



Frequently Asked Questions Grand Avenue Bridge

Q: *Who is the Project Team?*

A: The project team consists of lead project managers from CDOT and Granite/RLW Joint Venture as well as the public information managers.

- Steve Olson, Program Engineer Region 3
- Roland Wagner, Resident Engineer CDOT
- Josh Cullen, Project Engineer CDOT
- Tracy Trulove, CDOT Region 3 Communications Manager
- Pat Kalisz, Project Manager, Granite/RLW Joint Venture
- Gaylen Stewart, Construction Manager, Granite/RLW Joint Venture
- Tom Newland, CDOT Project Public Information Manager
- Kathleen Wanatowicz, Public Information Manager

Q: *How long will it take to build the Grand Avenue Bridge?*

A: **30 months**

The GAB is a 30-month construction project. The project will progress in five phases and the projected completion is May 2018.

Q: *How can I receive weekly construction updates?*

A: There are several ways to register to receive weekly updates and construction information. You may call or text the public information hotline **(970) 618-9897** and leave a voicemail or send a text message with your name, phone number and email address. You may also email info@grandavenuebridge.com or visit grandavebridge.codot.gov to sign-up for weekly construction updates.

Q: *Who is the bridge designer?*

A: The vehicle bridge is designed by Tsiouvaras Simmons Holderness of Greenwood Village, Colorado. The pedestrian bridge designer is AMC Foster Wheeler of Denver, Colorado.

Q: *What is the pedestrian access over the river throughout construction process?*

A: A temporary pedestrian walkway will be built on the east side of the existing vehicle bridge and will be ADA accessible. The new pedestrian bridge is expected to be open to pedestrian use in February 2017.

Q: *What will happen to the existing pedestrian bridge?*

A: It will be removed as part of the Grand Avenue Bridge project. The existing pedestrian bridge will be replaced as part of the project. This bridge was designed such that it could be taken apart and rebuilt in another location. As a City-owned bridge, it could be stored by the City until reconstructed at another location.

Q: *Will pedestrian access be open to downtown businesses during the project?*

A: Yes. Pedestrian access will be available to all businesses throughout the project.

Q: *How to get information regarding working on project?*

A: To apply for employment with Granite/RLW Joint Venture, you may visit www.wadscoco.com or apply in person at the construction office, 50633 Highway 6, Glenwood Springs, CO 81601





Grand Avenue Bridge

Q: *How is traffic at Exit 114 being handled during detour in 2017?*

A: The eastbound exit ramp and the westbound entrance ramp will be widened to two lanes and the eastbound ramp will also be extended to carry additional capacity. The roundabouts will also be modified to handle additional capacity. All improvements will remain after the project.

Q: *How will the construction impact my daily commute?*

A: Prior to the detour in 2017, your daily commute will probably look pretty similar. If you are traveling on 7th St., there will be ongoing construction activity in this area from Colorado Avenue to Cooper Avenue.

Q: *How is the construction activity going to affect downtown access?*

A: Through the initial 2016 phase of the project, motorists should be prepared to experience short traffic stops and intermittent lane closures. However, the speed limit through the projected area is expected to remain at 25 mph. Parking spaces on the north lane of 7th St. between Colorado Avenue and Cooper Avenue will be closed mid-January 2016 through May of 2016 during this phase of construction.

Q: *How do I access the Glenwood Hot Springs?*

A: The Glenwood Hot Springs west parking lot will be closed from February 2016 until late-January 2017. New Hot Springs parking will be at former Bighorn Toyota lot on 6th St (Lot A), next to Sioux Villa Curio, and behind the Hot Springs Lodge. Shuttle service will be provided.

Q: *What will the end project look like?*

A: You may find final project renderings by visiting grandavebridge.codot.gov.

Grand Ave renderings include landscaping and some lighting is still being designed by the city of Glenwood Springs and may vary from the depictions.

AERIAL VIEW OF BRIDGES FROM EXIT 116 LOOKING EAST



Grand Avenue Bridge



COLORADO
Department of Transportation
Statewide Bridge Enterprise



CONTRACTOR:

GRANITE





Q: *How is the GAB funded?*

A: The Grand Avenue Bridge is funded through the Bridge Enterprise Fund, CDOT, contributions from utility companies, and several local governments including the City of Glenwood Springs, Garfield County, and Eagle County. The Colorado Bridge Enterprise was formed in 2009 as part of the FASTER (Funding Advancements for Surface Treatment and Economic Recovery) legislation. FASTER created the Colorado Bridge Enterprise, a government-owned business entity within CDOT, with the purpose to finance, repair/reconstruct and replace bridges designated as structurally deficient or functionally obsolete, and rated “poor” by CDOT. More information is available at <http://www.coloradodot.info/programs/BridgeEnterprise> Per the FASTER legislation, “The business purpose of the [Colorado Bridge Enterprise](#) is to finance, repair, reconstruct, and replace bridges designated as structurally deficient or functionally obsolete, and rated “poor” by CDOT.”

Q: *Will information be distributed in Spanish?*

A: The Project Information team will provide Spanish translations to communication materials as needed or requested.

Q: *When will information Kiosks be installed?*

A: Spring 2016

The Downtown Development Authority (DDA) will be providing informational kiosks to be installed near 7th St. and Grand Avenue, and also near 9th St. and Grand Avenue. The kiosks will include final renderings, safety information, updates and a timeline of the Grand Avenue Bridge project.

Q: *Can we get webcam real-time information?*

A: The Grand Avenue Bridge project website grandavebridge.codot.gov will have photo and video updates. There will be some recorded “live” footage, but currently not a real-time webcam.

Q: *When is the 8th Street connection planned to be opened?*

A: The 8th St connection will be opened immediately prior to the 2017 closure/detour of the existing Grand Avenue Bridge in the fall of 2017.

Q: *Will the 8th Street Connection remain open permanently?*

A: The intent of the City of Glenwood Springs to keep the 8th St. connection open.

Q: *What is the emergency plan during the detour?*

A: There has been a Regional Emergency Management Task Force formed specifically to address emergency management planning for the 2017 detour. The emergency plan will be developed over the next few months.

Q: *How were the bridge closure detour phase impacts of the Grand Ave Bridge project considered?*

A: The Environmental Assessment evaluated the impacts associated with an approximate 90-day detour. The EA was based on a preliminary level of design in which associated construction schedule analysis had indicated an approximate 90-day closure period would be required to complete the remaining steel tub girder bridge spans north of 7th Street (Unit 1) and the new cast-in-place bridge structure downtown (Unit 2). There are two different structure types because there was a strong desire within the Community to make the area under the bridge north of 7th Street a usable plaza area for pedestrians and events. To accomplish this, a cast-in place concrete structure (Unit 2) is being utilized which has a relatively thin structural depth of the bridge superstructure which allows for more vertical space under the bridge.

The “approximate 90-day detour” was identified in the referenced NEPA documents because the final design of the new Grand Ave Bridge could not be completed until a FONSI decision document was issued, and the final design detail was needed to develop a comprehensive construction schedule for



the bridge closure detour phase. Additionally, contract negotiations would need to occur for allowable bridge closure detour time after the final design was completed.

Q: *How long will the bridge closure detour phase of the project be?*

A: The construction contract allows a 95 consecutive calendar day closure starting in August of 2017. The closure will begin in early - mid August after the Colorado River runoff has subsided. The goal is to complete the bridge closure detour phase by December 2017.

Q: *How are weather days and events beyond the Contractor's control handled in the Construction Contract for the closure period?*

A: There are some events beyond the Contractor's control where they cannot reasonably be expected to perform work safely, or in some cases they cannot reasonably complete work in accordance with CDOT Specifications due to inclement weather. In these cases, the days or portion of days where the Contractor cannot reasonably perform work safely or perform work in accordance with CDOT Specifications, the Contractor is not charged that day or portion of the day towards the 95-day time count.

The negotiation of the detour phase closure time took several months during the final design process and included candid discussion of owner risk, contractor risk, and shared risk. The 95 days allowed for the bridge closure period balances owner cost and risk, and allows for circumstances that are beyond the Contractor's control.

Q: *Is the contractor required to work 24/7?*

A: To complete Unit's 1 & 2, and reopen SH 82 to vehicular traffic within the contract allowable detour time, the Contractor will have to accelerate the bridge construction which will require working multiple shifts in a given day whenever reasonably and practically possible, and will require the Contractor to work 6 or 7 days per week. There are certain limitations that must be considered as well, such as curing time for concrete that is required for durable structures, safety critical work such as setting of girders, and safety of the workers and traveling public.

Q: *Were pre-cast elements considered to accelerate construction?*

A: Yes, and precast elements such as pre-cast pier caps will be used. Elements of Unit 2 were considered for pre-casting, but ultimately it was determined that Unit 2 could be built in-place in the same amount of time as it will take to complete the remaining spans of Unit 1, so there was no benefit to the additional cost of pre-casting.

Q: *Is there an incentive for the Contractor to finish this work early?*

A: Yes, the Contractor can earn \$25,000 for each calendar day less than the 95-days allowed. For example, if the Contractor finished the bridge closure detour phase in 85 days, they would earn a \$250,000 incentive payment.

Q: *What if the Contractor doesn't complete on time?*

A: If the Contractor doesn't complete the bridge closure detour phase in the 95-days allowed, for each additional day the Contractor will be charged \$25,000.