



# US 6 Design Build Project, Knox Ct. to BNSF

Design Build Procurement  
Sub. Acct. 18192, 18202 and 18838

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## Frequently Asked Questions

### **Q: Why is this project necessary?**

A: Construction on US 6 will improve traffic flow and increase safety on US 6, one of the region's busiest highways. All five bridges being replaced were built more than 50 years ago and no longer meet acceptable federal standards when it comes to lane and shoulder widths and vertical clearances. The bridges have been identified as structurally deficient or functionally obsolete.

Traffic studies show that by adding dedicated structures for traffic exiting at Bryant Street from eastbound US 6 and eliminating the Bryant Street exit from westbound US 6 there will be 1,550-1,750 fewer accidents on US 6 by the year 2035. Additionally, safety and traffic flow will be enhanced by rebuilding the US 6/Federal Boulevard interchange and by rebuilding Federal Boulevard between 5<sup>th</sup> and 7<sup>th</sup> avenues.

### **Q: What is a structurally deficient bridge?**

A: According to the American Association of State Highway Transportation Officials (AASHTO), structurally deficient means there are bridge elements that need to be monitored and/or repaired. The fact that a bridge is "structurally deficient" does not imply that it is likely to collapse or that it is unsafe. It means the bridge must be monitored, inspected and repaired/replaced at an appropriate time to maintain its structural integrity.

### **Q: What is a functionally obsolete bridge?**

A: AASHTO defines a functionally obsolete bridge as one that was built to standards that are not used today. These bridges are not automatically rated as structurally deficient, nor are they inherently unsafe. Functionally obsolete bridges are those that do not have adequate lane widths, shoulder widths, or vertical clearances to serve current traffic demand or to meet the current geometric standards, or those that may be occasionally flooded.

### **Traffic impacts**

### **Q: Why is access to Bryant Street being closed?**

A: The exit to Bryant Street from westbound US 6 will be eliminated to improve traffic flow and safety. Traffic volumes have increased to the point that vehicles from northbound I-25 and westbound US 6 trying to exit at Bryant Street often create a bottleneck when yielding to vehicles exiting southbound I-25 to westbound US 6. The closure is expected to significantly reduce the number of crashes at this exit by the year 2035.

### **Q: Will there be a traffic signal at 5<sup>th</sup> Avenue and Federal Boulevard to facilitate left turns?**

A: Yes. A traffic signal, with a left-turn signal, will be installed at 5<sup>th</sup> Avenue and Federal Boulevard to help ensure motorists can make a safe left turn from southbound Federal Boulevard to eastbound 5<sup>th</sup> Avenue. Additionally, 5<sup>th</sup> Avenue will be a two-way street in its entirety, which will provide easier access to Bryant Street.

**Q: Will there be a traffic signal at 7<sup>th</sup> Avenue and Federal Boulevard to facilitate left turns?**

A: No traffic signal is proposed for 7<sup>th</sup> Avenue and Federal Boulevard. A traffic study completed in July 2012, which projects traffic volumes to the year 2035, does not support a traffic signal at this intersection. Once construction is complete, left turns from westbound 7<sup>th</sup> Avenue to southbound Federal Boulevard will be eliminated; however, southbound traffic on Federal Boulevard will be able to turn left to 7<sup>th</sup> Avenue.

**Q: Will 7<sup>th</sup> Avenue be improved to facilitate semi-truck turns from northbound Federal Boulevard?**

A: Not at this time. The US 6 Design Build Project stops at 7<sup>th</sup> Avenue. But the City of Denver has a future project on Federal Boulevard from 7<sup>th</sup> Avenue to Holden Place that will include improvements at 7<sup>th</sup> Avenue.

**Q: Will the 8<sup>th</sup> Avenue/I-25 exit be impacted?**

A: No, the US 6 Design Build Project should not impact the 8<sup>th</sup> Avenue/I-25 exit.

**Q: Will the Santa Fe Drive/I-25 project be completed before the US 6 Bridges project begins?**

A: The first phase of the I-25/Santa Fe Drive interchange improvement project is scheduled to be complete in summer 2013. It is possible that construction on US 6 may begin before the project is complete. The second phase of the Santa Fe/I-25 project is tentatively scheduled to begin in 2013 or 2014.

**Business impacts**

**Q: Will the State reimburse me for lost business?**

A: Project budgets do not include funds to reimburse businesses for revenues lost due to construction projects. The Colorado Department of Transportation, and its contractors make every effort to provide advance notice to business owners who may be impacted by construction. While every effort is made to maintain business access during construction, business owners are encouraged to communicate with and work with their customers to ensure they are familiar with potential construction impacts.

**Q: How will business access and traffic on US 6 and other streets be impacted by construction?**

A: Every effort will be made to minimize business access and traffic impacts during construction; however, until the design build contractor is selected and the construction plan is revealed, potential business access and traffic impacts are unknown at this time.

**Project schedule, budget and process**

**Q: When will construction begin? When will it end?**

A: The project is tentatively scheduled to begin in the summer of 2013 and continue through the summer of 2016. However, once selected in early 2013, the design build contractor will reveal when construction will begin and when the project is expected to be complete.

**Q: How will construction be phased?**

A: Construction phasing will be determined and announced by the design build contractor. That information should be made public in early 2013 once a contractor is selected.

**Q: What is the budget for the US 6 Design Build Project?**

A: The budget is approximately \$110 million and is being paid for with money from the federal government, the Colorado Department of Transportation, the City of Denver and the Colorado Bridge Enterprise.

**Q: What is the Colorado Bridge Enterprise?**

A: The Colorado Bridge Enterprise (CBE) was formed in 2009 as part of the FASTER (Funding Advancement for Surface Transportation and Economic Recovery) legislation. It operates as a government-owned business within the Colorado Department of Transportation. The Colorado Transportation Commission serves as the CBE Board.

The CBE exists to finance, repair, reconstruct and replace bridges designated as structurally deficient or functionally obsolete and rated “poor.” To fund its efforts, a bridge safety surcharge ranging from \$13 to \$32 has been imposed on vehicle registration based on vehicle weight. Revenues from the bridge safety surcharge fee are phased in over a three-year period, and are estimated to generate about \$100 million in annual financing.

**Q: Why is CDOT using the design-build process on the US 6 project?**

A: The design-build process, where CDOT establishes project scope, goals and design criteria and selects a team base on “best value,” often enables CDOT to expand the scope of work and stretch limited project funding.

**Parks and recreational impacts**

**Q: How will recreational trails and nearby parks be impacted by the project?**

A: Portions of the South Platte River Trail will be upgraded during construction; however, the contractor will be required to maintain trail access by establishing detours. A portion of the youth field at Barnum Park will be impacted by work on US 6, but it will be replaced and improved as part of the project. A new bicycle/pedestrian bridge will be build over US 6 west of Federal Boulevard connecting Barnum and Barnum North parks to improve park access and user safety.