



PROJECT FACT SHEET

February 2018

CASTLE CREEK BRIDGE / HALLAM STREET

improvement project

Website: <http://castlecreekbridge.com>

Email: info@castlecreekbridge.com

Hotline (call or text): 970-618-5379

SITE CHALLENGES & PROJECT BACKGROUND

In 2014, the City of Aspen identified the Castle Creek Bridge and Hallam Street corridor as a deficient link in Aspen's bicycle and pedestrian network. Safe and efficient travel options for cyclists and pedestrians are limited through this area due to topographic, property, and geometric constraints. This is one of the top ten accident locations in the city. Most of the infrastructure between 7th Street and the west side of Castle Creek Bridge has received no significant upgrade since 1962 and many repairs are required. Through extensive public outreach, multiple connectivity studies and experiments, and conceptual planning the City of Aspen developed a project plan to address this critical connection.

PROJECT OVERVIEW

The Castle Creek Bridge / Hallam Street Improvement Project seeks to improve safety and function for pedestrians, cyclists and motorists on the busiest street in Aspen, CO. Key project components include: a protected 8-foot-wide concrete trail, upgraded bus shelters, repaired roadway and improved intersections at both Seventh and Eighth Street. These improvements will increase user safety, promote multi-modal connectivity, upgrade our public transportation infrastructure and enhance corridor aesthetics.

The project design has been a collaboration with many stakeholders including the City of Aspen Transportation, Streets, Engineering, Parks and Utilities. Colorado Department of Transportation and the Roaring Fork Transportation Authority have been critical stakeholders through the design of this project. Public and stakeholder outreach will continue to be a top priority for the duration of the project. Please contact staff with input during this period of construction using the information listed above.

PROJECT TEAM

- Pete Rice, Senior Project Manager, City of Aspen Engineering
- Justin Forman, Senior Project Manager, City of Aspen Engineering
- Hailey Guglielmo, Civil Engineer, City of Aspen Engineering
- Kevin Dunnett, Planning, Design and Construction Manager, City of Aspen Parks & Open Space
- Cody Christianson, Senior Project Engineer, Loris & Associates
- Mitzi Rapkin, Community Relations Director, City of Aspen
- Bryana Starbuck, Public Information and Outreach, PR STUDIO
- Paul Jacobson, Construction Manager, Gould Construction
- Ben West, Project Superintendent, Gould Construction

CONTRACTOR

Gould Construction is the contractor for the Castle Creek Bridge / Hallam Street Improvement Project. Gould Construction is based in Glenwood Springs and has completed multiple complex highway projects throughout the valley and in Aspen, and has direct experience working with the city of Aspen.



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PROJECT TIMELINE

Castle Creek Bridge / Hallam Street Improvement Project construction begins on April 2, 2018 with an estimated completion date of October 2018. The project will be constructed in three primary phases with a no work period between phase II and phase III from June 12 to August 12 during peak season. Each work period will have traffic, bike and pedestrian detours. Significant traffic delays are anticipated during peak travel times for both inbound and outbound traffic.

APRIL – OCTOBER 2018

Dates are approximate and are subject to change.

During work periods requiring traffic detours, motorists should prepare for significant delays. A pedestrian and cyclist detour via Marolt Open Space Trail is anticipated to be in effect April to Mid-August.

	APPROXIMATE TIMELINE	TRAFFIC IMPACTS	MAP PAGE
Phase 0	April 2-6	Day: Inbound traffic on Hallam, outbound traffic on Power Plant. Periodic holds on inbound traffic for outbound RFTA.	4
		Night & Weekend: Normal traffic configuration with lane closures	--
Phase I	April 9 – May 6	Day & Night: Inbound traffic on Hallam to 6 th Street (one way), outbound on traffic on 5 th Street (one way) to Hallam Street	5
Phase II	May 7 – June 11	Day: Inbound traffic on Hallam, outbound traffic on Power Plant. Periodic holds on inbound traffic for outbound RFTA.	4
		Night & Weekend: Inbound traffic on Hallam, outbound traffic use 6 th (one way) to Smuggler to 8 th (one way) to Hallam	6
NO WORK	June 12 – August 12	Day & Night: Normal traffic configuration	--
Phase III	August 13 – October	Day: Inbound traffic on Hallam, outbound traffic on Power Plant. Periodic holds on inbound traffic for outbound RFTA.	4
		Night: Two-way traffic resumes as normal	--

HOW TO SUCCEED: Tools to lessen the traffic and frustration during detour periods

1 | PLAN AHEAD - Take the time to plan your week and daily commute by understanding traffic impacts and delays. When possible, shift your schedule around peak times (Inbound: 7-9 AM/Outbound: 3-6 PM)

2 | TEAM UP - Grab a friend and commute together. Encourage others to try new modes of transportation. Utilize CommuterConnect.net to find people heading the same direction as you.

3 | DRIVE LESS - Try a new mode of transit – whether that is using public transportation, biking, ridesharing or walking to meetings - anything helps.



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PROJECT HISTORY

- 2014 – Castle Creek Bridge and Hallam Street corridor identified as a deficient link in Aspen’s bicycle and pedestrian network. The City of Aspen Open Space and Trails identified this deficiency as its number one priority project.
- 2014 – The City contracted Loris & Associates to develop a conceptual plan including public outreach that would improve the corridors overall function and safety
- 2015 – Public outreach and planning continues for Living Lab Experiment due to public and stakeholder concerns that narrowing the roadway lanes on the bridge would have a negative impact on traffic and congestion
- 2016 – City directed Loris & Associates to proceed with construction drawings
- Summer 2016 – Living Lab Experiment was implemented to assess real conditions of the proposed design. The experiment determined that there are no substantial impacts to traffic flow and traffic patterns created by the proposed design. During the lab, there was a 67% increase in pedestrian and cyclist traffic over the bridge during over a five-week off-season span.
- Winter 2016 – Snow Lab experiment which studied the impact of relocating the Hallam Street pedestrian crossing at 8th Street and the impact on bus movements, traffic flow and snow removal operations. With input from RFTA, the public, city staff and the design team, the appropriate adjustments were made based on the outcome of this experiment. City staff through the public outreach process learned that a majority of the public supported these proposed improvements and felt that the project will be a positive improvement for the community.
- 2017 – The project was placed for bid originally in the Spring of 2017 and did not receive a bid due to the conflict with ongoing large projects within the valley and staffing for a complex project. The project was advertised a second time in fall 2017 and received the one bid from Gould Construction in November.
- 2018 – Preconstruction outreach launches for construction beginning April 2, 2018.



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-  Inbound Traffic & Buses
-  Outbound Traffic
-  RFTA Buses Outbound
-  Closure Area
-  Pedestrian/Cyclist Detour
-  RFTA Bus Stop
-  Local Traffic Only (3-5pm)
-  Rapid Flashing Beacon

NOTE:
ONE WAY: 5th Street (from Main to Hallam), Hallam Street (from 5th to 6th), 6th Street (from Hallam to Main).

Power Plant Rd will be open to Inbound traffic

Cemetery Lane

Castle Creek

Power Plant Rd

Power Plant Rd

W North St

W Smuggler St

N 8th St

N 7th St

W Francis St

N 6th St

N 5th St

N 4th St

82

82

Marolt Open Space Trail

Castle Creek

W Hallam St

W Bleeker St

W Main St









W Hopkins Ave

W Main St

N 3rd St



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