

REGION 2 BRIDGE BUNDLE-CENTRAL AND SOUTHEAST, CO

CLIENT

Colorado Department
of Transportation,
Denver, CO

ENTERING FIRMS

RS&H, Inc.
Denver, Colorado
Wilson & Company
Colorado Springs, CO
CapitalTezak JV, LLC
Denver, CO

The Colorado Department of Transportation (CDOT) Region 2 Bridge Bundle project leveraged the design-build delivery method to replace 17 deficient bridges across rural central and southeastern Colorado, specifically on US Highway 350, US Highway 24, and Colorado Highway 9. The structures spanned hundreds of miles, including three on CO 9 between Cañon City and north of Alma, five on US 24 between Divide and Antero Junction, and nine on US 350 between La Junta and Trinidad. These aging bridges were costly to maintain and required frequent testing. The new bridges, designed for a 100-year lifespan, enhance safety and facilitate the movement of goods and supplies.

The project aimed to address safety concerns and support mobility amidst Colorado's rapid population growth. The highways involved are vital for local and tourist travel, agricultural commerce, and military shipments. The design-build method fostered collaboration and innovations, such as GRP slip lining and aluminum box culverts. The team implemented short-term closures of 7-day (CO 9), 14-day (US 24), and 21-day (US 350) intervals, and constructed multiple bridges simultaneously to adapt to seasonal constraints and minimize impacts to the traveling public. The project was completed five months early and CDOT was able to reallocate \$2M for use on other projects.



The project team fostered a "project-first" mentality while maintaining the highest degree of safety and quality. This ultimately led to the successful delivery of the project while meeting and exceeding CDOT's goals for schedule, budget, and safety.

– Scott Dalton, CDOT Project Director



Structure G-12-C – North of Alma on CO 9, the team used an aluminum box culvert with precast, post-tensioned footings and a 7-day highway closure. The team also shifted the structure alignment to avoid wetland impacts while providing lynx migration pathways and fish habitats.



Structure M-21-J – The Bridge Bundle project includes built-in wildlife crossing areas that allow animals to continue using their natural migration pathways. This improves safety by preventing collisions between wildlife and vehicles. Shown above, a herd of cattle cross under the structure.



M-21-I – At eight locations, the DB team proposed the use of aluminum box culverts as replacement structures. Aluminum box culverts provided significant cost and schedule benefits and will exceed the intended service life of the structures while minimizing future maintenance costs for CDOT.