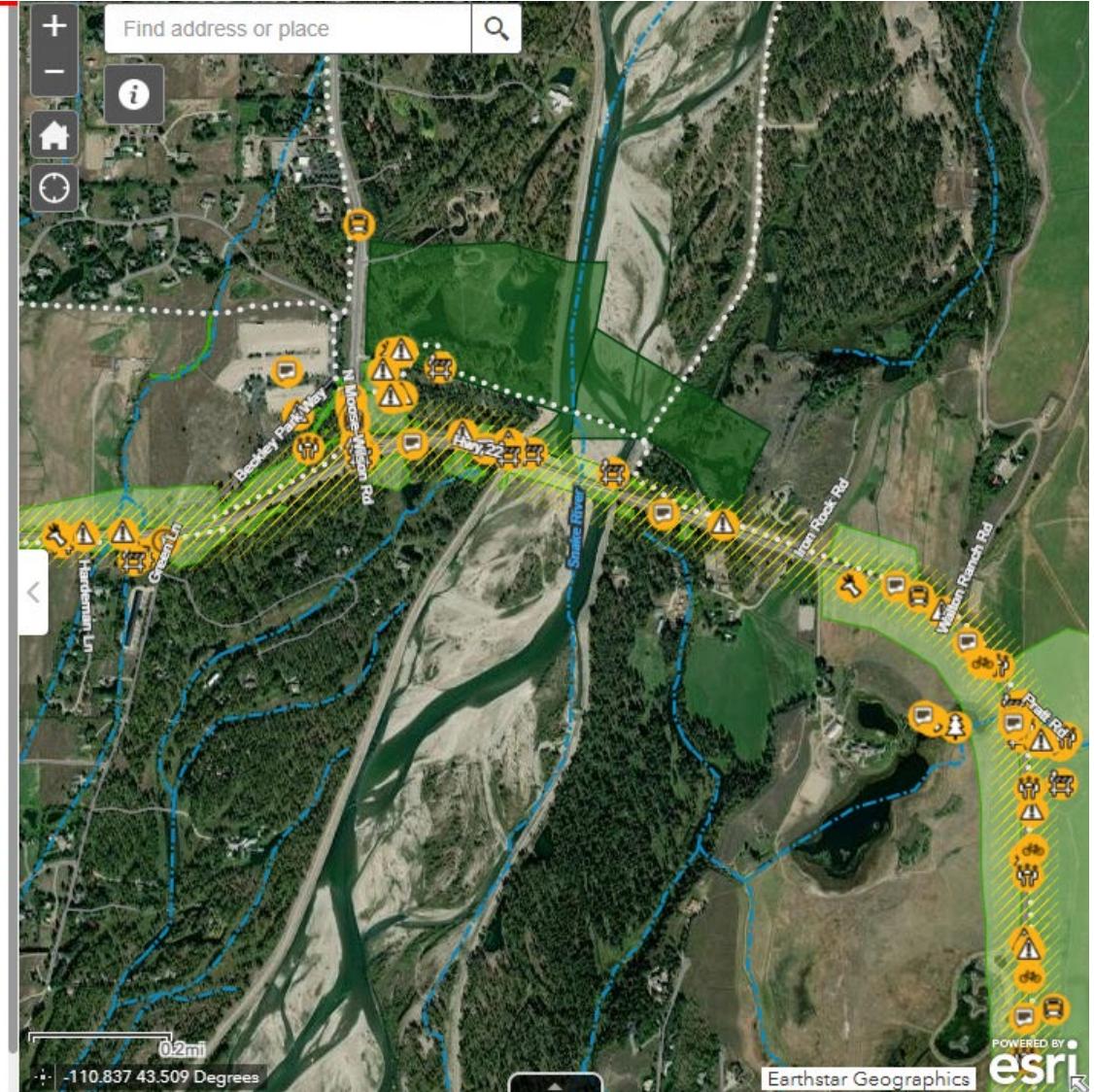
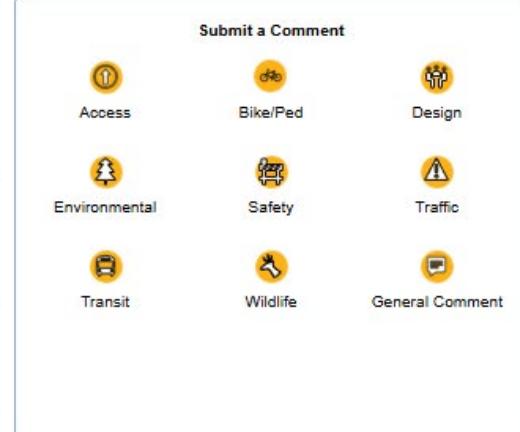
Select a **comment type** in the window below to activate it. Then, **place a point** on the map and complete the form.

When you are done, **press Save**.

Note: your comment will appear within one minute of submittal.

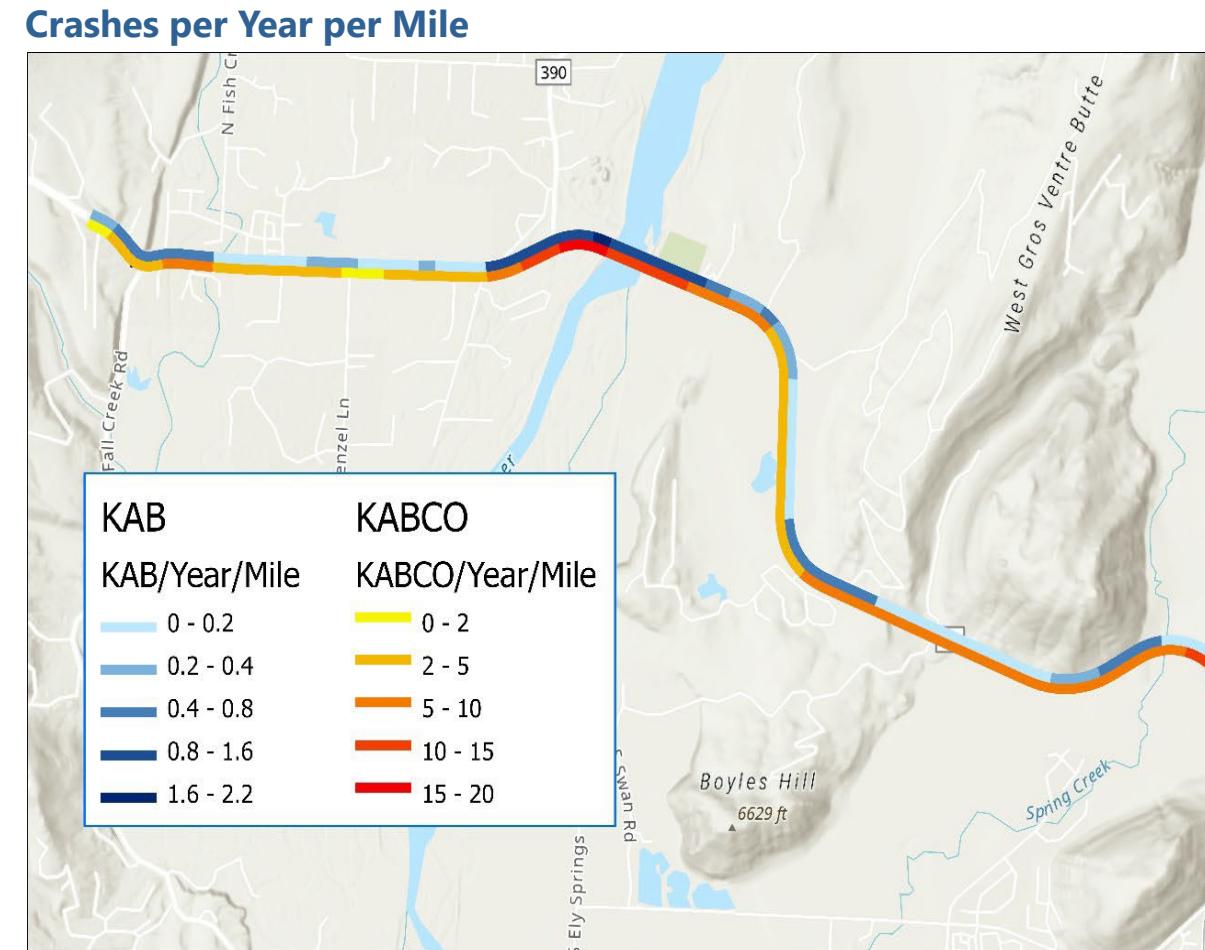
If you need assistance with the comment tool, please contact:

contactus@wy22corridor.com



Existing Conditions Assessment

- Safety Data
 - Within the study area where are the re-occurring crash locations?
 - 5-years of crash data
 - What are the types of crashes?
 - Run off the Road
 - Rear End
 - Side Swipe
 - What is the crash severity?
 - Property Damage or Severe (KABC)
 - K (Fatal), A (Incapacitating Injury),
 - B (Non-incapacitating Injury), C (Complaint)
 - Develop a Hot-spot analysis that indicates areas for potential counter measures (mitigations) to improve safety.



Existing Conditions Assessment

- Infrastructure Data

- In what condition is the roadway and bridges?
- Where are problem areas that affect or could affect users?
- Pedestrian/bicycle connectivity gaps?
- Are roadway geometrics appropriate for design speed?
 - Shoulder widths
 - Superelevation and cross slopes
 - Intersection sight distance
- What infrastructure is nearing end of life?
 - Castle Creek Bridge
 - Other?
- What are the needs for emergency evacuation and/or redundancy?
- Public engagement to solicit virtual feedback of known issues within the study area.



Existing Conditions Assessment

- Traffic Data
 - Where are the traffic problems?
 - What is the vehicle mix coming into Aspen?
 - Single Occupancy Vehicles
 - High Occupancy Vehicles
 - Service Trucks
 - Transit
 - From where are most trips originating?
 - Origin/Destination study
 - Regional



Proposed Stakeholder Workshop

- Purpose
 - Validate research on transportation needs for SH 82 corridor
 - Identify supplemental project goals
- Local and Down Valley Participants
 - Technical staff from local, state, and regional agencies

Workshop Location:
TBD

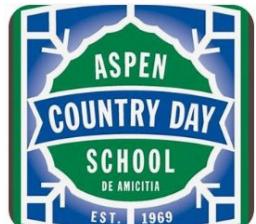
Workshop Date:
Feb/Mar 2025



ASPEN AMBULANCE DISTRICT



COLORADO
Department of Transportation



Elected Officials Listening Session

- Purpose
 - Report out on Pre-NEPA tasks and activities
 - Listening session regarding project limits, needs and goals
- Participants
 - Elected officials in Upper Valley



Potential Team Structure

Project Team	Group	Role/Responsibilities
Project Management Team (PMT)	<ul style="list-style-type: none">• Multidisciplinary team• Agency technical representatives (CDOT, FHWA, City of Aspen, Pitkin County)	<ul style="list-style-type: none">• Execute process• Direct technical analyses• Document decisions and concurrence
Project Leadership Team (PLT)	<ul style="list-style-type: none">• Multidisciplinary team• Community representatives in planning, design, landscape, environment, public process, and communication.	<ul style="list-style-type: none">• Champion Context Sensitive Solutions (CSS)• Identify actions and decisions to establish goals• Enable and facilitate decision-making• Implement steps needed to resolve issues
Issues Task Forces	<ul style="list-style-type: none">• Identified as needed to address specific issues (e.g., open space and business impacts, historic resources)• Multidisciplinary team(s)• Includes affected stakeholders and technical experts	<ul style="list-style-type: none">• Work through elements of an identified issue• Provide recommendations

Additional Teams: Elected Officials, Resource Agencies, and General Public/Stakeholders

Council Input Requested

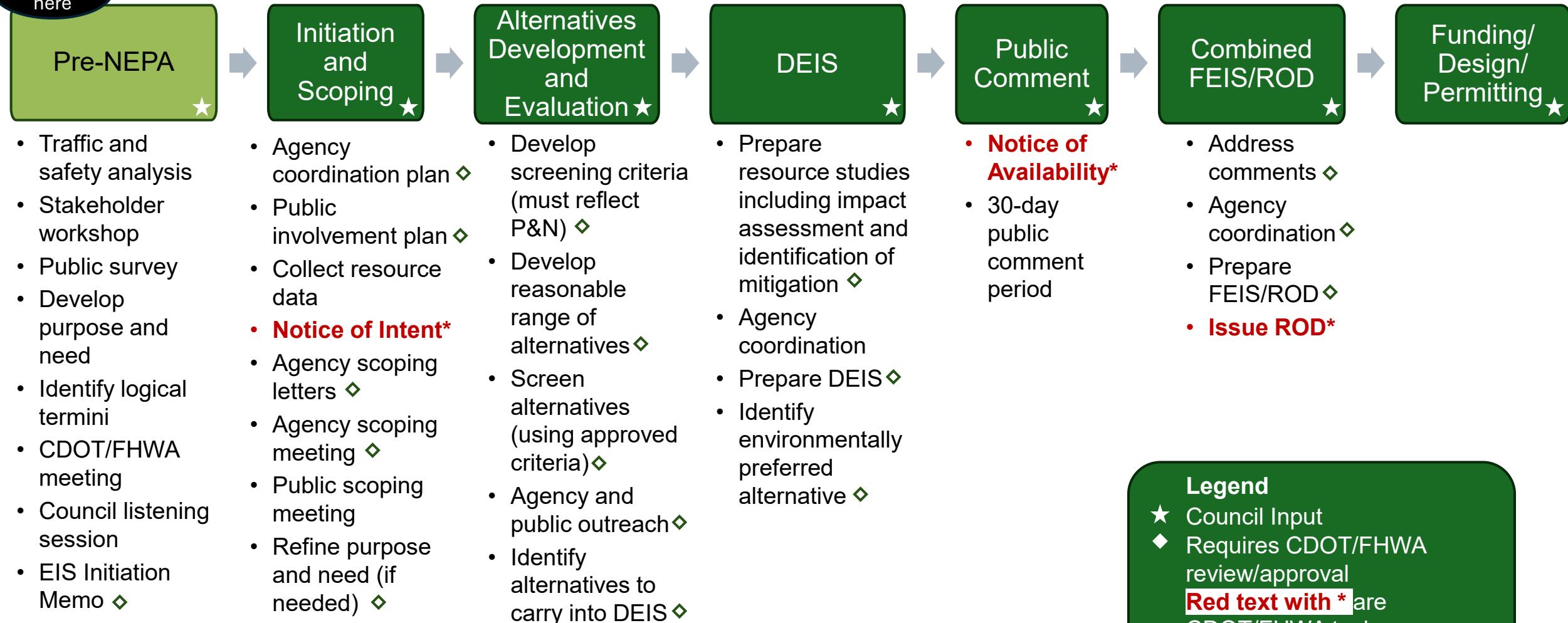
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Additional Slides

New EIS

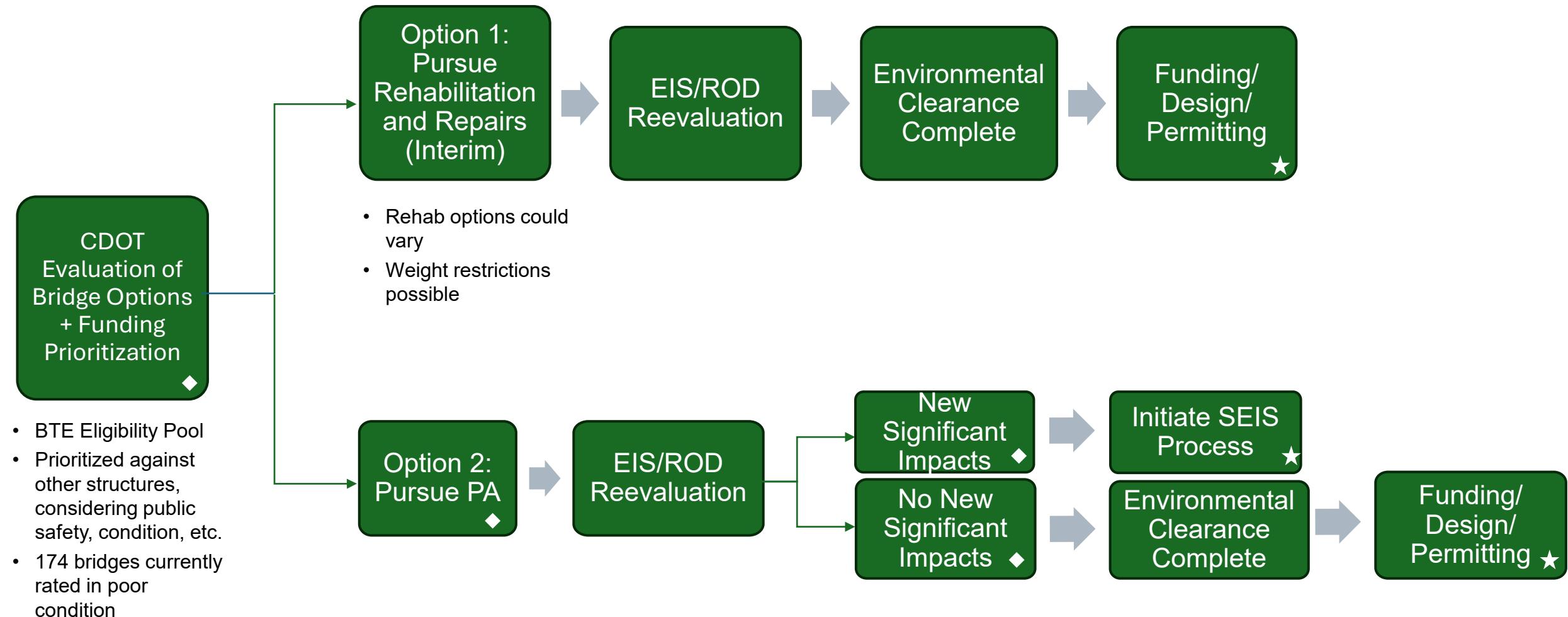
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Poor Bridge Rating Prompts CDOT Action

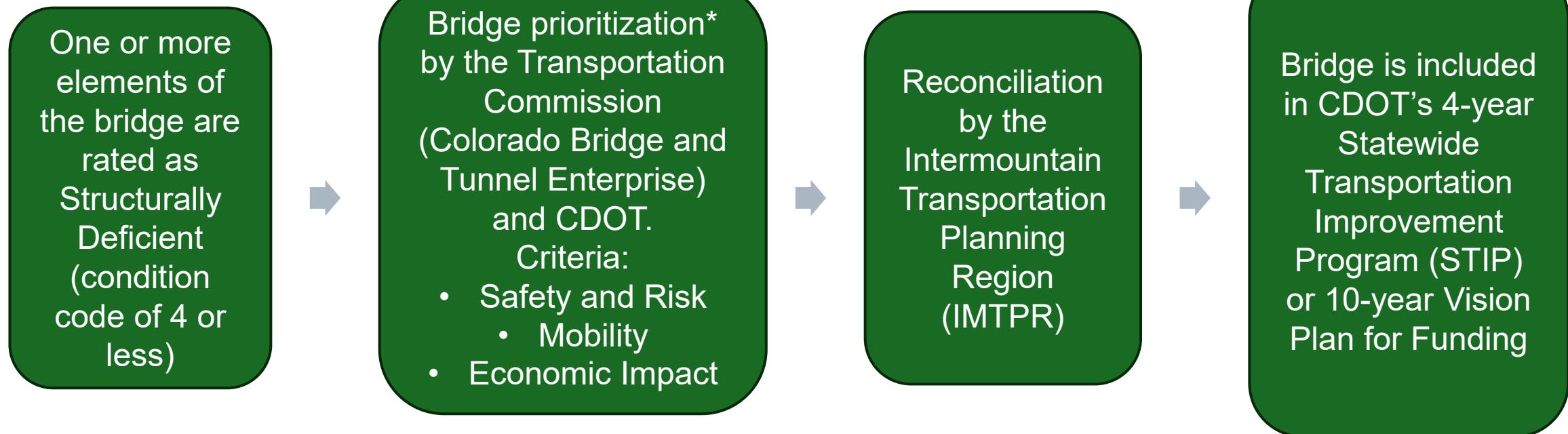


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Colorado Bridge and Tunnel Enterprise Process

- Funding for structurally deficient bridges or tunnels in the poor category.



Legend:

*Statewide, 174 bridges are currently rated in poor condition.