



## Southwest Downtown Pedestrian Bridge Placement

- What people see as a few hours of hoisting the bridge 22-feet in the air, driving it across the railroad tracks and placing it on its abutments is just tip of the iceberg. Years of planning and coordination went into the assembly and placement of the bridge.
- When the idea of driving a bridge across the railroad was introduced, with the level of coordination and permissions alone many thought the project would never come to fruition. Through regular communications with the railway companies, numerous engineering submittals, and out-of-the-box thinking, a bridge connecting America the Beautiful Park to southwest downtown is becoming a reality. This would not have been possible without the collaborative efforts of Burlington Northern Santa Fe (BNSF), Union Pacific Railroad (UPRR), City of Colorado Springs Public Works and Kiewit Construction.
- The main goal is to get the bridge safely across the railroad and placed on its abutments within the short eight-hour window. The entire 250-foot long, 550-ton superstructure will be driven into place using self-propelled modular transporters to place the entire bridge on its abutments. Work will take place during an 8-hour window to set specialized transport ramps across four main railroad tracks, move the bridge over those ramps and then remove the ramps to let train traffic resume.

### Bridge placement stats

- 1.5 million lbs. of timber matting for crossing path construction
- 405,000 lbs. of steel plates for crossing path construction
- 315,000 lbs. of steel ramps
- 11 Railroad tracks to cross
- Eight (8) 250-ton mega jacks
- 64 Self-propelled modular transporter (SPMT) Axels
- Bridge will be hoisted 22-feet high for movement over the tracks

### Safety on the construction site, crews and public are the priority of the day

- We have one opportunity to do this right. The railways have pulled out all the stops by holding in place all trains passing through Colorado Springs to allow for installation of the bridge.
- The safety of the construction site, our crews and the public has been a top priority throughout construction and notably when placing the bridge. We are taking every safety measure to ensure the safe placement of the bridge in the short window.
- The public is not allowed in the immediate construction area and access to the railway is *strictly* prohibited.
- This is an exciting day for Colorado Springs, but because of the need to ensure the safety of the area and COVID-19 public health requirements, the general public will not be able to get

close to the construction site. The placement will be live streamed in its entirety on the [Olympic City USA Facebook](#) page for people to celebrate from a distance.

### **Next Steps:**

- Placing the bridge on its abutments is a significant milestone and signals that we are very close to opening the bridge to the public, however, work will continue to build the stairwell, elevator and put the final touches on the bridge. We look forward to celebrating this new pedestrian gateway in early 2021.
- After the bridge is moved into place, safety netting, handrails, metal façade panels, and lighting will be installed.
- Final bridge work, including installing an elevator and stairwell, will take place before the bridge opens to the public in early 2021.

### ***Fabrication and assembly:***

The prefabricated bridge was assembled by King Fabrication (May 2019 to May 2020) in Houston, Texas. A full fit-up was conducted in May 2020 to ensure a continuous geometry. The bridge was delivered in sections to Colorado Springs in June. It was then assembled and welded together on the ground adjacent to the rail yard and given a concrete walking surface, parapets, and architectural finishes.

### **Funding:**

Funding for southwest downtown revitalization efforts come from a combination of public and private investment. The Southwest Downtown Business Improvement District, which was established in 2017 and funded through a self-imposed property mill levy within the district, will fund infrastructure improvements above and beyond the standard infrastructure such as granite walkways, smart street lighting and landscaping to create a unique look and feel.

The SW Downtown Pedestrian Bridge will cost approximately \$20 million, which includes future construction of the stairwell, landing and elevator.

- Regional Tourism Act (C4C) bond funds = \$8,000,000
- PPRTA = \$4,600,000
- SW BID = \$7,200,000
- [Johnson Family Donation](#) = \$200,000

Visit [www.ColoradoSprings.gov/SWDowntown](http://www.ColoradoSprings.gov/SWDowntown) for more information about projects, costs and funding in support of redevelopment of southwest downtown Colorado Springs.