

# Public involvement to be emphasized

## (cont.)

concepts, traffic projections, accident history, construction problems, and to exchange ideas, and listen to comments and objections. Any design alternatives suggested during these meetings will be evaluated by the professional staff assigned to the project, and in appropriate cases artists' renderings will be prepared depicting how a specific idea would appear in the Canyon. All reports, illustrations, and models will be on permanent display in the second story of the Division of Highways office at Glenwood Springs. (Take the access road to the railroad yards in northern Glenwood Springs. The highway office is located next to the Health Spa adjacent to the Colorado River.)

The exhibit room will be open during business hours. The District Engineer plans to man the room at least one evening a week for persons wanting to visit the exhibits or to phone in and discuss the project. If sufficient demand is expressed, the exhibit room will be kept open for limited hours on weekends.

During May, a series of Canyon tours will begin. Groups will be organized and transportation furnished. Features of various design

concepts will be described at numerous stopping points. New ideas or concepts will be evaluated. Tour participants will be mixed to include agency representatives, organization representatives, public officials, unaffiliated citizens, and Advisory Committee members. A discussion session will follow each tour.

It is hoped that a result of the public involvement program will be a consensus for an acceptable design concept by August, 1976. Shortly, thereafter, this recommended design concept will be presented to the public by at least one informal meeting, in the newsletter and through the news media.

Design consultants will then be chosen. As soon as designs have advanced with sufficient detail, a formal design public hearing will be held. It is hoped that this can be accomplished by March, 1977. Authorization to proceed with final design could then be issued by May, 1977.

If this schedule can be adhered to, first construction projects could begin during the late summer of 1978, and the Canyon route could be completed by 1983. Sufficient funds must, of course, be made available if this is to happen.

