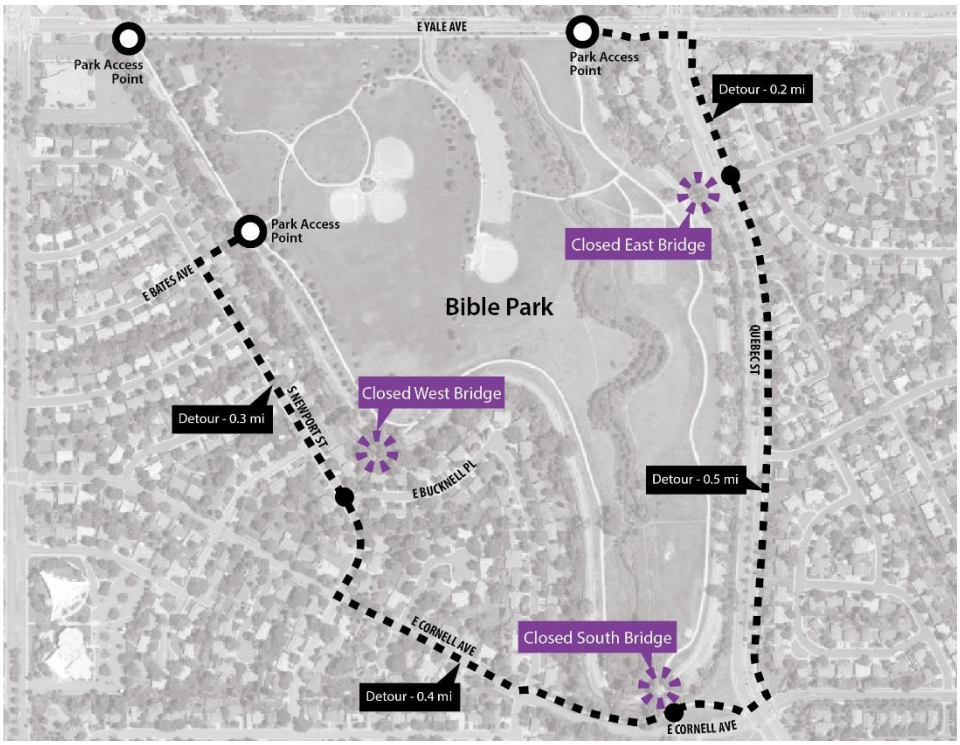
Bible Park Bridge Closures FAQ
Updated: November 2017

Overview: After inspection by bridge engineers, Denver Parks and Recreation (DPR) regrets to inform the Bible Park community that three park bridges are closed due to structure deficiencies and associated safety concerns. The south, east and west bridges are closed. All three bridges require complete replacement.

1. **How is Denver Parks & Recreation addressing the closures?** We share your disappointment and understand that re-establishing bridge access on all sides of the park is important and a high priority. The status of each bridge is listed below:
    - South Bridge (E Cornell Ave): Construction will begin this winter and replacement will be completed by late spring/early summer 2018.
    - East Bridge (E Amherst Ave): Designs are currently being developed. Funding has been secured for 2018 and construction is anticipated to begin late summer/early fall 2018.
    - West Bridge (S Newport St)**:** Designs are currently being developed. Funding has been secured for 2018 and construction is anticipated to begin late summer/early fall 2018.

While the bridges are closed, detour signs will direct pedestrians and bicyclists to the alternate park access points illustrated in the map below. For safety reasons, park visitors should not play on or cross closed bridges. For updates, please visit: https://goo.gl/1VTxM1.



2. **When were the bridges built?** The now closed bridges were built in 1977.

3. **Why can't Parks fix the bridges over the summer?** Denver Water must ensure the High Line Canal is capable of delivering water to its customers during the operational season of April 1 and Nov. 1, and we will coordinate with them so that design and construction does not have impacts to canal deliveries and safety.

4. **The slats in the bridges were repaired recently. Why didn't the City notice the damage then?** The City of Denver inspects pedestrian bridges on a 3-year cycle. Last fall, the inspectors were working on the High Line Canal corridor. Based on the inspection report and site visits, structural engineers initially felt that a minor rehabilitation of the southern bridge was feasible. The plan was to replace corroded steel stringers and deck connectors and repaint the structure. Upon removal of the bridge's deck, it was determined that the condition was worse than expected. The areas of concern were concealed by the deck and were not visible to our inspection crews. Given this data, our structural engineers determined that the bridge was unsafe and a full replacement was warranted.

5. **Why isn't the northwest bridge being closed?** The northwest bridge was installed by a different manufacturer that used weathering steel. Due to the difference in steel type, the bridge remains in fair condition.

6. **How many bridges does Public Works inspect? What is the inspection process**? The City of Denver owns and manages over 600 vehicular and pedestrian structures. Most of those bridges are owned by the Parks department and Public Works. Vehicular bridges greater than 20 feet in span are inspected every two years by the Colorado Department of Transportation. Vehicular bridges less than 20 feet in span and pedestrian bridges are inspected by either the City & County of Denver's bridge group or a professional consultant specializing in bridge inspection. These inspections occur every three years.

7. **Why do the bridges need a full replacement? Why does the process take so long?** The replacement process for a structure like this occurs in three different phases.
    - The first phase includes site data collection. Crews will be onsite in the park in late May and early June preparing a topographic survey around the bridges. In addition, geotechnical boring will occur at each foundation location.
    - Once the data is analyzed, the second phase includes final design plans. Our engineering consultants will develop grading, trail connection, and structural plans. Once the plans are complete in early September, contractors will bid on the project.
    - The last phase, or construction, is expected to begin in early winter for the south bridge and late summer/early fall for the other 2 bridges.

8. **How long will the new bridges last?** The anticipated operation life of a new pedestrian bridge with proper design and maintenance is approximately 60 years.

9. **What if people continue to use the bridges even though they are closed?** Citizens should avoid these structures until they are removed during the fall of this year. The timber decks were removed and trespassing onto the structures is dangerous.

10. **When will the bridges be removed and how?** The south bridge will be removed by early 2018. The other two structures will be removed when construction begins and construction schedule is received. A large crane will remove each of the structures and place them on a truck for recycling.

11. **Why can't all three bridges be prepared at the same time?** The priority is to get the southern bridge replaced by late spring/early summer 2018. While the southern bridge is being installed, the west and east bridges will be fabricated for 2018 installation.

12. **What size will the new bridges be?** The southern bridge will have a clear width of 12 feet. Its span will be approximately 70 feet in length. The eastern and western bridges will have a clear width of 6 feet. The eastern span will be approximately 90 feet in length and the western span will be approximately 60 feet in length. All structures will have concrete decks.

13. **How much does one bridge cost?** While a contractor's bid can vary, a new structure will cost approximately $250,000 for each site.

14. **Does the width of the new bridge affect the cost?** The width does impact the cost of the project. However, the width is not directly proportional to the project cost. Major contributors include the contractor's mobilization cost, foundation construction, and the manufacturing of the truss.