



THE CITY OF ASPEN



CASTLE CREEK BRIDGE / HALLAM STREET
improvement project

PROJECT FACT SHEET

April 5, 2018

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. A selection of project renderings is on page 2 or visit the project website.

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 BUDGET & SCOPE

The Castle Creek Bridge / Hallam Street Improvement Project is a \$4.65 million project including utility work, bridge deck and roadway repair, trail improvements and transit infrastructure upgrades along the Hallam Street corridor.

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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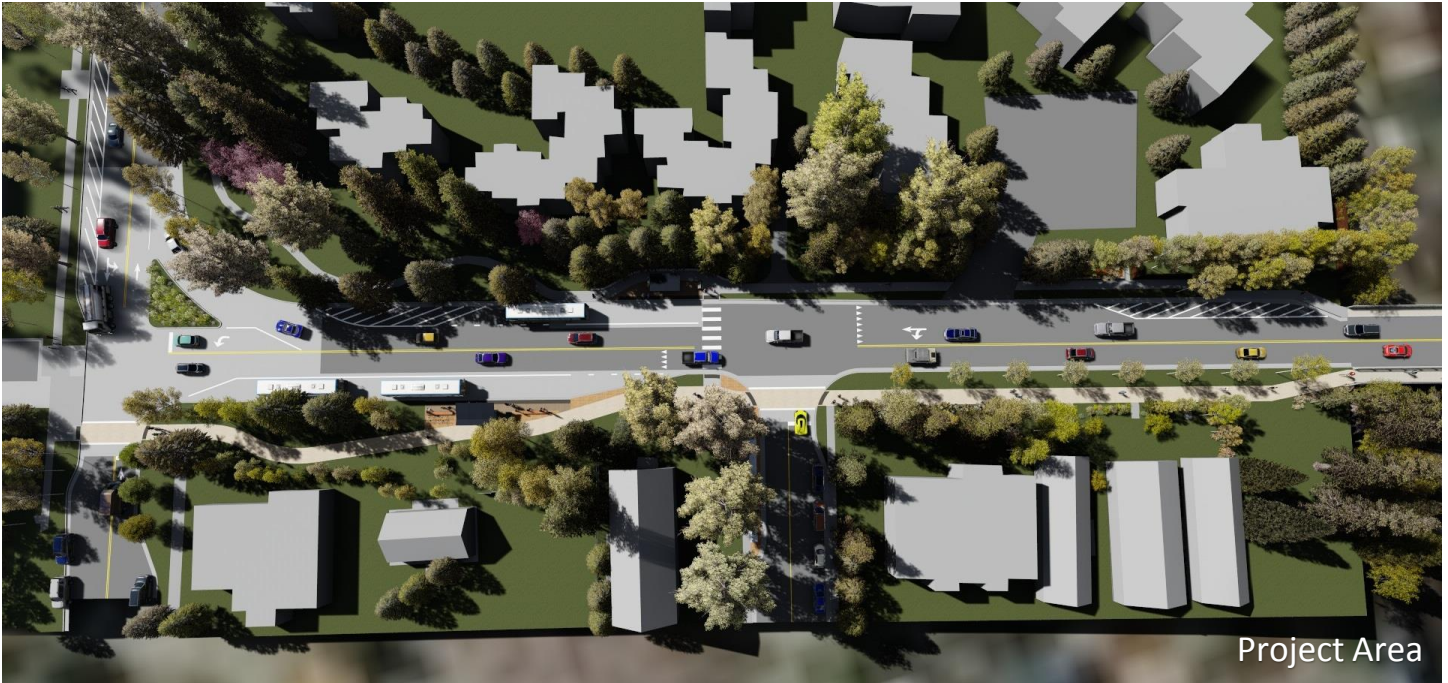
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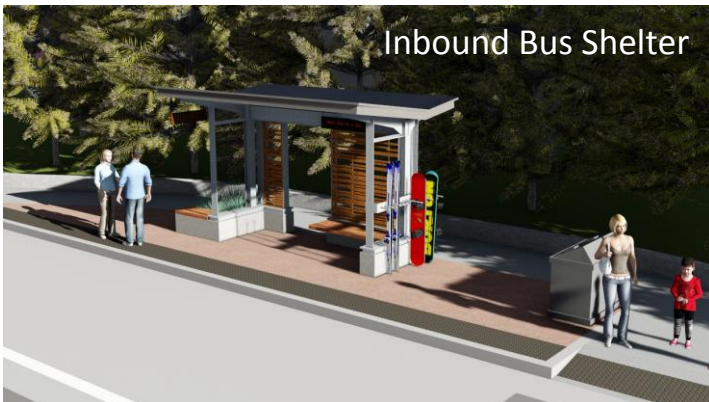
Project Area



Outbound Bus Shelter



Outbound Bus Shelter



Inbound Bus Shelter



Castle Creek Bridge



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CONSTRUCTION OVERVIEW

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.**

The project crews will be working from approximately 7 AM to 7 PM, Monday through Friday and some Saturdays. Traffic control may begin setup as early as 6:30 AM. Equipment and materials will be staged on 7th Street, 8th Street and the Marolt Open Space. The schedule is dependent on weather, materials availability and overall schedule phasing.

PROJECT TIMELINE

APRIL – OCTOBER 2018

Dates are approximate and are subject to change.

	APPROXIMATE TIMELINE	WORK ACTIVITIES
Phase 0	April 2-5	Mobilization, Utility work on Hallam Street, Prepare for Phase I Detour
Phase I	April 6 – May 6	South side Hallam Street reconstruction including demolition, utility work, bus shelter foundations, sidewalk and roadway construction. Fence removal and installation of cable on north side
Phase II	May 7 – June 11	North side Hallam & 7th Street reconstruction including demolition, utility work, bus shelter foundations, sidewalk and roadway construction. Castle Creek Bridge work will include removal of asphalt and sidewalk, bridge deck repairs.
NO WORK	June 12 – August 12	No Work, side work without traffic impacts allowed
Phase III	August 13 – October	North side Hallam & 8th Street reconstruction including demolition, sidewalk, roadway construction, construction of bus shelters, landscaping. Bridge work will include removal of fence and installation of cable on south side, sidewalk extensions, Wyoming rail and paving.

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



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BUS INFORMATION

The RFTA bus stop at 8th Street (inbound and outbound) will close on April 2 and relocate to the 4th and Main Street stop. It is anticipated that the 8th Street stop will be closed for the duration of this project.

Additional anticipated bus stop closures: 7th Street, 6th Street and 2nd Street (outbound).

There will be a We-Cycle station located near the inbound and outbound 4th Street bus stops. Check your bus stop for informational signage.

RFTA bus service is free from the Brush Creek Intercept Lot through Aspen. There will be additional buses running between Rubey Park and the Brush Creek Intercept lot Monday-Friday during peak morning and evening commute hours beginning May 1. Parking at all RFTA Park and Ride locations including the Intercept Lot and Buttermilk is free. Buses do not have to take the Power Plant detour and will be the fastest way to get around and out of town.

The RFTA BRT buses will temporarily add the Maroon Creek Kiss-n-Ride as an inbound BRT stop and the roundabout stop as an outbound BRT stop.



PEDESTRIAN AND CYCLIST DETOUR

A pedestrian and cyclist detour via Marolt Open Space Trail is anticipated to be in effect April to Mid-August. On the detour maps, the official pedestrian detour is marked in light green. Pedestrians entering Aspen will detour just before the Castle Creek Bridge onto the Marolt Open Space Trail. If you are on the north side of CO-82, use the underpass at Buggy Barnard Park to access the trail. From the trail, turn onto Hopkins Avenue and left at 4th Street. Pedestrians and cyclists wishing to cross Main Street are urged to cross at 4th Street with the use of the rapid flashing beacon. Please follow detour signage.

EMERGENCY SERVICES AND SAFETY MESSAGE

Motorists are reminded to move over for EMS. Anyone who blocks emergency services vehicles is subject to citation and fines. Blocking intersections will not be tolerated. Be aware, follow detour signage and flagger instruction.

CMVs

All commercial vehicles must use CDOT permitting office for wide load restrictions. There is a 35' length and 12' width restriction in place for the Power Plant Road detours. Over length loads will be flagged to a staging area to cross the bridge when exiting Aspen.



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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. Remember – the fastest way in and out of town will be the bus. For a free option, park at the Brush Creek Intercept Lot or Buttermilk and ride into town.

[View additional resources and information on castlecreekbridge.com/resources.](http://castlecreekbridge.com/resources)

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.

