



# Grand Avenue Bridge Fact Sheet

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## PROJECT OVERVIEW

The Grand Avenue Bridge (GAB) project is a 30-month construction project building a new Grand Avenue Bridge and Pedestrian Bridge. The Grand Avenue Bridge and the Pedestrian Bridge serve as an important connection between downtown Glenwood Springs, the Historic Hot Springs District, and Interstate 70. Replacing the GAB provides a long-term solution to numerous issues, mitigates all clearance issues and best serves the public as a whole. The current traffic bridge was constructed in 1953 and is considered “functionally obsolete” by the threshold in the National Bridge Inventory. A pedestrian bridge was built adjacent to the GAB in 1985. The GAB carries State Highway 82 over 7th Street, the Union Pacific Railroad, the Colorado River, I-70, North River Street and the Glenwood Hot Springs parking lot.

## PROJECT TIMELINE

The Grand Avenue Bridge project construction phase began on January 6, 2016. The estimated completion date is June 2018. The Grand Avenue Bridge will be constructed in five phases.

30-Month Project: JAN 2016 - JUN 2018

Phase 1: January & February 2016

Phase 2: March - December 2016

Phase 3: January - August 2017

**Phase 4: August - December 2017 (Detour in Operation)**

Phase 5: January - May 2018

## PROJECT FUNDING

On November 19, 2015, the Colorado Transportation Commission, acting as the Colorado Bridge Enterprise, approved the supplemental budget required to allow the GAB project to proceed to construction. The final budget for all phases of the project is \$125.6 million and is funded by the Colorado Bridge Enterprise, CDOT, contributions from utility companies, and several local governments including the City of Glenwood Springs (\$3M), Garfield County (\$3M), and Eagle County (\$300k). The construction cost for the project is estimated at \$68.4 million dollars.

The Colorado Bridge Enterprise (CBE) was formed in 2009 as part of the FASTER (Funding Advancement for Surface Transportation and Economic Recovery) legislation. It operates as a government-owned business within the Colorado Department of Transportation. The Colorado Transportation Commission serves as the Colorado Bridge Enterprise Board.

The purpose of the CBE is to finance, repair, reconstruct and replace bridges designated as structurally deficient or functionally obsolete, and rated “poor.” See more at <http://www.coloradodot.info/programs/BridgeEnterprise>.





# Grand Avenue Bridge

## CONTRACTOR

Granite/RL Wadsworth Joint Venture (JV) is the contractor for the GAB project and are based in the Salt Lake City area. The JV has been involved in the planning and design of the GAB project as the Construction Manager/General Contractor (CMGC) resulting in a more intimate knowledge of the details, phasing and management of the project. The two construction companies have extensive experience in Accelerated Bridge Construction techniques and recently collaborated on a \$235 million Interstate project in Ogden, UT and a \$60 million project on I-15 in St. George, UT.

## Local Subcontractors

SGM - Surveying  
Gould Construction - Roadway & Wet Utilities  
PR Studio - Public Information  
Newland Project Resources - Public Information  
United Companies - Aggregates  
Cal-X Minerals - Rock, permanent rip rap  
Grand River Construction - Asphalt Paving  
S2M - Flatwork and Concrete Paving  
Pioneer Steel, Inc. - Steel Erection  
Your Way Safety & Signing - Traffic Control

## BRIDGE DESIGNERS

The vehicle bridge is designed by Tsiouvaras Simmons Holderness of Greenwood Village, Colorado. The pedestrian bridge is designed by AMEC Foster Wheeler of Denver, Colorado.

## PROJECT HISTORY

In 2009, the Colorado State Legislature passed a bill to fund a program to address Colorado's poorly rated bridges. The Grand Avenue Bridge is one of approximately 150 bridges in the state that has a "poor" rating and therefore had priority for funding. CDOT and the Federal Highway Administration Administrations initiated a formal Environmental Assessment ("EA") process to determine the alternatives for rehabilitating or replacing the bridge in November 2011. Through the process, CDOT contacted over 3,000 individuals through many different public outreach activities, and CDOT incorporated the input into the project designs for the EA. Several different alternatives were studied during the EA. The final approved project is called the Build Alternative and will include a new traffic bridge and a new pedestrian/bicycle bridge. On June 5 2015, the Federal Highway Administration finalized the Finding of No Significant Impact for the EA and determined that the Build Alternative will have no significant impact on the human environment and that an Environmental Impact Statement is not required.

The bridge project will improve public safety for all users; provide reliability as a critical transportation route; accommodate multimodal transportation (including busses, pedestrians, and bicyclists); minimize environmental impacts to scenic, aesthetic, and natural resources; and incorporate sustainable elements in the design.