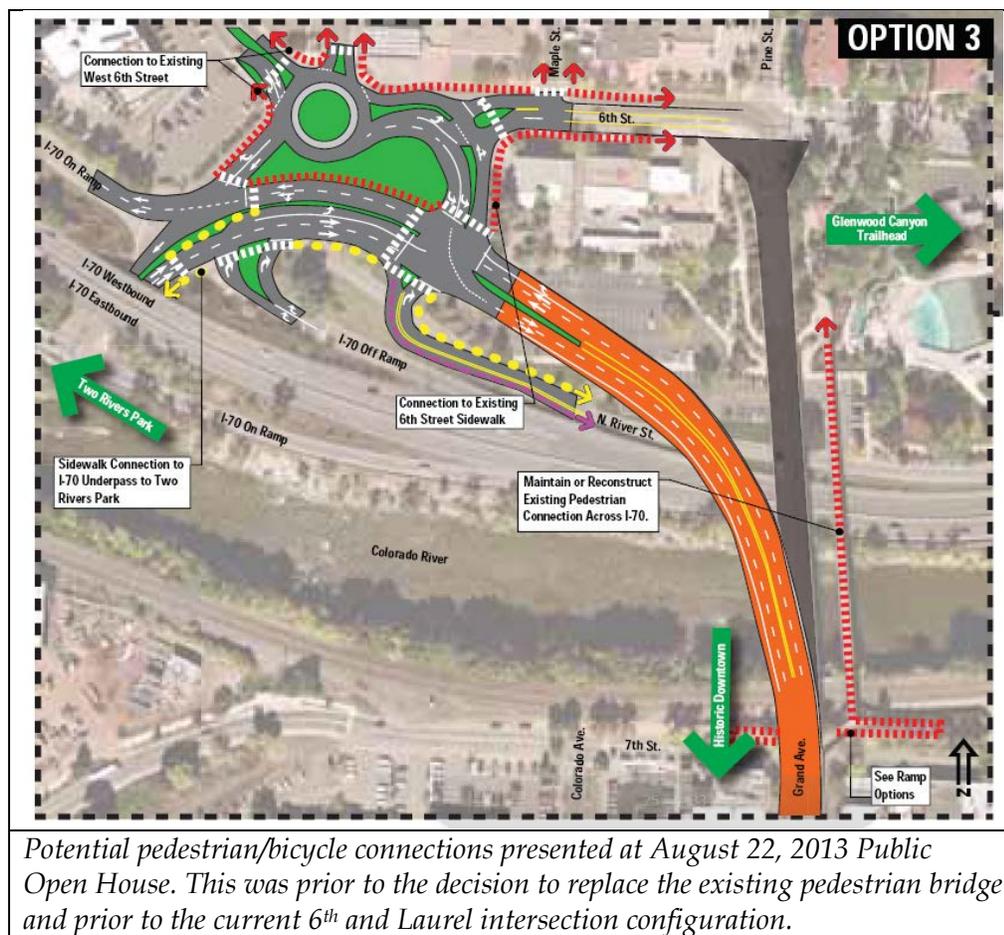


A new pedestrian/bicycle underpass will connect Two Rivers Trail and 6th Street

The Grand Avenue Bridge Build Alternative now incorporates a new pedestrian/bicycle connection between Two Rivers Trail and 6th Street under the new Grand Avenue Bridge north of the westbound I-70 off ramp. The recommendation for the location and type of connection was developed from public input and input from the City of Glenwood Springs River Commission. It is consistent with the project Purpose and Need and Goals that address multimodal transportation, transportation safety needs, and consistency with City planning.

At the August 22, 2012, Public Open House, the study team presented potential pedestrian/bicycle connections. The option presented for the 3A alignment is illustrated below.



Potential pedestrian/bicycle connections presented at August 22, 2013 Public Open House. This was prior to the decision to replace the existing pedestrian bridge and prior to the current 6th and Laurel intersection configuration.

After the recommendation was made in December 2012 to replace the existing pedestrian bridge with a new pedestrian bridge, the project team developed additional options for the pedestrian/bicycle connections on the north side.

At the January 9, 2013, Public Open House, three options were presented. Option 1 was to keep existing bicycle/pedestrian connections. Options 2 and 3 (illustrated below) would include a new ramp and stairs or just stairs to the Glenwood Hot Springs parking lot.

After subsequent evaluation by the project team, a better solution was found. The new connection passes under the new Grand Avenue Bridge north of the I-70 off ramp and creates a more direct trail path than the first option. The proposed underpass/tunnel would be approximately 150 feet long, 14 to 16 feet wide, and 8 to 9 feet high. It is only about 2 feet below the surrounding ground, which maintains visibility from and to the trail.

The approaches to the underpass would be flared out to provide increased visibility and safety. The grade of this pedestrian/bicycle path would be more moderate and meet ADA requirements. There is an added benefit in that the underpass eliminates the need for an at-grade pedestrian crossing of the off ramp, which improves pedestrian safety, traffic operations and signal timing.

As the project team further refines the design elements for the underpass, safety, security, and aesthetics will be taken into consideration. Design options will include ways to maximize visibility, emergency vehicle access, and lighting. There will also be opportunity to incorporate urban design elements, artwork, and paving materials to enhance the aesthetics of the path and make it a desirable option for pedestrians and bicyclists.

