



COLORADO
Department of Transportation

CDOT Project NO. FBR R200-266
CDOT Subaccount No. 23559

STRUCTURE ALTERNATIVES EVALUATION REPORT

Region 2 Bridge Bundle Design Build Grant Project
Preliminary Design and Procurement Support Services

Structure O-19-D

(Region 2 – US 350 MP 10.289)



Prepared for: Colorado Department of Transportation Region 2
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Table of Contents

1.	EXECUTIVE SUMMARY	4
1.1.	PROJECT DESCRIPTION	4
1.2.	PURPOSE OF THE REPORT	4
1.3.	STRUCTURE SELECTION PROCESS.....	4
1.4.	STRUCTURE RECOMMENDATIONS.....	5
2.	SITE DESCRIPTION AND DESIGN FEATURES	5
2.1.	EXISTING STRUCTURE	5
2.2.	RIGHT OF WAY IMPACT	8
2.3.	TRAFFIC DETOUR OR SHOOFLY	8
2.4.	UTILITIES.....	9
2.5.	GEOTECHNICAL SUMMARY	9
2.6.	HYDRAULICS SUMMARY.....	10
2.7.	ENVIRONMENTAL CONCERNS	10
2.8.	ROADWAY FEATURES	10
3.	STRUCTURAL DESIGN CRITERIA	12
3.1.	DESIGN SPECIFICATIONS	12
3.2.	CONSTRUCTION SPECIFICATIONS.....	12
3.3.	LOADING.....	12
4.	STRUCTURE SELECTION	12
4.1.	SELECTION CRITERIA.....	12
4.2.	REHABILITATION ALTERNATIVES.....	13
4.3.	STRUCTURE LAYOUT ALTERNATIVES.....	13
4.4.	SUPERSTRUCTURE ALTERNATIVES	13
4.5.	SUBSTRUCTURE ALTERNATIVES	14
4.6.	ACCELERATED BRIDGE CONSTRUCTION (ABC).....	15
4.7.	CONSTRUCTION PHASING	15
4.8.	CONSTRUCTABILITY	15
4.9.	MAINTENANCE AND DURABILITY.....	15
4.10.	CORROSIVE RESISTANCE.....	15

4.11. CONSTRUCTION COST	15
4.12. CONCLUSIONS AND RECOMMENDATIONS	16
APPENDIX A – General Layout and Typical Section	17
APPENDIX B – Structure Selection Report Checklist	18
APPENDIX C – Construction Cost Estimate	19
APPENDIX D – Geotechnical Report.....	20
Picture 1 - Bridge O-19-D showing proximity to the railroad bridge upstream	6
Picture 2 - Repaired Girders.....	7
Picture 3 - Abutment.....	8
Table 1 - Bridge O-19-D Summary Information	6
Table 2 - Summary of Bedrock and Groundwater Conditions	9
Table 3 - Construction Cost Summary	16
Table 4 - Summary of Structure Alternatives Evaluation.....	16
Figure 1 - Existing Roadway Section	11
Figure 2 - Proposed Roadway Section	11

1. EXECUTIVE SUMMARY

1.1. PROJECT DESCRIPTION

The CDOT Region 2 Bridge Bundle Design Build 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 2 other bridges are Additionally Requested Elements (AREs) in the design build project. There is a total of nineteen (19) structures bundled under this project.

This design build project is partially funded by the USDOT FHWA Competitive Highway Bridge Program grant and funds from the Colorado Bridge Enterprise (14 structures, project number 23558). The 5 additional structures are funded solely by Colorado Bridge Enterprise (project number 23559). These projects are combined to form one design-build project.

The nineteen bridges identified to be included in the ‘Region 2 Bridge Bundle’ were selected based on similarities in the bridge conditions, risk factors, site characteristics, and probable replacement type, with the goal of achieving economy of scale. Seventeen of the bridges being replaced are at least 80 years old. Five of the bridges are Load Restricted limiting trucking routes through major sections of the US 24 and US 350 corridors. The bundle is comprised of nine timber bridges, four concrete box culverts, one corrugated metal pipe (CMP), four concrete I-beam bridges, and one I-beam bridge with corrugated metal deck.

1.2. PURPOSE OF THE REPORT

This report presents the findings of the preliminary level multidisciplinary investigation of the existing conditions of the given structure. The objective of this report is not to select a new structure type but to develop guidelines that will be addressed in the Design-Build documents and make recommendations based on the available information. All the information obtained in the survey, geotechnical investigation, hydrology and hydraulics, existing utilities, and environmental investigation is discussed in this report. The study evaluates feasible structure alternatives for the site and identifies all known constraints.

1.3. STRUCTURE SELECTION PROCESS

The following criteria for comparing and evaluating the structural alternatives is discussed below and will need to be considered during design-build processes:

- Hydraulic Opening Requirements
- Roadway alignments
- ROW Impacts
- Constructability
- Construction costs
- Maintenance
- Durability
- Traffic Control

The recommendations of the report are based on the overall consideration of all these elements as appropriate to this site and bridge.

1.4. STRUCTURE RECOMMENDATIONS

Based on the subsequent discussion, the recommended proposed overpass structure is a one-span 48.0 ft long bridge with a concrete deck over (4) BX 24x48 precast prestressed concrete box girders spaced at 12.0 ft. The superstructure will be supported by two integral abutments. The width of the proposed construction must accommodate two 12.0 ft lanes of traffic with 6.0 ft shoulders, 2.0 ft curb offset, and the Colorado current standard Bridge Rail on each side. All (4) wingwalls will be parallel to US 350 to retain the roadway section and stay within the right of way.

The contractor may select a different structure type based on their investigation, meeting the criteria described in this report.

2. SITE DESCRIPTION AND DESIGN FEATURES

2.1. EXISTING STRUCTURE

Existing structure is a three-span treated timber stringer bridge built in 1937 to span Luning Arroyo. The bridge is tangent. The existing bridges were based on a CDOT Standard P-117-B-H. The existing bridge consist of three 23.0 ft long spans, for a total structure length of 70.5 ft. The width of the existing structure is 29.0 ft curb to curb, 30.0 ft out to out of deck. The existing vertical clearance varies from 5.5 ft to 11.0 ft. The existing bridge has 14 rows of 6"x20" wood stringers, spaced at 2 ft 3¼ in. The deck consists of wood planks, 3"x6".

The center pier is a wood pier with (6) 1.0 ft diameter piles and diagonal wood brace. The pier cap is a 1.0 ft square wood beam. The pile spacings are approximately 6.0 ft.

The abutments consist of 1.0 ft square wood abutment caps, supported on (7) 1.0 ft diameter piles. The pile spacings at the abutment are approximately 5.0 ft. There are 4 wood wingwalls at the existing bridge. The wingwalls are 16.0 ft long and vary in height. The wingwalls are supported by (4) 12.0 in diameter piles.

There is a short 2.0 ft to 3.0 ft high wood retaining wall in front of the abutments. The wall is supported by 12.0 in wood piles spaced at approximately 5.0 ft. Fill is placed between the abutment and lower wall at an approximate 1.5:1 slope.

The existing bridge railing is attached to the outside edge of the deck and consists of a timber rail with 6"x8"x5'-0" post and single 3"x8" rail.

The bridge is located on US 350, northeast of Trinidad, at milepost 10.289. Table 1 summarizes bridge information.

National Bridge Structure Number	O-19-D
Year Built	1937
Construction Type	Treated timber stringer
Condition Rating	Poor
Load Restricted	No
Bridge Length	70.5 feet
Bridge Width	30.0 feet
Number of spans	3
Water Crossing	Seasonal wash
AADT	700
Percent Commercial Traffic	10.5%

Table 1 - Bridge O-19-D Summary Information



Picture 1 - Bridge O-19-D showing proximity to the railroad bridge upstream

The replacement of Bridge O-19-D is warranted due to the age and deteriorating conditions.

Based on visual inspection and provided bridge inspection report, 26% of the existing girders are split or repaired. Eight girders have been repaired with lag bolts, so it is now considered a temporary structure. Other issues include:

- Exterior girders are weathered
- Ten piles have cracks penetrating 5-50% of pile thickness
- Both abutments have deflected about 3 inches
- All wing walls are bowed and have been pushed outward. Fill is coming through joint at the south-east wingwall
- Timber piles are cracked and splintered at the top
- Guard rails are weathered, splintered, not approved crash tested
- Rot, mold, water staining, and deterioration are present throughout numerous primary structural components



Picture 2 - Repaired Girders



Picture 3 - Abutment

2.2. RIGHT OF WAY IMPACT

The existing right of way (ROW) at Bridge O-19-D is 30.0 feet to the west and 70.0 feet to the east of the centerline of the road. Any alternative selected by a design-build team shall not make an impact on an existing right of way (ROW). No permanent ROW acquisitions are planned on either side of the US 350. Wingwalls of the proposed structure will need to be constructed parallel to the roadway to stay within the limits of the existing ROW and to retain the slopes of the proposed widened roadway.

Temporary construction easements may be required for detour or drainage erosion control.

2.3. TRAFFIC DETOUR OR SHOOFLY

As stated by the CDOT grant application, the roadway shall not be closed for construction. Two other alternatives were investigated:

1. Phasing the construction to keep one lane open. Due to the narrow existing roadway and existing wood railing keeping one lane of roadway, this alternative is not recommended.
2. Building a two-lane shoofly on east side of the existing bridge with a temporary pipe placed for drainage. A detour to the west should be avoided because of the narrow available ROW, proximity to the railroad, and existing waterline, all located on the west side of the existing structure.

2.4. UTILITIES

Stanley subcontracted with Lamb-Star Engineering to provide utility location services in the vicinity of the structure. Based on their investigation, the existing utilities in the vicinity of the structure consist of the following:

- Two underground CenturyLink telephone lines located 28.0 ft west and 63.0 ft east of the centerline of US 350.
- City of Trinidad Water waterline located 43.0 ft west of the centerline of US 350, outside the CDOT ROW.
- The railroad overhead communication line 63.0 ft west of the centerline of US 350 (running along the east side of the railroad right-of-way).

All utility lines run parallel to the existing CDOT ROW line on both sides of the bridge.

2.5. GEOTECHNICAL SUMMARY

Stanley subcontracted with Yeh and Associates, Inc. to perform the geotechnical investigation of all bridges in this project. Full Preliminary Geotechnical Study is provided in the Appendix D.

For Bridge O-19-D two borings were made in the vicinity of the existing bridge, one at each abutment. The bridge borings encountered lean clays with occasional gravel and cobbles overlying shale bedrock. Table 2 provides a summary of the bedrock and groundwater conditions for the bridge borings. The surface elevations, approximate bedrock depths/elevations, and approximate groundwater depths/elevations are presented to the nearest 0.5 feet. The groundwater depths and elevations are based on observations during drilling.

Boring ID	Ground Surface Elevation at Time of Drilling (feet)	Approx. Depth to Top of Competent Bedrock (feet)	Approx. Elevation to Top of Competent Bedrock (feet)	Approx. Groundwater Depth (feet)	Approx. Groundwater Elevation (feet)
P-19-G - B-1	5969.0	25.0	5944.0	18.5	5950.5
P-19-G - B-2	5970.0	25.0	5945.0	22.0	5948.0

Table 2 - Summary of Bedrock and Groundwater Conditions

The recommended substructure foundation types for this site include drilled shafts, or driven H-piles. If CBC structure is selected, then the structure will be founded on a shallow mat foundation.

2.6. HYDRAULICS SUMMARY

Bridge O-19-D crosses Luning Arroyo that flows west to east. There is a railroad bridge approximately 140.0 feet west upstream of the O-19-D bridge.

The drainage is not in a mapped floodplain. The 25-year design storm flow rate is 544 cfs. An SRH-2D model was developed at this location. The design is checked to verify that the 100-year storm does not raise the existing condition more than 0.5 ft.

The proposed model indicates that one-cell 20 ft x 10 ft concrete box culvert is required to carry the design flow. A one-span 48.0 ft long bridge with 36.0 in superstructure depth alternative was also evaluated and shown to have sufficient opening to carry the design flow.

This stream is considered a low debris stream, therefore 2 feet of freeboard over the design storm is required for a proposed bridge. The proposed bridge option allows for more than 2 feet of freeboard. There is no freeboard requirement for the proposed box culvert option, however the culvert must meet Headwater Depth to Structure Depth ratio (HW/D) of 1.5 per the CDOT Drainage Design Manual. The HW/D for this culvert is 0.66

A Preliminary Hydraulic Report has been completed and can provide more information about the existing and proposed hydraulics conditions.

2.7. ENVIRONMENTAL CONCERNS

Based on field investigations performed by Stanley Consultants' Environmental team, the bridge crosses the Luning Arroyo, an ephemeral drainage that appears to eventually convey stormwater flows to the Arkansas River via the Purgatoire River. In the event that the Project construction impacts are within the Ordinary High Water Mark, these impacts will need to be approved by the US Army Corp of Engineers. No wetlands or sensitive species habitat were identified.

The property to the north on the east side contains a historic building. Impacts to this property should be avoided.

2.8. ROADWAY FEATURES

2.8.1. Cross Section

Existing US 350 is a 2-lane roadway with two-way traffic. Both lanes are 11.0 ft wide with approximately 3.0 ft shoulders and 0.5 ft curb offset within the limits of the structure.

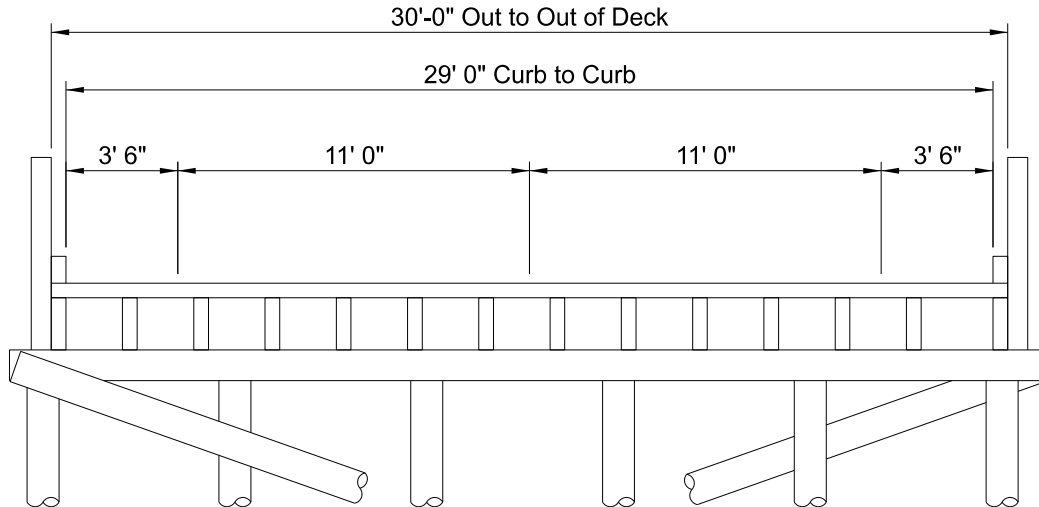


Figure 1 - Existing Roadway Section

The proposed roadway section width is based on the traffic volumes and the requirements of the current CDOT Roadway Design Guide. Lane width is expected to be 12.0 ft in each direction with 6.0 ft shoulders, and 2.0 ft curb offsets. The AADT for this section of road is 700 veh/day, the design speed is 75 mph. Total required roadway width over proposed structure is 40.0 ft.

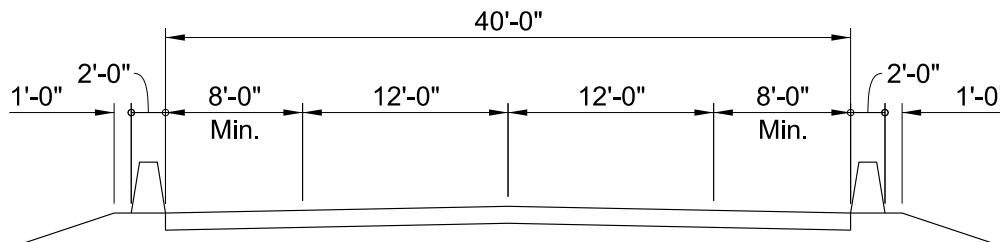


Figure 2 - Proposed Roadway Section

2.8.2. Vertical Alignment

The proposed vertical profile of US 350 must be set as close to the existing as allowed by the results of the hydrology study to avoid any ROW acquisitions and to limit impacts to the existing roadway section beyond the length of the structure.

The proposed bridge profile is on a tangent with ahead station upgrade of 0.26%, matching the existing profile grade. The profile grade is less than 0.5% min recommended by FHWA for bridge decks. Refer to Section 4.3 for more information.

2.8.3. Horizontal Alignment

The horizontal alignment of the existing bridge has no skew. The bridge is on a continuous horizontal tangent. It is understood that the proposed structure will be constructed in the same location as the existing with no change to the horizontal alignment of the road and no skew.

3. STRUCTURAL DESIGN CRITERIA

3.1. DESIGN SPECIFICATIONS

- AASHTO LRFD Bridge Design Specifications, 9th Edition
- CDOT LRFD Bridge Design Manual
- CDOT Bridge Rating Manual
- CDOT Bridge Detail Manual

3.2. CONSTRUCTION SPECIFICATIONS

Colorado Department of Transportation Standard Specifications for Road and Bridge Construction, 2019.

3.3. LOADING

Live Loads: HL-93 Design Truck or Tandem, Design Lane Load, Colorado Permit Vehicle

Bridge Barrier: Bridge Rail Type 10MASH or Bridge Rail Type 9 per the CDOT standards.

Future Wearing Surface: 36.67 lbs per square foot (3 in minimum)

Utilities: per plan details if required at final design

Collision Load: the substructure will not require collision loading design. In cases where Bridge Rail is attached to the structure, the effects of vehicular collision on the barrier must be considered in accordance with AASHTO.

Earthquake Load: The structure is located within Seismic Zone 1 and must meet the AASHTO connection and detailing requirements.

Stream Forces and Scour Effects: stream force effects must be evaluated during final design when applicable. Possible cases include stream forces on the substructure and superstructure in addition to buoyancy from overtopping. Evaluation from scour will be performed per the CDOT Bridge Design Manual and AASHTO.

4. STRUCTURE SELECTION

4.1. SELECTION CRITERIA

The goal of this report is to identify which structural alternatives best meet the project requirements. The following criteria were established as a basis for evaluating the suitability of each structure type: hydraulic opening, constructability, construction cost, maintenance & durability, ROW and roadway impacts. The discussion below expands on these factors as it pertains to each alternative. Summary of Structure Alternatives Evaluation Table can be found at the end of Section 4.

4.2. REHABILITATION ALTERNATIVES

Rehabilitation of O-19-D will not be performed due to the age and type of the bridge. Constructed in 1937, this timber structure was in service for over 80 years and is showing signs of deterioration and aging that are inconsistent with practical and cost-effective rehabilitation.

4.3. STRUCTURE LAYOUT ALTERNATIVES

Layout of the proposed structure is controlled by the width of the proposed roadway section, stream geometry, hydraulic opening requirements, proximity of ROW line, and the position of the existing bridge substructure.

The horizontal alignment of the proposed structure will not have skew.

The FHWA Design of Bridge Deck Drainage, Hydraulic Engineering publications referred to by CDOT Bridge Design manual states that if the proposed vertical grade is less than 0.5%, the designer must specify a gutter grade that will run the water to the inlet boxed from high points between the boxes. As Stated in Section 2.8.2, proposed vertical roadway grade is approximately 0.26%, matching the existing roadway profile. If bridge structure is selected, design team will need to address drainage issues during final design.

If bridge structure is selected, it must satisfy the live load deflection requirement for the selected girder types specified in AASHTO LRFD Bridge Design Manual.

4.4. SUPERSTRUCTURE ALTERNATIVES

4.4.1. Concrete Box Culvert Alternative

Concrete box culverts are a cost-effective solution in both short- and long-term due to ease of construction and maintenance. The benefit of this structure type is that the culverts can be cast in-place (CIP) or precast off-site and transported to the site for placement to streamline the construction process. In addition, CBC size can be selected from CDOT M&S Standards that cover wide array of single-cell and multi-cell culvert sizes.

For O-19-D a one-cell 20 ft x 10 ft box culvert is required. The box can be constructed as CIP or precast. The centerline of the proposed box culvert will be aligned with the flowline of the channel, which is located in the first span of the existing bridge. The minimum design cover over the top slab of the proposed CBC is approximately 2.0 ft.

Due to the proximity of the ROW line on the west side of the proposed structure, the proposed CBC headwall will need to be placed in line with the proposed edge of the road. Similarly, the proposed CBC wingwalls will need to be placed parallel to the roadway and extended as long as required to prevent any ROW impacts from roadway fill. Bridge Rail Type 10MASH will be attached to the top of headwall and wingwalls on the west side of the structure.

East side of the proposed structure does not have similar ROW constraints, however, for the proposed consistency, the east CBC headwall will also be constructed in-line with the edge of the proposed roadway. Wingwalls do not need to be parallel to the roadway on the east side and will be laid out as a standard 45-degree angle. Wingwalls will be per CDOT M-601-20 standards.

In order to use the proposed CBC section, some channel grading will be required. Because of the proximity of ROW line to the proposed edge of the road on the west side of the structure, a permanent easement might be required to achieve the channel grading required.

4.4.2. Concrete Girder Bridge Alternatives

Selected materials and structure components must exhibit high durability to provide longevity of the bridge. A precast prestressed concrete girder bridge requires minimum maintenance and have been shown to be highly durable under Colorado's harsh conditions. For this project, viable concrete alternatives include precast prestressed box girders or Colorado bulb tee (CBT) shapes. Proposed girder sizes were selected based on the Table 5B-1 and Figures 5B-1, 5B-2, 5B-4 in the CDOT Bridge Design Manual. Based on this information, BX 24x48 girder section placed at 12.0 ft spacing was chosen as a cost-effective precast concrete solution for the required span. Deck depth for this alternative will be the standard 8.0 in.

Cast-in-place concrete superstructures are not feasible for one-span configurations identified for this location and were removed from further investigation

4.4.3. Steel Girder Bridge Alternatives

At this location a concrete box culvert and concrete girder bridge alternatives have been evaluated. Since steel girders are not usually cost effective for short spans, we have not evaluated a steel girder option at this location. Steel girders also require future maintenance and are not a preferred alternative.

4.4.4. Span Configurations

Total length of the existing structure is 70.5 ft. Based on the hydraulic investigation, it was determined that a shorted, 48.0 ft long bridge structure can provide the adequate hydraulic opening. Based on the location of the existing channel flowline, the proposed south-west abutment will be placed behind the existing bridge abutment. The north-east abutment will be constructed in the second span of the existing structure.

4.5. SUBSTRUCTURE ALTERNATIVES

The replacement structure will consist of either a new bridge structure or a concrete box culvert structure (CBC). If a bridge structure is selected, then the abutments and piers will be supported on driven H-piles or drilled shafts. If CBC structure is selected, then the structure will be founded on shallow mat foundation. Wing walls for the bridge and CBC structures will be founded on shallow strip foundations.

An integral cast-in-place abutment supported by H-piles was selected as a proposed bridge substructure alternative for this evaluation. To meet grading requirements an abutment cap will be 6.0 ft deep and 2.5 ft wide. Based on the preliminary evaluation, the abutments caps will be supported on 6 steel HP 12x53. Concrete wingwalls would be used at each abutment.

4.6. ACCELERATED BRIDGE CONSTRUCTION (ABC)

CDOT has developed an Accelerated Bridge Construction (ABC) decision making process. The intent of this process is to apply some form of ABC on most projects. Design-build team is encouraged to use these recourses to evaluate cost efficiency of implementing ABC design.

4.7. CONSTRUCTION PHASING

The existing wood bridge structure does not provide adequate width to allow for a one lane phasing option. And, as stated by grant application, the roadway should not be closed for construction.

The only option for phasing is the construction of a shoofly. Option for a one-lane and two-lane shoofly have been investigated. The preferred option is a two-lane shoofly, constructed east of the existing bridge. Refer to Section 2.3 for more information.

4.8. CONSTRUCTABILITY

Both the box culvert and bridge alternatives will require a shoofly. Constructing a box culvert would require less construction time and using precast would further reduce construction time.

4.9. MAINTENANCE AND DURABILITY

Typical CDOT specified materials and construction methods must be used for the construction of the proposed structure. Following accepted current practice in designing and constructing the structure will provide a durable bridge to meet the required 100-year service life with minimal required maintenance.

4.10. CORROSIVE RESISTANCE

Epoxy coated reinforcing must be used for all reinforced concrete elements. A waterproofing membrane and stone matrix asphalt will be used on top of the concrete deck or CBC to prevent water and salt intrusion.

4.11. CONSTRUCTION COST

Construction costs are one of the most important factors in the structure type selections. Preliminary construction cost estimates are prepared for all selected structure alternatives to be compared as discussed above. High level construction cost for each structure type is summarized in the Table 3. Detailed calculations of the cost can be found in the Appendix C of this report. Individual items cost was obtained from recent CDOT Cost Data Books. A 30% contingency multiplier was used in cost calculations.

Alternative	Construction Cost	Area	Cost (\$/sf)	Cost Rating
CBC	\$ 632,501.00	939 sf	\$ 674	1.1
Concrete Bridge	\$ 656,876.00	2064 sf	\$ 318	1.0

Table 3 - Construction Cost Summary

4.12. CONCLUSIONS AND RECOMMENDATIONS

Table 4 provides a summary of feasible alternatives evaluation based on the established selection criteria.

Criteria	CBC	Concrete Bridge
Hydraulic Opening	Satisfies the requirements	Satisfies the requirements
Constructability	No expected constructability issues. Can be precast to streamline construction.	No expected constructability issues.
Construction Cost Rating	1.1	1.0
Maintenance & Durability	Low maintenance	Low maintenance
ROW and Roadway Impacts	Will avoid ROW impacts by placing wingwalls parallel to the proposed roadway on west side. Might require permanent easement for channel grading.	Will avoid ROW impacts by placing wingwalls parallel to the proposed roadway on west side

Table 4 - Summary of Structure Alternatives Evaluation

Based on the criteria discussed above, the concrete bridge alternative is recommended to replace existing structure O-19-D. Even though it is shown to be slightly more expensive, using bridge alternative will limit the amount of channel grading required and eliminate the need for permanent ROW acquisition. The contractor may select a different structure type based on their investigations, meeting the criteria described in this report. See Appendix A for the selected General Layout and Typical Section.

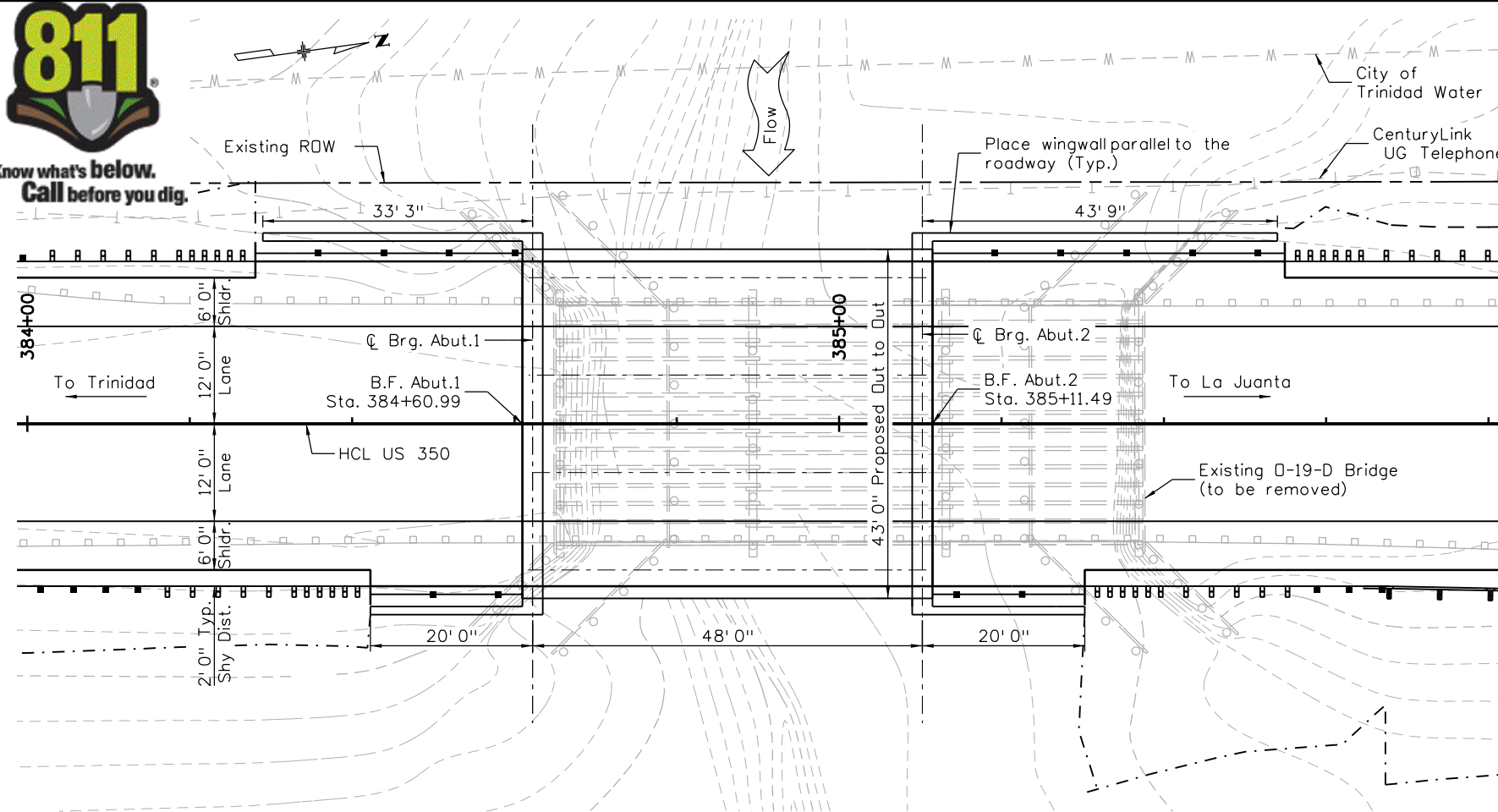
APPENDIX A

General Layout and Typical Section

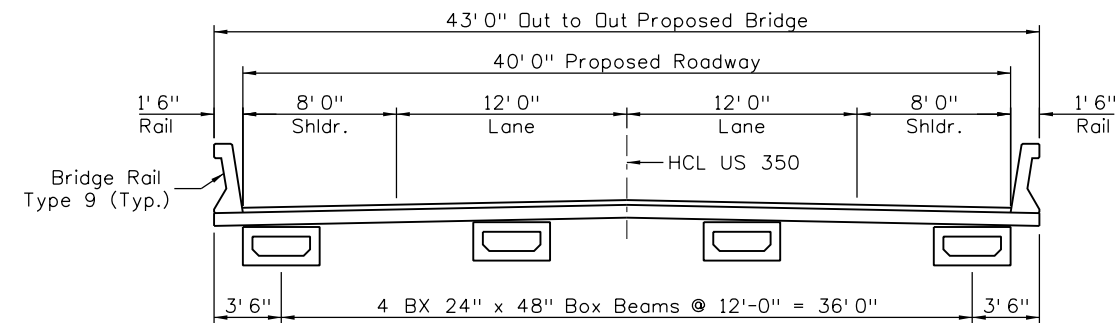
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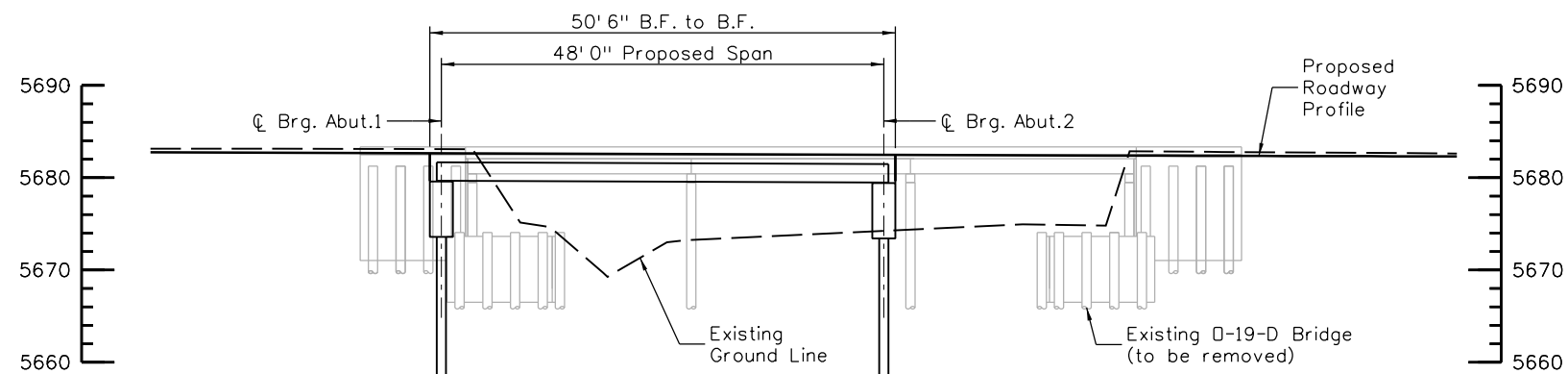
Know what's below.
Call before you dig.



PLAN



SECTION
(Taken Normal to HCL)



ELEVATION
(Taken Along HCL)

Notes:

- Dimensions are based on recent survey and existing as-built drawings.

Print Date: 2/17/2021

File Name:

23559STR_GeneralLayout O-19-D_SH350 MP 10.29.dgn

Horiz. Scale: Vert. Scale: As Noted

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Sheet Revisions

Date:	Comments	Init.

Colorado Department of Transportation



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 Phone: 719-546-5753
 FAX: 719-546-5402

Region 2

JLS

As Constructed

No Revisions:

Revised:

Void:

REGION 2 BRIDGE BUNDLE
 US 350 OVER SEASONAL DRAW
 GENERAL LAYOUT AND TYP. SECTION

Designer: I. Pushkarova	Structure No. O-19-D
Detailer: I. Pushkarova	M.P. US 350 10.289
Sheet Subset: STR	Subset Sheets: 1 of 1

Project No./Code

Sheet Number

APPENDIX B

Structure Selection Report Checklist

Structure Selection Report QA Checklist

This checklist is to serve as a general guideline for structure selection process. It is to be filled out by the project Engineer of Record or designee to indicate all items that are to be discussed in the Structure Selection Report. This checklist is to be included as an appendix to the Structure Selection Report and must be signed by Staff Bridge Unit Leader or designee prior to submittal of FIR documents to the Region.

Project Name _____

Project Location _____

Project Number _____ Subaccount _____

Structure Number(s) _____

Engineer of Record _____ Date _____

Cover Sheet

- Name of the Project and Site Address
- Structure(s) Number
- Property Owner Name and Contact Information
- Report Preparer Name and Contact Information
- Seal and Signature of the Designer
- Submittal and Revision Dates as Applicable

Executive Summary

- Project Description
- Purpose of the Report
- Structure Selection Process
- Structure Recommendations

Site Description and Design Features

- Existing Structures
- ROW Impact
- Traffic Detour
- Utilities
- Geotechnical Summary
- Hydraulics Summary
- Environmental Concerns
- Roadway Design Features
 - Cross Section
 - Vertical Alignment
 - Horizontal Alignment

Structural Design Criteria

- Design Specifications
- Construction Specifications
- Loading
 - Collision Load
 - Earthquake Load
- Software to be used by the Designer
- Software to be used by the Independent Design Checker

Structure Selection

- Selection Criteria
- Rehabilitation Alternatives
- Structure Layout Alternatives:
 - Vertical Clearances
 - Horizontal Clearances
 - Deflection
 - Skew

- Superstructure Alternatives:
 - Concrete Girder Alternatives * CBC Alternative
 - Steel Girder Alternatives * RCP Alternative
 - Span Configurations
- Substructure Alternatives:
 - Abutment Alternatives (GRS, Integral, Semi-integral, etc.)
 - Pier Alternatives
- Wall Alternatives
- Construction Phasing
- Possible Future Widening
- Use of Existing Bridge in Phasing / Partial Configuration
- ABC Design
- Constructability
- Aesthetic Design
- Maintenance and Durability
- Corrosive Resistance
- Load Testing Requirements
- Use of Lightweight Concrete
- Construction Cost
- Life Cycle Cost Analysis

Other

Figures and Appendices

- Vicinity Map
- Alternative Typical Sections
- General Layout of the Selected Structure
- Summary of Structure Type Evaluation Table
- Summary of Quantities and Cost Estimate Tables
- Inspection Report
- Hydraulics Investigation Results
- Geotechnical Investigation Results

Recommendations

If you need more space, use an additional sheet(s) of paper.

List of Variances

If you need more space, use an additional sheet(s) of paper.

CDOT Staff Bridge Quality Assurance Sign-off

By signing this checklist Staff Bridge Unit Leader or designee acknowledges approval of the Structure Selection Report findings, recommendations, and all design deviations from the CDOT Structural Standards and design criteria.

Print Name Signature Date

APPENDIX C

Construction Cost Estimate

APPENDIX D

Geotechnical Report



February 10, 2021

Project No. 220-063

Mr. Ron Gibson, P.E.
Stanley Consultants
8000 South Chester Street, Suite 500
Centennial, Colorado 80112

**Subject: Preliminary Geotechnical Study
Structure O-19-D
23558/23559 Region 2 Bridge Bundle
CDOT Region 2, Colorado**

Dear Mr. Gibson:

This memorandum presents the results of Yeh and Associates, Inc.'s (Yeh) preliminary geotechnical engineering study for the proposed replacement of Structure O-19-D as part of the CDOT Region 2 Bridge Bundle Design-Build Project.

The CDOT Region 2 Bridge Bundle Design-Build Project consists of the replacement of a total of 19 structures bundled together as a single project. These structures are rural bridges on essential highway corridors (US 350, US 24, CO 239, and CO 9) in southeastern and central Colorado. These key corridors provide rural mobility, intra- and interstate commerce, movement of agricultural products and supplies, and access to tourist destinations. The design-build project consists of 17 bridges and two Additionally Requested Elements (ARE) structures.

This design-build project is jointly funded by the USDOT FHWA Competitive Highway Bridge Program grant (14 structures, Project No. 23558) and the Colorado Bridge Enterprise (five structures, Project No. 23559). These projects are combined to form one design-build project. The two ARE structures are part of the five bridges funded by the Colorado Bridge Enterprise.

The 19 bridges identified to be included in the Region 2 Bridge Bundle were selected based on similarities in the bridge conditions, risk factors, site characteristics, and probable replacement type, with the goal of achieving economy of scale. Seventeen of the bridges being replaced are at least 80 years old. Five of the bridges are load-restricted, limiting trucking routes through major sections of the US 24 and US 350 corridors. The bundle includes nine timber bridges, four concrete box culverts, one corrugated metal pipe (CMP), four concrete I-beam bridges, and one I-beam bridge with corrugated metal deck.

1 PROJECT UNDERSTANDING

Bridge O-19-D is part of the Region 2 Bridge Bundle project that will be delivered as a design-build project. Our preliminary geotechnical study was completed to support the 30% design level that will be included in the design build bid package. We understand the existing structure will be replaced with either a concrete box culvert (CBC) or a bridge structure. The new structure will be constructed along the current roadway alignment and existing

roadway grade will be maintained. No significant cut or fills are required for construction of the proposed replacement structure.

2 SUBSURFACE CONDITIONS

Two bridge borings, O-19-D-B-1 and O-19-D-B-2, were drilled by Yeh in the vicinity of the existing bridge, and two pavement borings, O-19-D-P-1 and O-19-D-P-2, were drilled along the existing pavement approximately 250 feet from the bridge. The approximate boring locations are shown on the engineering geology sheet in Appendix A. The legend and boring logs are included in Appendix B. Laboratory test results are provided in Appendix C and are shown on the boring logs.

The bridge borings encountered lean clay overlying shale bedrock. Table 1 provides a summary of the bedrock and groundwater conditions for the bridge borings. The surface elevations, approximate bedrock depths/elevations, and approximate groundwater depths/elevations are presented to the nearest 0.5 feet. The groundwater depths and elevations are based on observations during drilling.

Table 1. Summary of Bedrock and Groundwater Conditions

Boring ID	Location ¹ (Northing, Easting)	Ground Surface Elevation at Time of Drilling ¹ (feet)	Approx. Depth to Top of Competent Bedrock ¹ (feet)	Approx. Elevation to Top of Competent Bedrock ¹ (feet)	Approx. Groundwater Depth ^{1, 2} (feet)	Approx. Groundwater Elevation ^{1, 2} (feet)
O-19-D-B-1	243837.306, 355927.407	5683.0	33.0	5650.0	33.0	5650.0
O-19-D-B-2	243754.512, 355930.360	5683.0	34.0	5649.0	34.0	5649.0

Notes:

(1) Surface elevations, approximate bedrock depths/elevations, and approximate groundwater depths/elevations are presented to the nearest 0.5 feet. Location and elevation are provided by project surveyor.

(2) Groundwater depths and elevations are based on observations during drilling.

3 BRIDGE FOUNDATION RECOMMENDATIONS

We understand that the replacement structure will consist of either a new bridge structure or a concrete box culvert structure (CBC). If a bridge structure is selected, then the abutments and piers will be supported on driven H-piles or drilled shafts. If CBC structure is selected, then the structure will be founded on a shallow mat foundation. Wing walls for the bridge and CBC structures will be founded on shallow strip foundations.

Based on the subsurface conditions encountered during our preliminary study, our engineering analysis, and our experience with similar projects, it is our opinion that driven H-pile and drilled shaft foundations are suitable for support of the bridge structure. Shallow foundations are suitable for support of the CBC and wing wall structures. Recommendations for the drilled shafts are presented in Section 3.2, driven H-pile recommendations are provided in Section 3.3, and CBC foundation recommendations are presented in Section 3.4.



The soil and bedrock properties were estimated from penetration resistance, material descriptions, and laboratory data. The design and construction of the foundation elements should comply with all applicable requirements and guidelines listed in AASHTO (2020) and the CDOT Standard Specifications (CDOT 2019).

3.1 Shallow Foundation Recommendations

Based on the depth to competent bedrock and the anticipated loading requirements, it is our opinion that shallow foundations are not suitable to support the bridge abutments. Bedrock is anticipated about 20 feet below the existing channel bottom and the relatively soft clays observed above the bedrock are not suitable for support of shallow foundations.

3.2 Drilled Shaft Recommendations

3.2.1 Drilled Shaft Nominal Axial Resistance

The estimated bearing resistance should be developed from the side and tip resistance in the underlying competent bedrock. The resistance from the overburden soil should be neglected. The design approach in Abu-Hejleh et al. (2003) provides recommendations for the use of an updated Colorado SPT-based (UCSB) design method. In this design method, the nominal side and tip resistance of a drilled shaft in the sedimentary bedrock is proportional to the driven sampler penetration resistance. This approach was generally used to estimate the axial resistance in the bedrock. Based on local practice, the modified California penetration resistance is considered to be equivalent to a standard penetration test (SPT) penetration resistance, i.e. N value, in bedrock.

Table 2 contains the recommended values for the nominal side and tip resistance for drilled shafts founded in the underlying competent bedrock. The upper three feet of competent bedrock penetration shall not be used for drilled shaft resistance due to the likelihood of construction disturbance and possible additional weathering. To account for axial group effects, the minimum spacing requirements between drilled shafts should be three diameters from center-to-center.

Table 2. Recommended Drilled Shaft Axial Resistance

Reference Boring	Approximate Top of Competent Bedrock Elevation (feet)	Tip Resistance (ksf)		Side Resistance, (ksf)	
		Nominal	Factored ($\Phi=0.5$)	Nominal	Factored ($\Phi=0.45$)
O-19-D-B-1	5650.0	125	62.5	14.5	6.5
O-19-D-B-2	5649.0	90	45	10	4.5

3.2.2 Drilled Shaft Lateral Resistance

The input parameters provided in Table 3 are recommended for use with the computer program LPILE to develop the soil models used to evaluate the drilled shaft response to lateral loading. Table 3 provides the estimated values associated with the soil types encountered in the borings. They can also be used for driven H-piles, which will be described in Section 3.3. The nature and type of loading should be considered carefully. Individual soil layers and their extent can be averaged or distinguished by referring to the boring logs at the locations of the proposed bridge. The soils and/or bedrock materials prone to future disturbance, such as from utility excavations or frost heave, should be neglected in the lateral load analyses to the depth of disturbance, which may require more than but should not be less than three feet.



Recommendations for p-y multiplier values (P_m values) to account for the reduction in lateral capacity due to group effects are provided in Section 10.7.3.12 of AASHTO (2020). The P_m value will depend on the direction of the applied load, center-to-center spacing, and location of the foundation element within the group.

Table 3. LPILE Parameters

Soil Type	LPILE Soil Criteria	Effective Unit Weight (pcf)		Friction Angle, (deg.)	Undrained Cohesion, (psf)	Strain Factor, ϵ_{50}	p-y modulus kstatic (pci)	
		AGT ¹	BGT ²				AGT ¹	BGT ²
Class 1 Structure Backfill	Sand (Reese)	130	67.5	34	-	-	90	60
Clay	Stiff Clay w/o Free Water (Reese)	120	57.5	-	200	0.01	-	-
Shale Bedrock	Stiff Clay w/o Free Water (Reese)	130	130	-	8,000	0.004	-	-

Note: ¹Above Groundwater Table
²Below Groundwater Table

3.2.3 General Drilled Shaft Recommendations

The following recommendations can be used in the design and construction of the drilled shafts.

- Groundwater and potentially caving soils may be encountered during drilling depending on the time of year and location. The Contractor shall construct the drilled shafts using means and methods that maintain a stable hole.
- Bedrock may be very hard at various elevations. The contractor should mobilize equipment of sufficient size and operating condition to achieve the required design bedrock penetration.
- Drilled shaft construction shall not disturb previously installed drilled shafts. The drilled shaft concrete should have sufficient time to cure before construction on a drilled shaft within three shaft diameters (center to center spacing) begins to prevent interaction between shafts during excavation and concrete placement.
- Based on the results of the field investigation and experience with similar properly constructed drilled shaft foundations, it is estimated that foundation settlement will be less than approximately ½ inch when designed according to the criteria presented in this report.
- A representative of the Contractor’s engineer should observe drilled shaft installation operations on a full-time basis.

3.3 Driven H-Pile Recommendations

3.3.1 Driven H-Pile Axial Resistance

Steel H-piles driven into bedrock may be designed for a nominal axial resistance equal to 32 kips per square inch (ksi) multiplied by the cross-sectional area of the pile for piles composed of Grade 50 ksi steel for use with LRFD Strength Limit State design. Piles should be driven to refusal into the underlying bedrock as defined in Section 502.05 of CDOT (2019). A wave equation analysis using the Contractor’s pile driving equipment is necessary to estimate pile drivability.



3.3.2 Driven H-Pile Axial Resistance Factors

Assuming a pile driving analyzer (PDA) is used to monitor pile driving per Section 502 of CDOT (2019), a resistance factor of 0.65 may be used per AASHTO (2020) Table 10.5.5.2.3-1. Section 502.05 of CDOT (2019) stipulates that if PDA is used, a minimum of one PDA monitoring per bridge bent be performed to determine the condition of the pile, efficiency of the hammer, static bearing resistance of the pile, and to establish pile driving criteria. Per AASHTO (2020) recommendations, a resistance factor of 0.5 can be used for wave equation analysis only without pile dynamic measurements such as PDA monitoring. Per AASHTO (2020) recommendations, a resistance factor of 0.75 may be used if a successful static load test is conducted per site condition.

3.3.3 Driven H-Pile Lateral Resistance

The information provided previously in Section 3.2.2 may be used to evaluate H-pile lateral resistance.

3.3.4 General Driven H-Pile Recommendations

The following recommendations are for the design and construction of driven H-piles.

1. Based on the results of the field exploration and our experience with similar properly constructed driven pile foundations, it is estimated that settlement will be less than approximately ½ inch when designed according to the criteria presented in this report.
2. A minimum spacing requirement for the piles should be three diameters (equivalent) center to center.
3. Driven piles should be driven with protective cast steel pile points or equivalent to provide better pile tip seating and to prevent potential damage from coarse soil particles, which may be present at the site.
4. A qualified representative of the Contractor's engineer should observe pile-driving activities on a full-time basis. Piles should be observed and checked for crimping, buckling, and alignment. A record should be kept of embedment depths and penetration resistances for each pile.
5. It is estimated that the piles will penetrate approximately 3 to 5 feet into competent bedrock (see Table 1 for the estimated elevation for the top of competent bedrock). The final tip elevations will depend on bedrock conditions encountered during driving.
6. If the pile penetration extends below the estimated pile penetration into bedrock by 10 feet or more, the pile driving operations should be temporarily suspended for dynamic monitoring with PDA. We recommend that the subject pile be allowed to rest overnight or longer before restriking and monitoring the beginning-of-restrike with a PDA. The data collected with the PDA shall then be reduced using the software CAPWAP to determine the final nominal pile resistance. The pile driving criteria may be modified by CDOT's or the Contractor's engineer based on the PDA/CAPWAP results.

3.4 CBC Foundation Recommendations

To assure adequate foundation support and to minimize the potential for differential settlement, we recommend that the exposed subgrade soils should be scarified a minimum of 6 inches, moisture conditioned, and re-compacted in accordance with Section 203.07 of the CDOT Standard Specifications (2019) before the placement of structural elements or structural backfill. If unsuitable or soft materials are encountered after the excavation, the materials may be removed and replaced with CDOT Class 1 Structure Backfill in accordance with Section 203.07 of the CDOT Standard Specifications (2019). Visual inspection of the foundation excavations should be performed by a qualified representative of the Geotechnical Engineer of record to identify the quality of the foundation materials prior to placement of backfill and the CBC. Groundwater may be encountered during



excavation for the subgrade preparation. Groundwater control systems may be required to prevent seepage migrating into the construction zone by creating groundwater cut-off and/or dewatering systems.

The recommended nominal bearing resistance using Strength Limit State for the CBC and associated wing walls for both moist and saturated conditions are provided in Table 4. We assume the materials in contact with the bottom of the proposed CBC and wing walls will consist of native clay soils or CDOT Class 1 Structure Backfill placed in accordance with Section 203.07 of the CDOT Standard Specifications (2019). The reduced footing width due to eccentricity can be calculated based on the recommendations in Sections 11.6.3.2 and 11.10.5.4 of AASHTO (2020). A bearing resistance factor of 0.45 may be used for shallow foundations based on the recommendations in Table 10.5.5.2.2-1 of AASHTO (2020).

Table 4. Bearing Resistance for CBC and Wing Walls on Shallow Foundation

Soil Conditions	Nominal Bearing Resistance (ksf) ^{1, 2}
Moist	$1.7 + 0.8 * B'$
Saturated	$0.9 + 0.4 * B'$

¹ B' is the footing width in feet reduced for eccentricity (e). $B' = B - 2e$, where B is the nominal foundation width.
² The calculated nominal bearing resistance is based on a minimum 12 inches of embedment and shall be limited to 10 ksf.

The proposed CBC will be at the location of the existing CBC, and as needed, a portion of the CBC will be in a cut area, therefore it is estimated that the total settlement of the structure will be minimal and will occur during construction. The structure settlement is partially controlled by the weight of the adjacent embankment fill. Thus, it is recommended that the embankment fill on both sides of the CBC be placed at a relatively uniform elevation.

Resistance to sliding at the bottom of foundations can be calculated based on a coefficient of friction at the interface between the pre-cast concrete and the existing native soils or compacted CDOT Class 1 Structure Backfill. The recommended nominal coefficients of friction and the corresponding resistance factors for Class 1 Structure Backfill and native soils are provided in Table 5.

Table 5. Coefficients of Friction for CBC and Wing Walls on Shallow Foundation

Foundation Soil Type	Coefficient of Friction	Resistance Factor
Class 1 Structure Backfill	0.53	0.9
Native Clay	0.29	0.8

Backfill adjacent to the CBC should be Class 1 Structure Backfill, compacted with moisture density control. Backfill materials shall have a Class 0 for severity of sulfate exposure. Fill should be tested for severity of sulfate exposure prior to acceptance.

The passive pressure against the sides of the foundation is typically ignored; however, passive resistance can be used if long-term protection from disturbance, such as frost heave, future excavations, etc., is assured. Table 6 presents recommendations for the passive soil resistances for the encountered soil conditions. The passive resistance estimates are calculated from Figure 3.11.5.4-1 in AASHTO (2020) where a portion of the slip surface



is modeled as a logarithmic spiral, the backslope is horizontal and the passive soil/concrete interface friction angle is equal to 60 percent of the soil’s friction angle.

The recommended passive earth pressure resistances are presented in terms of an equivalent fluid unit weight for moist and saturated conditions. The recommended passive earth pressure values assume mobilization of the nominal soil/concrete foundation interface shear strength. A suitable resistance factor should be included in the design to limit the strain, which will occur at the nominal shear strength, particularly in the case of passive resistance. The resultant passive earth force, calculated from the equivalent fluid unit weight, should be applied at a point located 1/3 of the height of the soil (in contact with the foundation) above the base of the foundation, directed upward at an angle of 20 degrees from the horizontal.

Table 6. Passive Soil Resistance for CBC

	Soil Type	Nominal Resistance	Resistance Factor
Passive Soil Resistance	Moist	319 psf/ft	0.50
	Saturated	153 psf/ft	0.50

3.5 Lateral Earth Pressures

External loads used in the analyses of the bridge abutments and wing walls should include earth pressure loads, traffic loads, and any other potential surcharge loads. Typical drainage details consisting of inlets near the abutments, geocomposite strip drains, and perforated pipes shall be included in the design to properly contain and transfer surface and subsurface water without saturating the soil around the abutments.

All abutment and wing wall backfill materials should meet the requirements for CDOT Structure Backfill Class 1 in accordance with CDOT (2019). All backfill adjacent to the abutments and walls shall be placed and compacted in accordance with CDOT (2019). It is recommended that compaction of backfill materials be observed and evaluated by an experienced Contractor’s engineer or Contractor’s engineer’s representative.

A lateral wall movement or rotation of approximately 0.1 to 0.2 percent of the wall height may be required to mobilize active earth pressure for the recommended backfill materials. If the estimated wall movement is less than this amount, an at-rest soil pressure should be used in design. In order to mobilize passive earth pressure, lateral wall movement or rotation of approximately 1.0 to 2.0 percent of the wall height may be required for the recommended backfill materials. It should be carefully considered if this amount of movement can be accepted before passive earth pressure is used in the design.

Earth pressure loading within and along the back of the bridge abutments and wing walls shall be controlled by the structural backfill. We recommend that active, at-rest, and passive lateral earth pressures used for the design of the structures be based on an effective angle of internal friction of 34 degrees, and a unit weight of 135 pounds per cubic foot (pcf) for CDOT Structure Backfill Class 1. The following can be used for design assuming a horizontal backslope:

- Active earth pressure coefficient (k_a) of 0.28
- Passive earth pressure coefficient (k_p) of 3.53
- At-rest earth pressure coefficient (k_0) of 0.44

Lateral earth pressures for a non-horizontal backslope can be estimated using section 3.11 in AASHTO (2020).



3.6 Bridge Scour Parameters

A bulk sample of the creek bed soils/rock below the existing bridge was collected for gradation analysis. The results of the grain size analysis are presented in Appendix C.

4 BRIDGE APPROACH PAVEMENT

Pavement borings were located approximately 250 feet beyond the existing bridge abutments on each side. Prior to drilling, the existing pavement was cored with a 4-inch nominal diameter core barrel. Photos of the pavement core, logs of the subsurface soils/rock, and results of geotechnical and analytical laboratory testing are presented in the appendices. Bulk soil samples were collected from the pavement borings and combined for classification, strength (R-value), and analytical testing. The asphalt pavement thicknesses, aggregate base thicknesses (if present), subgrade soil classifications, and subgrade R-values are presented in Table 7. Analytical test results are presented in Table 8. Preliminary pavement design will be completed by CDOT Staff Materials.

Table 7. Existing Pavement Section and Subgrade Properties

Boring ID	Existing Asphalt Concrete Thickness (in)	Aggregate Base Thickness (in)	Subgrade Soil Classification (AASHTO) ¹	R-Value ¹
O-19-D-P-1	9.5	Not Encountered	A-6 (12)	12
O-19-D-P-2	7.0	Not Encountered		

1. Subgrade Classification and R-value test results based on combined bulk sample from each pavement boring.

5 ANALYTICAL TEST RESULTS

Analytical testing was completed on representative samples of soils encountered in the borings. The test results can be found in Appendix C and are summarized in Table 8. The Analytical results should be used to select the proper concrete type for the project in accordance with CDOT Standard Specifications (2019). A qualified corrosion engineer should review the laboratory data and boring logs to determine the appropriate level of corrosion protection for materials in contact with these soils.

Table 8. Analytical Test Results

Boring ID	Material	Water Soluble Sulfates, %	Water Soluble Chlorides, %	pH	Resistivity, ohm-cm
O-19-D-P-1/P-2	Lean Clay (Fill)	0.403	0.0162	-	-
O-19-D-B-1	Shale	0.357	0.0003	7.8	578
O-19-D-B-2	Lean Clay	1.584	0.0124	8.4	76

6 SEISMIC CONSIDERATIONS

No active faults are known to exist in the immediate vicinity of the proposed bridge location. Based on the site class definitions provided in Table 3.10.3.1-1 of AASHTO LRFD (2020), the site can be categorized as Site Class E. Also based on the recommendations in Table 3.10.6-1 of AASHTO LRFD (2020), the bridge site can be classified as Seismic Zone 1.



The peak ground acceleration (PGA) and the short- and long- period spectral acceleration coefficients (S_s and S_1 , respectively) for Site Class B (reference site class) were determined using the seismic design maps from the USGS website. The seismic design parameters for Site Class E are shown in Table 9.

Table 9. Seismic Design Parameters

PGA (0.0 sec)	S_s (0.2 sec)	S_1 (1.0 sec)
0.061 g	0.126 g	0.037 g
A_s (0.0 sec)	S_{DS} (0.2 sec)	S_{D1} (1.0 sec)
0.151 g	0.316 g	0.129 g

7 LIMITATIONS

Our scope of services was performed, and this report was prepared in accordance with generally accepted principles and practices in this area at the time this report was prepared. We make no other warranty, either express or implied.

The classifications, conclusions, and recommendations submitted in this report are based on the data obtained from published and unpublished maps, reports, and geotechnical analyses. Our conclusions and recommendations are based on our understanding of the project as described in this report and the site conditions as interpreted from the explorations. This data may not necessarily reflect variations in the subsurface conditions and water levels occurring at other locations.

The nature and extent of subsurface variations may not become evident until excavation is performed. Variations in the data may also occur with the passage of time. If during construction, fill, soil, rock, or groundwater conditions appear to be different from those described in this report, this office should be advised immediately so we could review these conditions and reconsider our recommendations. If there is a substantial lapse of time between the submission of this report and the start of work at the site, or if conditions have changed because of natural forces or construction operations at or adjacent to the site, we recommend that this report be reviewed to determine the applicability of the conclusions and recommendations concerning the changed conditions or time lapse. We recommend on-site observation of foundation excavations and foundation subgrade conditions by an experienced geotechnical engineer or engineer's representative.

The scope of services of this study did not include hazardous materials sampling or environmental sampling, investigation, or analyses. In addition, we did not evaluate the site for potential impacts to natural resources, including wetlands, endangered species, or environmentally critical areas.

8 REFERENCES

AASHTO LRFD, 9th Edition. AASHTO Load Resistance Factor Design (LRFD) Bridge Design Specifications, Eight Edition. Washington, DC: American Association of State Highway and Transportation Officials. 2020.

Abu-Hejleh, N., O'Neill, M.W., Hanneman, Dennis, Atwooll, W.J., 2003. Improvement of the Geotechnical Axial Design Methodology for Colorado's Drilled Shafts Socketed in Weak Rocks, Final Report: Colorado Department of Transportation Research Branch, July 2003, Report No. CDOT-DTD-R-2003-6.

Colorado Department of Transportation, 2019. CDOT Standard Specifications for Road and Bridge Construction. 2019 Edition.

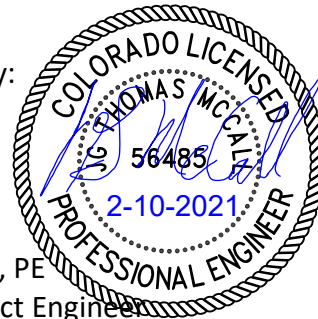
Respectfully Submitted,
YEH AND ASSOCIATES, INC.

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Attachments:

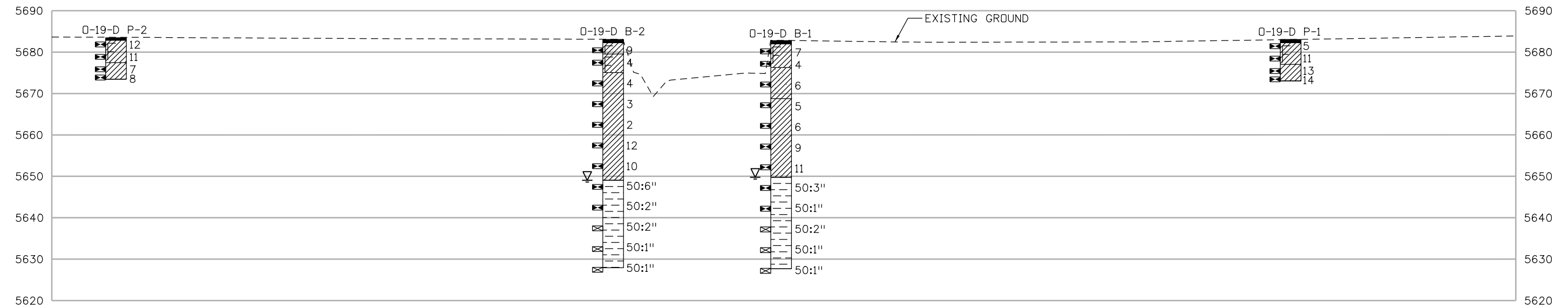
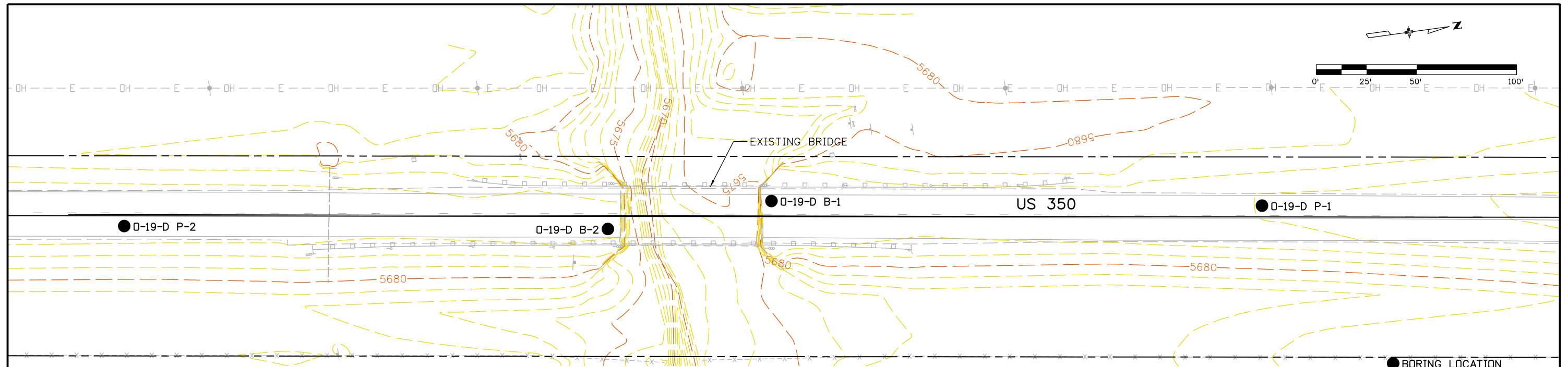
- Appendix A
- Appendix B
- Appendix C

APPENDIX A

ENGINEERING GEOLOGY SHEET

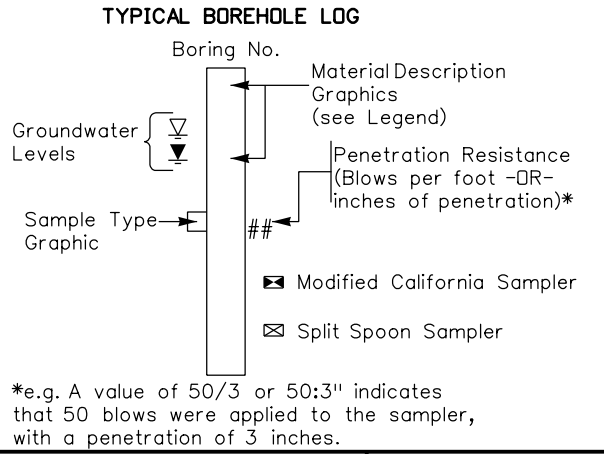


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LEGEND

	Asphalt		Fill with Clay as major soil		Low Plasticity Sandy Clay
	USCS Lean/Low Plasticity Clay		Shale		



Print Date: 11/20/2020	0000
File Name: 23558GEOE\Engineering Geology 0-19-D.dgn	
Horiz. Scale: 1:50 Vert. Scale: As Noted	
Unit Information Unit Leader Initials	

Sheet Revisions		
Date:	Comments	Init.

Colorado Department of Transportation

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Region 2

As Constructed
No Revisions:
Revised:
Void:

R2 BRIDGE BUNDLE ENGINEERING GEOLOGY			
Designer:	JTM	Structure Numbers:	0-19-D
Detailer:	MJW	Subset Sheets:	1 of 1

Project No./Code
STM R200-262
23559
Sheet Number

APPENDIX B

KEY TO BORING LOGS
BORING LOGS
PAVEMENT CORE PHOTOS



Legend for Symbols Used on Borehole Logs

Sample Types



Bulk Sample of
auger/odex cuttings



Rock core



Modified California
Sampler
(2.5 inch OD, 2.0 inch
ID)



Standard Penetration
Test
(ASTM D1586)

Drilling Methods



CORING



HOLLOW-STEM
AUGER

Lithology Symbols (see Boring Logs for complete descriptions)



Asphalt



Cobbles and gravel



USCS Fat/High
Plasticity Clay



USCS Lean/Low
Plasticity Clay



Fill with Clay as major
soil



Fill with Gravel as
major soil



USCS Clayey Gravel



USCS Silty, Clayey
Gravel



USCS Poorly-graded
Gravel



USCS Poorly-graded
Gravel with Clay



Low Plasticity Gravelly
Clay



USCS Silt



USCS Low Plasticity
Organic silt or clay



High Plasticity Sandy
Clay



Poorly-graded Sandy
Gravel



Low Plasticity Sandy
Clay



USCS Clayey Sand



USCS Silty Sand



USCS Poorly-graded
Sand



USCS Poorly-graded
Sand with Clay



Cobbles and gravel



Diorite



Gneiss



Granite



Limestone



Sandstone



Shale



Weathered Bedrock

Lab Test Standards

Moisture Content	ASTM D2216
Dry Density	ASTM D7263
Sand/Fines Content	ASTM D421, ASTM C136, ASTM D1140
Atterberg Limits	ASTM D4318
AASHTO Class.	AASHTO M145, ASTM D3282
USCS Class.	ASTM D2487
(Fines = % Passing #200 Sieve Sand = % Passing #4 Sieve, but not passing #200 Sieve)	

Other Lab Test Abbreviations

pH	Soil pH (AASHTO T289-91)
S	Water-Soluble Sulfate Content (AASHTO T290-91, ASTM D4327)
Chl	Water-Soluble Chloride Content (AASHTO T291-91, ASTM D4327)
S/C	Swell/Collapse (ASTM D4546)
UCCS	Unconfined Compressive Strength (Soil - ASTM D2166, Rock - ASTM D7012)
R-Value	Resistance R-Value (ASTM D2844)
DS (C)	Direct Shear cohesion (ASTM D3080)
DS (phi)	Direct Shear friction angle (ASTM D3080)
Re	Electrical Resistivity (AASHTO T288-91)
PtL	Point Load Strength Index (ASTM D5731)

Notes

1. Visual classifications are in general accordance with ASTM D2488, "Standard Practice for Description and Identification of Soils (Visual-Manual Procedures)".
2. "Penetration Resistance" on the Boring Logs refers to the uncorrected N value for SPT samples only, as per ASTM D1586. For samples obtained with a Modified California (MC) sampler, drive depth is 12 inches, and "Penetration Resistance" refers to the sum of all blows. Where blow counts were > 50 for the 3rd increment (SPT) or 2nd increment (MC), "Penetration Resistance" combines the last and 2nd-to-last blows and lengths; for other increments with > 50 blows, the blows for the last increment are reported.
3. The Modified California sampler used to obtain samples is a 2.5-inch OD, 2.0-inch ID (1.95-inch ID with liners), split-barrel sampler with internal liners, as per ASTM D3550. Sampler is driven with a 140-pound hammer, dropped 30 inches per blow.
4. "ER" for the hammer is the Reported Calibrated Energy Transfer Ratio for that specific hammer, as provided by the drilling company.



Elevation (feet)	Depth (feet)	Sample Type/Depth	Drilling Method	Soil Samples		Lithology	Material Description	Moisture Content (%)	Dry Density (pcf)	Gravel Content (%)	Sand Content (%)	Fines Content (%)	Atterberg Limits		AASHTO & USCS Classifications	Field Notes and Other Lab Tests	
				Blows per 6 in	Penetration Resistance								Liquid Limit	Plasticity Index			
5655	30	◆		4-7	11		14.0 - 33.0 ft. Lean CLAY (CL), light brown to brown, moist, soft, calcareous.										
5650	35	◆		50:3"	50:3"		33.0 - 55.1 ft. SHALE, dark brown to gray, slightly weathered, hard, petroliferous at 45 ft.										
5645	40	◆		50:1"	50:1"												
5640	45	◆		50:2"	50:2"												
5635	50	◆		50:1"	50:1"												
5630	55	◆		50:1"	50:1"		Bottom of Hole at 55.1 ft.										
5625																	pH=7.8 S=0.357% ChI=0.0003% Re=578ohm·cm

BORING LOG 2019 - SPT CDOT STYLE 220-063 R2 BRIDGE BUNDLE.GPJ 2019 YEH COLORADO TEMPLATE.GDT 2019 YEH COLORADO LIBRARY.GLB 11/20/20



Boring:	P-1	AC:	9.5"
Roadway:	US 350	PCC:	-
Direction:	Southbound	Base:	-
Lane:	Outside	Notes:	-



Boring:	P-2	AC:	7"
Roadway:	US 350	PCC:	-
Direction:	Norththbound	Base:	-
Lane:	Outside	Notes:	Delamination and stripping below 2.5". Stripping below 4.5"



Yeh and Associates, Inc.
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Pavement Core Photographs

FIGURE

PROJECT NO. 220-063 DATE: 11/16/2020
 FIGURE BY: BHL YEHE OFFICE: Colorado Springs
 CHECKED BY: JTM

CDOT Region 2 Bridge Bundle
Structure O-19-D

B-1

APPENDIX C

SUMMARY OF LABORATORY TEST RESULTS

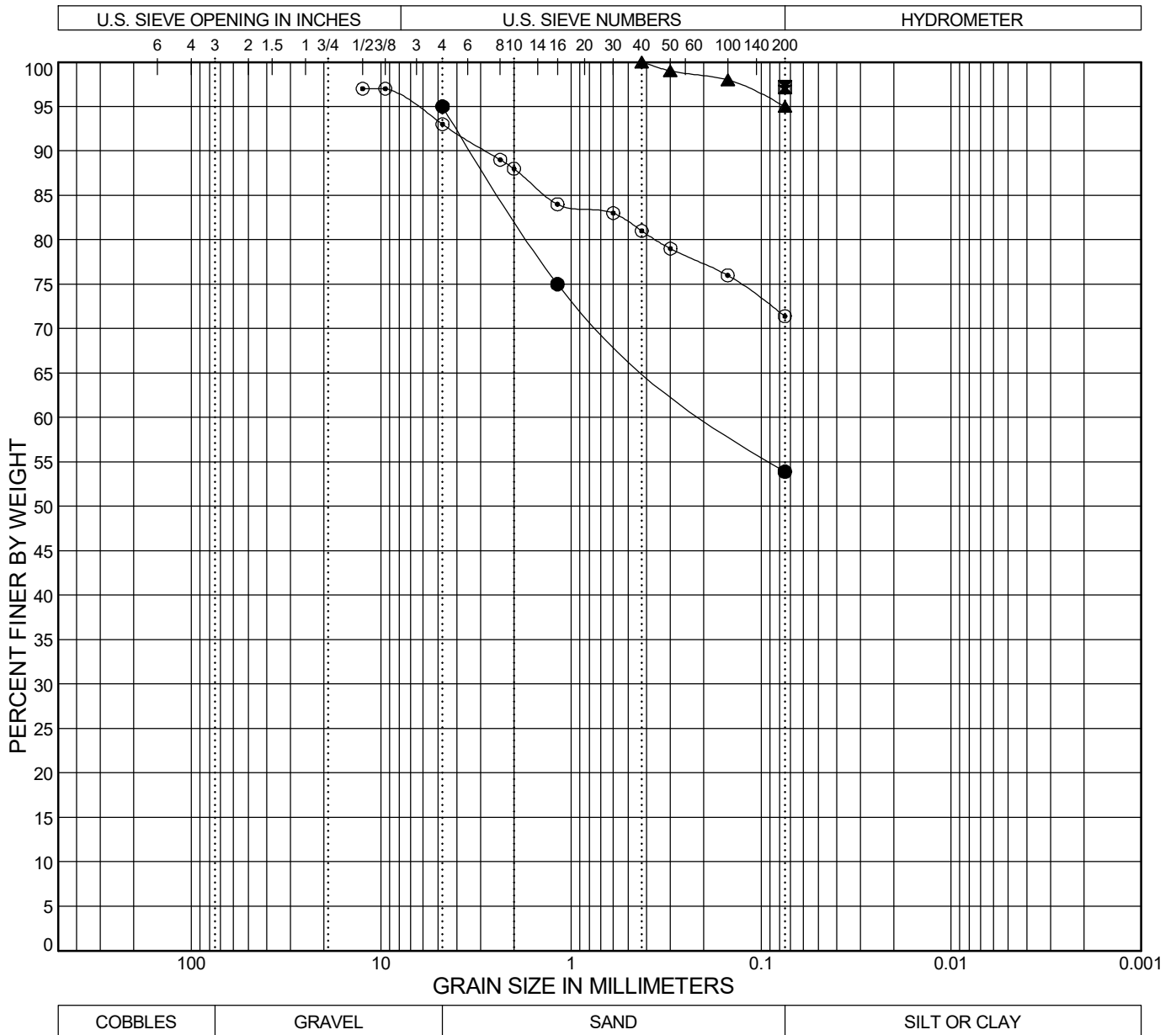





Summary of Laboratory Test Results

Project No: 220-063 Project Name: CDOT Region 2 Bridge Bundle Date: 11-19-2020

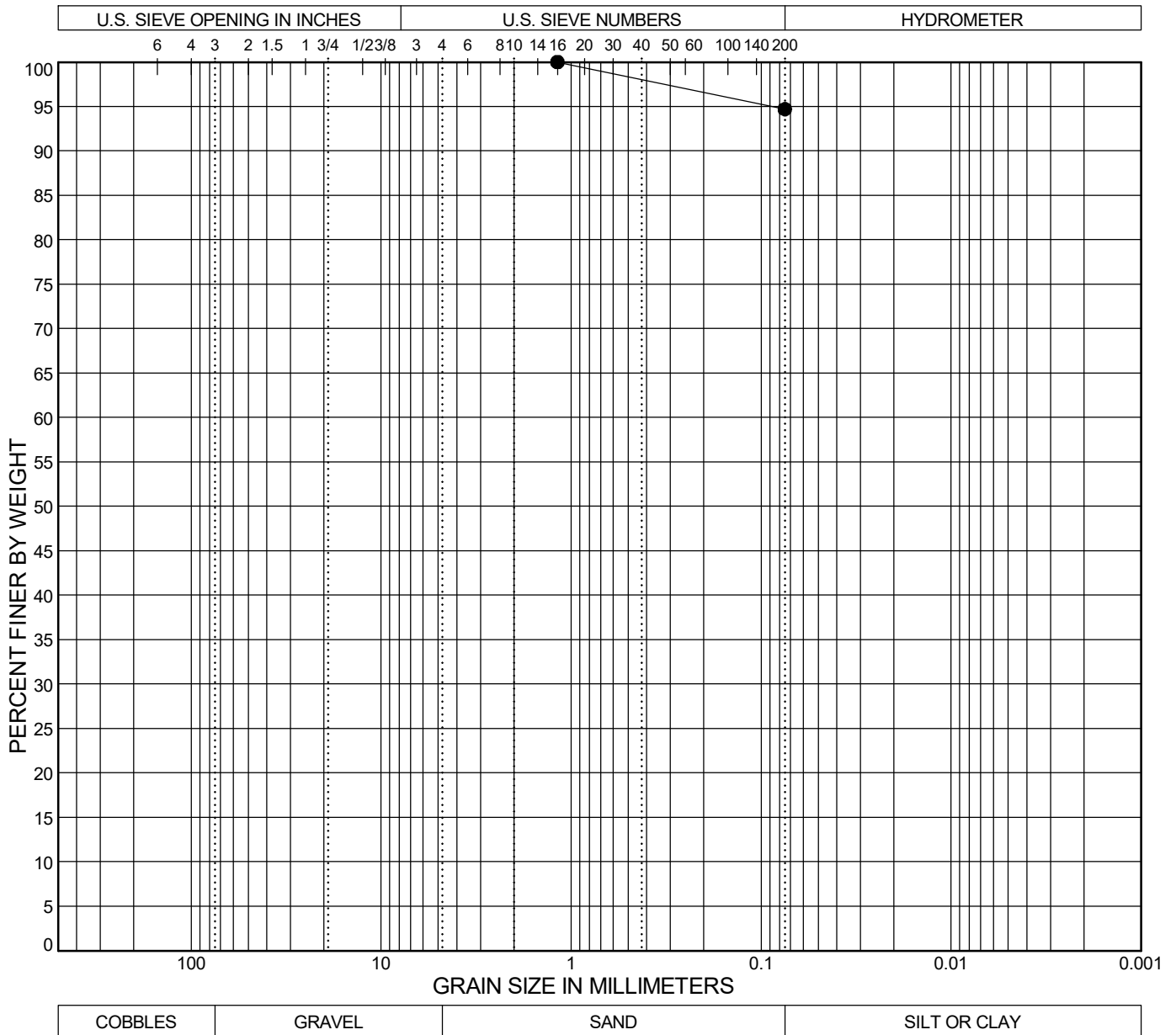
Sample Location			Natural Moisture Content (%)	Natural Dry Density (pcf)	Gradation			Atterberg			pH	Water Soluble Sulfate (%)	Water Soluble Chloride (%)	Resistivity (ohm-cm)	Swell (+) / Collapse (-) (% at Load in psf)	Unconf. Comp. Strength (psi)	R-Value	Classification	
Boring No.	Depth (ft)	Sample Type			Gravel > #4 (%)	Sand (%)	Fines < #200 (%)	LL	PL	PI								AASHTO	USCS
O-19-D Scour	0	BULK	2.7		6.0	56.7	37.3												
O-19-D-B-1	10.0	MC	11.7	110.6		46.1	53.9	27	16	11								A-6 (3)	CL
O-19-D-B-1	35.0	MC									7.8	0.357	0.0003	578					
O-19-D-B-2	10.0	MC	20.8	103.1		2.8	97.2	35	15	20					0.1 @ 1000			A-6 (19)	CL
O-19-D-B-2	20.0	MC	26.6	100.8	0.0	5.0	95.0	33	16	17	8.4	1.584	0.0124	76		3.5		A-6 (16)	CL
O-19-D-B-2	35.0	MC																	
O-19-D-P-1	4.0	MC	18.5	109.2		2.8	97.2	32	16	16					1.7 @ 200			A-6 (15)	CL
O-19-D-P-1/P-2	2.5	BULK	15.9		4.0	24.6	71.4	35	15	20		0.403	0.0162			12		A-6 (12)	CL
O-19-D-P-2	7.0	MC	15.6	114.6	0.0	5.3	94.7	35	15	20					2.1 @ 200			A-6 (19)	CL




BOREHOLE	DEPTH (ft)	AASHTO Classification	USCS Classification	LL	PL	PI	%Gravel	%Sand	%Fines	
									%Silt	%Clay
● O-19-D-B-1	10.0	A-6 (3)	CL	27	16	11		41.1	53.9	
⊠ O-19-D-B-2	10.0	A-6 (19)	CL	35	15	20			97.2	
▲ O-19-D-B-2	20.0	A-6 (16)	CL	33	16	17	0.0	5.0	95.0	
★ O-19-D-P-1	4.0	A-6 (15)	CL	32	16	16			97.2	
◎ O-19-D-P-1/P-2	2.5	A-6 (12)	CL	35	15	20	4.0	21.6	71.4	

 Yeh and Associates, Inc. Geotechnical • Geological • Construction Services	<h2>SIEVE ANALYSIS</h2>	<h2>FIGURE</h2>

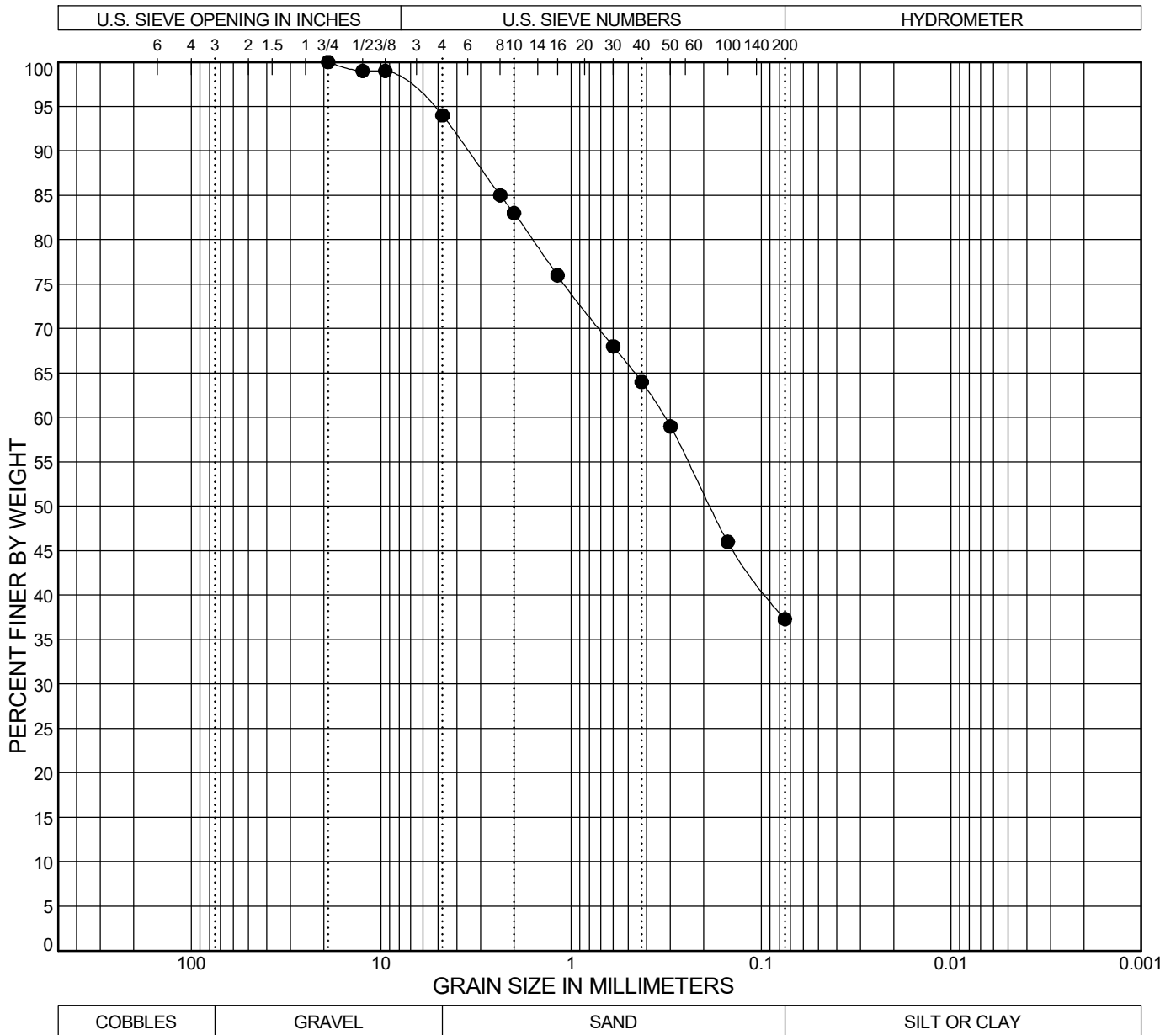
03 GRAIN SIZE YEH 220-063 R2 BRIDGE BUNDLE.GPJ 2019 YEH COLORADO TEMPLATE.GDT 2019 YEH COLORADO LIBRARY.GLB 11/19/20




BOREHOLE	DEPTH (ft)	AASHTO Classification	USCS Classification	LL	PL	PI	%Gravel	%Sand	%Fines	
									%Silt	%Clay
● O-19-D-P-2	7.0	A-6 (19)	CL	35	15	20	0.0	5.3	94.7	

 Yeh and Associates, Inc. Geotechnical • Geological • Construction Services	<h2>SIEVE ANALYSIS</h2>	<h2>FIGURE</h2>

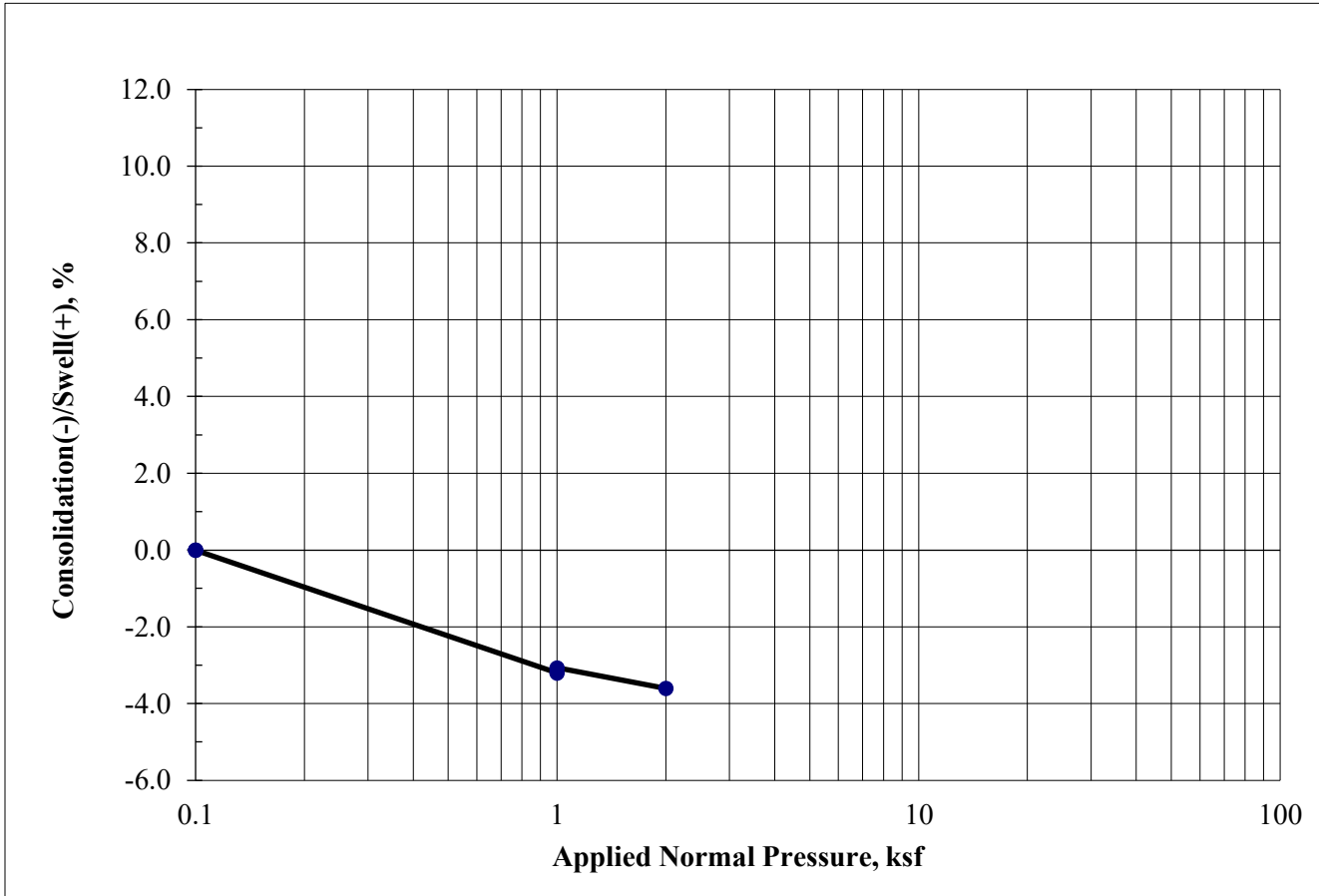
03 GRAIN SIZE YEH 220-063 R2 BRIDGE BUNDLE.GPJ 2019 YEH COLORADO TEMPLATE.GDT 2019 YEH COLORADO LIBRARY.GLB 11/19/20



BOREHOLE	DEPTH (ft)	AASHTO Classification	USCS Classification	LL	PL	PI	%Gravel	%Sand	%Fines	
									%Silt	%Clay
● O-19-D Scour	0.0						6.0	56.7	37.3	


 Yeh and Associates, Inc. Geotechnical • Geological • Construction Services	<h2>SIEVE ANALYSIS</h2>	<h2>FIGURE</h2>
Project No. 220-063 Date: 11-19-2020 Report By: D. Gruenwald Yeh Lab: Colorado Springs Checked By: J. McCall	CDOT Region 2 Bridge Bundle Structure O-19-D	

SWELL/CONSOLIDATION TEST - ASTM D 4546

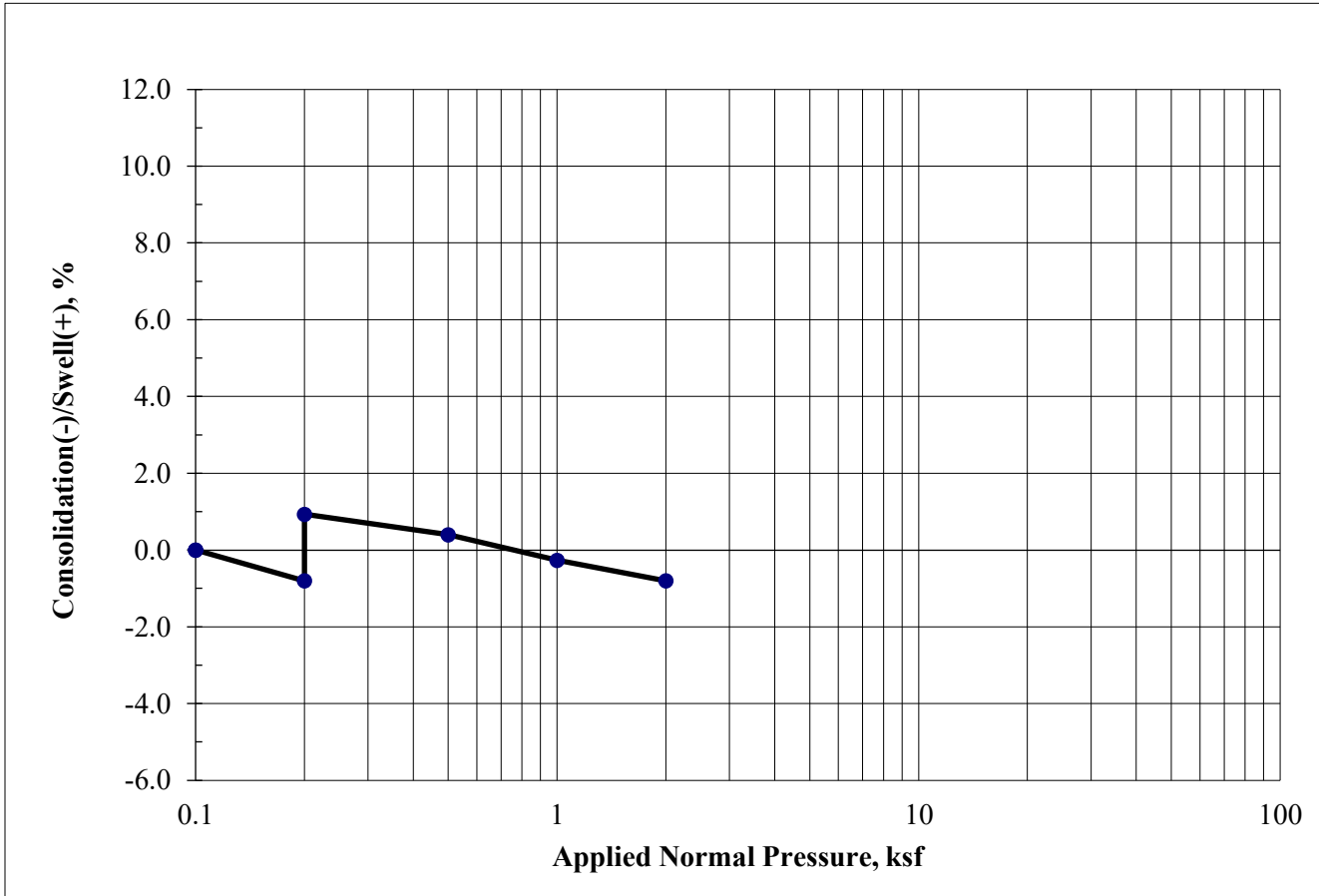


Boring ID	P-1
Sample Depth (ft)	4.0
Date Sampled	8/25/2020

Swell/ Consolidation (%)	0.1
Natural Moisture Content (%)	20.8
Saturated Moisture Content (%)	21.7
Dry Density (pcf)	103.1


 Yeh and Associates, Inc. Geotechnical • Geological • Construction Services	SWELL/ CONSOLIDATION TEST RESULTS		FIGURE C-5
	Project No. 220-063 Date: 11/19/2020 Report By: DG Yeh Lab: Colorado Springs Checked By: JTM	CDOT Region 2 Bridge Bundle Structure O-19-D	

SWELL/CONSOLIDATION TEST - ASTM D 4546

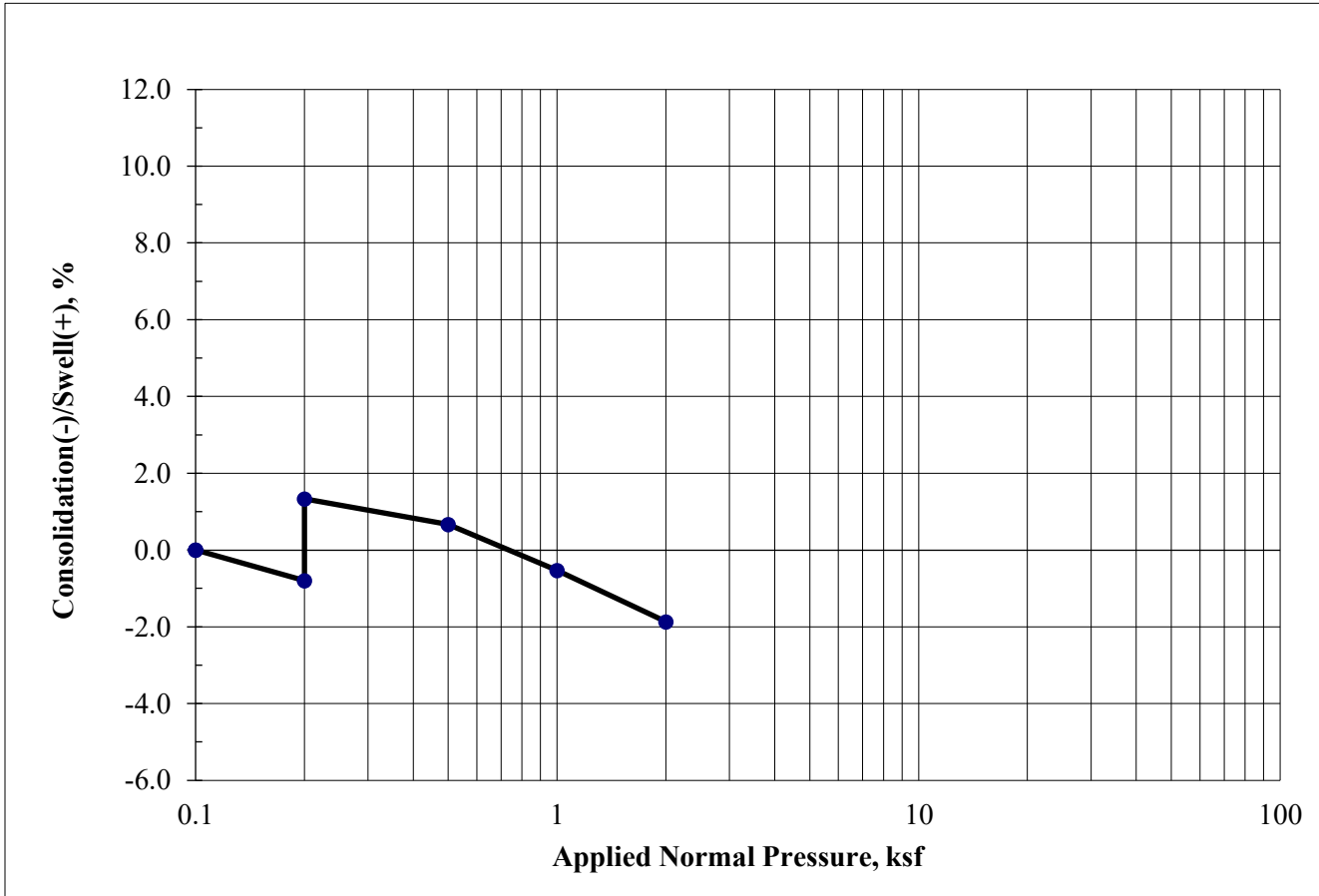


Boring ID	P-2
Sample Depth (ft)	7.0
Date Sampled	8/25/2020

Swell/ Consolidation (%)	1.7
Natural Moisture Content (%)	18.5
Saturated Moisture Content (%)	19.9
Dry Density (pcf)	109.2


 Yeh and Associates, Inc. Geotechnical • Geological • Construction Services	SWELL/ CONSOLIDATION TEST RESULTS		FIGURE C-6
	Project No. 220-063 Date: 11/19/2020 Report By: DG Yeh Lab: Colorado Springs Checked By: JTM	CDOT Region 2 Bridge Bundle Structure O-19-D	

SWELL/CONSOLIDATION TEST - ASTM D 4546



Boring ID	B-2
Sample Depth (ft)	10.0
Date Sampled	8/25/2020

Swell/ Consolidation (%)	2.1
Natural Moisture Content (%)	15.6
Saturated Moisture Content (%)	17.5
Dry Density (pcf)	114.6

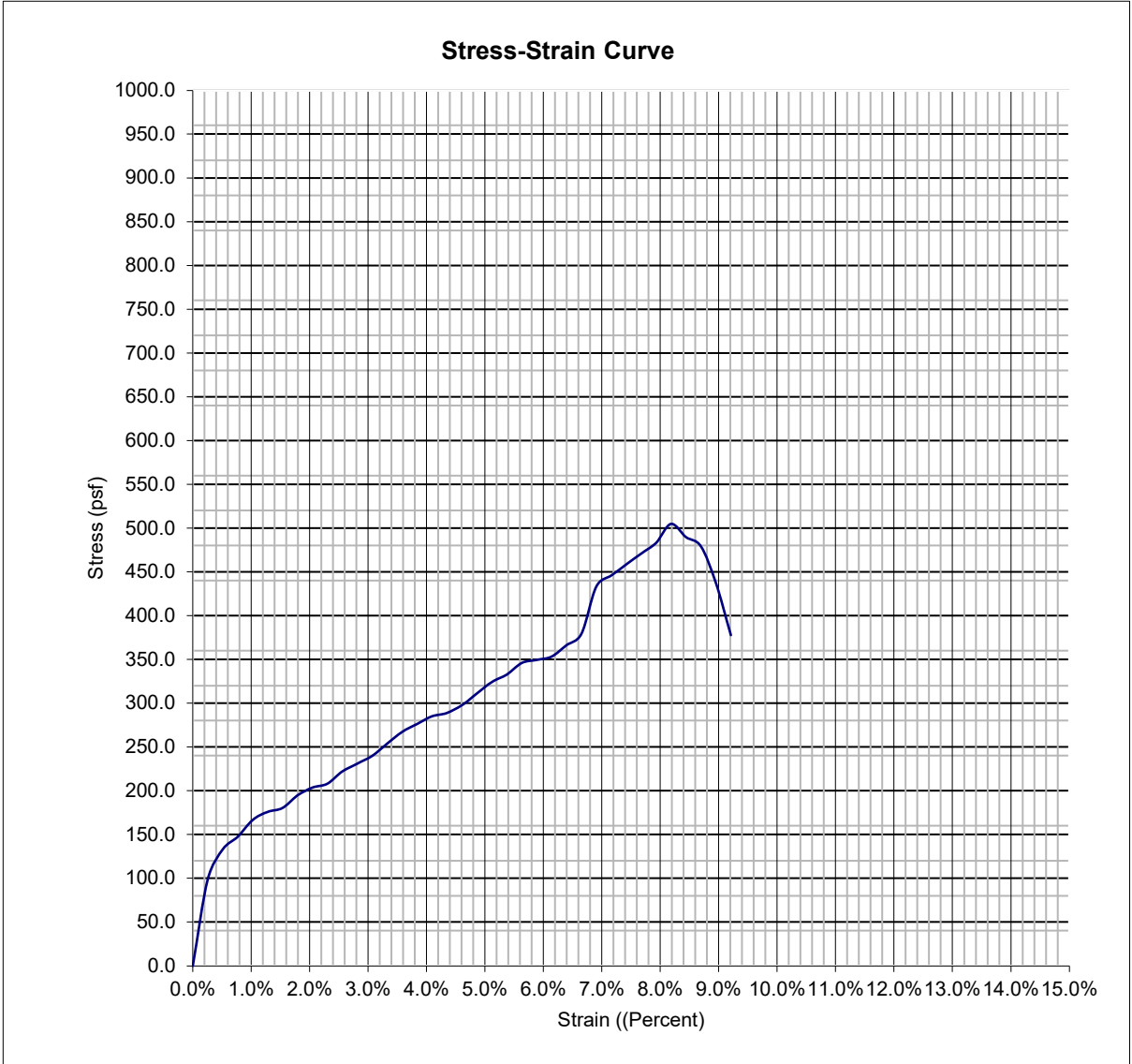
 Yeh and Associates, Inc. Geotechnical • Geological • Construction Services	SWELL/ CONSOLIDATION TEST RESULTS		FIGURE C-7
	Project No. 220-063 Date: 11/19/2020 Report By: DG Yeh Lab: Colorado Springs Checked By: JTM	CDOT Region 2 Bridge Bundle Structure O-19-D	



**STRESS-STRAIN CURVE
OF COHESIVE SOIL (ASTM D 2166)**

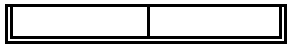
Project No: 220-063 Project Name: CDOT Region 2 Bridge Bundle O-19-D
 Sampled by: BHL Date Sampled: 8/25/2020 Date Tested: 10/16/20
 Boring No: B-2 Depth (ft): 20 Blow Counts: _____
 Tested by: M.A Checked by: JTM
 Soil Classification: A-6 (16) / CL

Axial Strain (%)	Axial Stress (psf)
0.0%	0.0
0.3%	98.8
0.5%	133.0
0.8%	147.4
1.0%	166.7
1.3%	176.0
1.5%	180.4
1.8%	194.6
2.0%	203.8
2.3%	208.1
2.6%	222.0
2.8%	231.1
3.1%	240.0
3.3%	253.8
3.6%	267.4
3.8%	276.3
4.1%	285.0
4.3%	289.0
4.6%	297.7
4.9%	311.0
5.1%	324.3
5.4%	332.8
5.6%	345.9
5.9%	349.6
6.1%	353.3
6.4%	366.3
6.6%	379.1
6.9%	433.4
7.2%	446.0
7.4%	458.6
7.7%	471.0
7.9%	483.4
8.2%	504.8
8.4%	489.8
8.7%	479.4
9.0%	437.4
9.2%	377.7



Unconfined Compressive Strength (q_u) = 505 psf @ 8.2% Strain

%
Natural Moisture: 26.6 %
Natural Density(Dry): 100.9 pcf
Average Diameter (D): 1.924 inches
Average High (L): 3.910 inches
L/D Ratio: 2.03



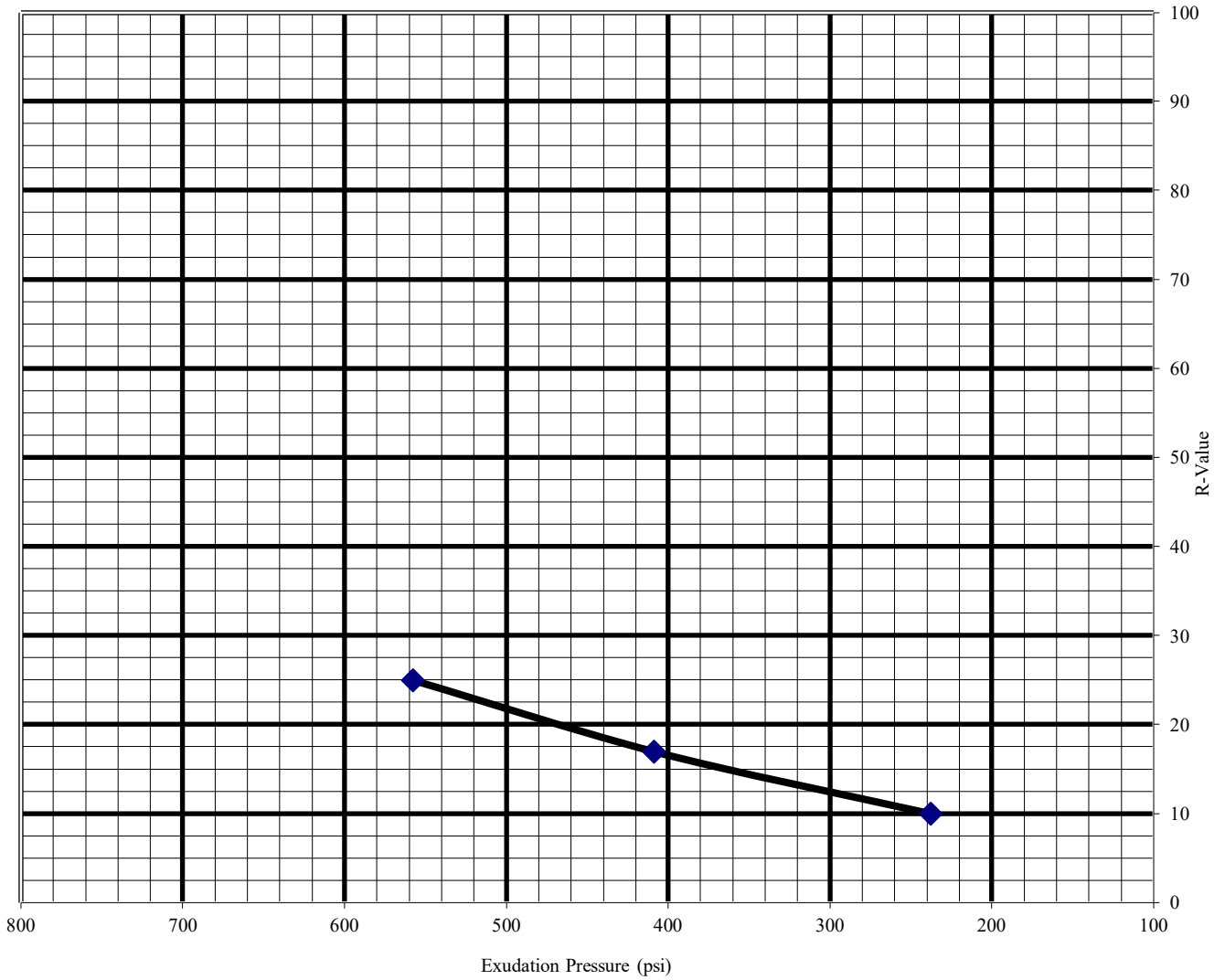


YEH AND ASSOCIATES, INC

R-Value Test Report

Project Number: 220-063
 Sample Id: P-1 / P-2
 Location: O-19-D
 Date Sampled: 8/25/2020
 R-Value at 300 psi exudation pressure =

Project Name: CDOT Region 2 Bridge Bundle
 Depth (ft): 2.5
 Station: 0
 Date Tested: 11/4/2020
12



Test No.	Compact. Press. (psi)	Density (pcf)	Moist. (%)	Horizont. Pressure (psi)'@ 160 psi	Sample Height (in.)	Exud. Pressure (psi)	R Value	R Value Correct.
1	350	109.2	17.0	105	2.51	558	25	25
2	350	107.6	19.0	120	2.48	409	17	17
3	350	108.2	21.0	135	2.51	238	10	10

Sampled by: BHL

Tested by: K.Lyons

Checked by: M.A