
1.0 General

1.1 Project Description

The Project consists of the replacement of seventeen (17) rural bridges on essential highway corridors in southeastern and central Colorado. The key corridors (US 350, US 24, CO 239 and CO 9) provide rural mobility, intra- and interstate commerce, movement of agricultural products and supplies, and access to tourist destinations.

The Work will be comprised of a Basic Configuration that replaces structures at the following locations:

- Structure G-12-C on CO 9 at mile marker 71.445
- Structure J-14-C on CO 9 at mile marker 20.107
- Structure J-15-G on CO 9 at mile marker 15.97
- Structure I-13-G on US 24 at mile marker 227.095
- Structure I-13-H on US 24 at mile marker 229.468
- Structure H-13-N on US 24 at mile marker 240.686
- Structure I-15-AO on US 24 at mile marker 271.90
- Structure I-15-T on US 24 at mile marker 271.691
- Structure O-19-D on US 350 at mile marker 10.289
- Structure N-21-C on US 350 at mile marker 47.131
- Structure N-21-F on US 350 at mile marker 48.744
- Structure M-21-C on US 350 at mile marker 50.582
- Structure M-21-B on US 350 at mile marker 51.682
- Structure M-21-I on US 350 at mile marker 56.454
- Structure M-21-J on US 350 at mile marker 57.069
- Structure M-22-Y on US 350 at mile marker 57.474
- Structure M-22-U on US 350 at mile marker 69.817

Each segment of work is as shown in Exhibit 1-A – Project Segment Map.

1.2 Project Values

CDOT holds values for all of its projects and this Project has values that drive its execution. The values should be maintained throughout the project in decision-making. CDOT has determined that the following values are critical for the successful completion of the Project:

1. Safety – Work together to achieve a high-performing safety culture on the Project.
2. Quality – Accountability of design and construction that ensures Work is completed to the highest standard.
3. Integrity – The Project team is held to the highest moral and ethical standards.
4. Communication/Teamwork – Good communication, the key to teamwork.

1.3 Project Goals

The Project goals are the basis for evaluation of the Technical Proposal. CDOT has established the following goals for the Project:

1. **Maximize project scope and improvements within the project budget and schedule**
 - A. Provide solutions to complete the Project's Basic Configuration and AREs.
 - B. Maximize the integration of the Project Goals and Values
2. **Minimize project delivery time**
 - A. Ensure that obligation and completion dates meet or beat the statutory requirements.
 - B. Balance the cost and time, while delivering the project within budget.
3. **Minimize inconvenience to the traveling public during construction**
 - A. No full-closures of highways.
 - B. Develop an approach to managing traffic that minimizes travel times
4. **Maximize new structure service life**
 - A. Provide design and construction strategies that will be used to extend the service life of the replaced structures.

1.4 Environmental Compliance

US 350, US 24, and CO 9 within the Project limits of each structure site (2000 feet upstream and downstream of each structure approach and departure within CDOT ROW limits) have been evaluated through categorical exclusion (CATEX) that supports a decision not to conduct additional environmental review, and satisfies the requirements of NEPA.

This Project and Work shall be conformance with NEPA documents in addition the Project and Work shall not preclude anything required as part of these documents. Mitigation measures identified in Book 2 and the NEPA documents needed in response to Project impacts, shall be implemented within the Project and Work. No Project mitigation measure resultant of the Project or Work shall be deferred to a future project.

1.5 Basic Configuration

The following describes the Basic Configuration for each segment of the Work for this Project within the Right-of-Way and established Temporary Easements.

1.5.1 CO 9 Structure G-12-C

- Reconstruction of CO 9 Roadway and Structure G-12-C
- As a two-lane arterial with 12-foot lanes and 8-foot outside shoulders
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.2 CO 9 Structure J-14-C

- Reconstruction of CO 9 Roadway and Structure J-14-C

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- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
 - Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
 - Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
 - Permanent water quality improvements

1.5.3 CO 9 Structure J-15-G

- Reconstruction of CO 9 Roadway and Structure J-15-G
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.4 US 24 Structure I-13-G

- Reconstruction of US 24 Roadway and Structure I-13-G
- As a two-lane arterial with 12-foot lanes and 8-foot outside shoulders
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.5 US 24 Structure I-13-H

- Reconstruction of US 24 Roadway and Structure I-13-H
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.6 US 24 Structure H-13-N

- Reconstruction of US 24 Roadway and Structure H-13-N
- As a two-lane arterial with 12-foot lanes and 8-foot outside shoulders
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.7 US 24 Structure I-15-AO

- Reconstruction of US 24 Roadway and Structure I-15-AO

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- As a two-lane arterial with 12-foot lanes and 8-foot outside shoulders
 - Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
 - Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
 - Permanent water quality improvements

1.5.8 US 24 Structure I-15-T

- Reconstruction of US 24 Roadway and Structure I-15-T
- As a two-lane arterial with 12-foot lanes and 8-foot outside shoulders
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.9 US 350 Structure O-19-D

- Reconstruction of US 350 Roadway and Structure O-19-D
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.10 US 350 Structure N-21-C

- Reconstruction of US 350 Roadway and Structure N-21-C
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.11 US 350 Structure N-21-F

- Reconstruction of US 350 Roadway and Structure N-21-F
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.12 US 350 Structure M-21-C

- Reconstruction of US 350 Roadway and Structure M-21-C

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- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
 - Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
 - Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
 - Permanent water quality improvements

1.5.13 US 350 Structure M-21-B

- Reconstruction of US 350 Roadway and Structure M-21-B
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.14 US 350 Structure M-21-I

- Reconstruction of US 350 Roadway and Structure M-21-I
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.15 US 350 Structure M-21-J

- Reconstruction of US 350 Roadway and Structure M-21-J
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.16 US 350 Structure M-22-Y

- Reconstruction of US 350 Roadway and Structure M-22-Y
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.5.17 US 350 Structure M-22-U

- Reconstruction of US 350 Roadway and Structure M-22-U
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

Reference Documents illustrate the Basic Configuration as well as the AREs and are provided solely for the Contractor's reference and are without representation or warranty by CDOT. Regardless of the level of completion or suitability of any portion of Reference Documents, the Contractor shall be solely responsible for all Project design and construction elements. CDOT shall have no liability or obligation as a result of design work contained in the Reference Documents. Reference Documents are provided solely for Proposers' reference and are without representation or warranty by CDOT, unless specifically stated otherwise in Book 1.

Reference Documents may represent differing levels of completion throughout the limits of the Project. The Contractor shall be obligated to revise this information accordingly in order to meet the requirements of the Contract Documents.

1.6 Additional Requested Elements

The following AREs are identified as elements of the Project that may be incorporated into the Basic Configuration as part of the Contractor's Proposal.

1.6.1 US 24 Structure I-17-X

- Reconstruction of US 25 Roadway and Structure I-17-X
- As a two-lane crossover with 12-foot lanes and 8-foot outside shoulders
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

1.6.2 CO 239 Structure P-19-G Minor

- Reconstruction of CO 239 Roadway and Structure P-19-G Minor
- As a two-lane arterial with 12-foot lanes and 6-foot outside shoulders with a paved 2-foot guardrail offset
- Roadway transition to the structure including roadway widening, new bridge railing, and guardrail
- Construction of additional items including but not limited to: retaining walls, signing, striping, landscaping, utility relocations
- Permanent water quality improvements

Project limits of each ARE structure site (2000 feet upstream and downstream of each structure approach and departure within CDOT ROW limits) have been evaluated through categorical exclusion (CATEX) that supports a decision not to conduct additional environmental review, and

satisfies the requirements of NEPA. The Contractor shall be responsible for assessing ROW issues, hazardous materials, utility conflicts, third-party agreements, and any other additional permits or requirements to design and construct the AREs. AREs shall conform to all other requirements of the Contract Documents.

1.7 Exhibits

Exhibit 1-A – CO 9, US 24, and US 350 Basic Configuration and Additional Requested Elements Road and Bridge Segments