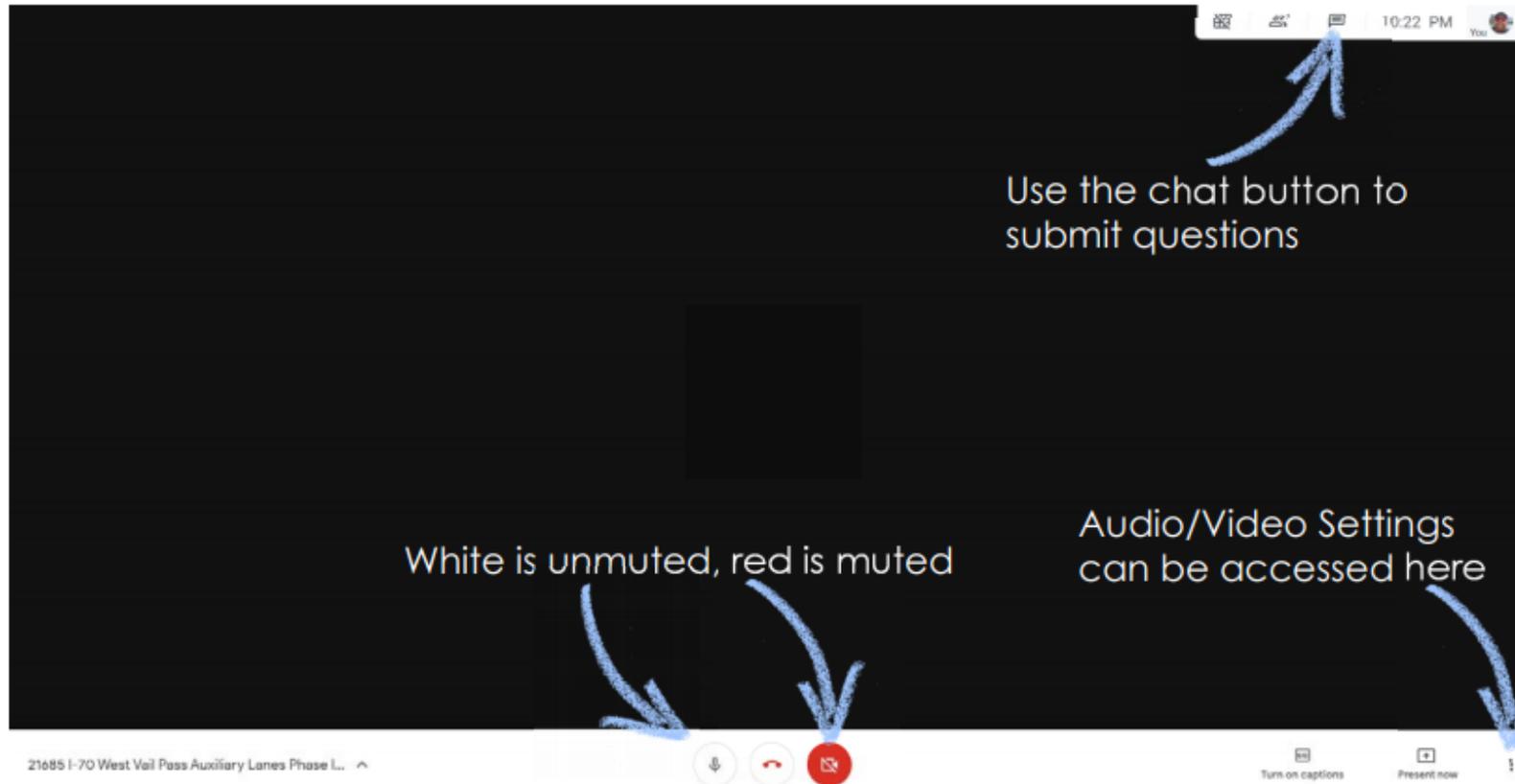




US 287 / SH 40 Passing Lane Pre-Proposal

GOOGLE MEET TIPS



Also...

- Please mute your microphone/phone during the presentation
- Use the chat window to ask questions anytime throughout the presentation. Questions will be addressed at the end
- Use the Audio/Video settings to change the layout of the presentation
- We'll get started in just a few minutes!



COLORADO

Department of Transportation

US 287 / SH 40 Passing Lane Project CM/GC Pre-Proposal Informational Meeting August 18, 2020



Introductions and CDOT Project Team

CDOT Program Engineer: Katrina Kloberdanz, PE

CDOT Resident Engineer: Bryce Reeves, PE

CDOT Project Manager and Designer: Jake Schuch, PE

Construction Project Engineer: TBD



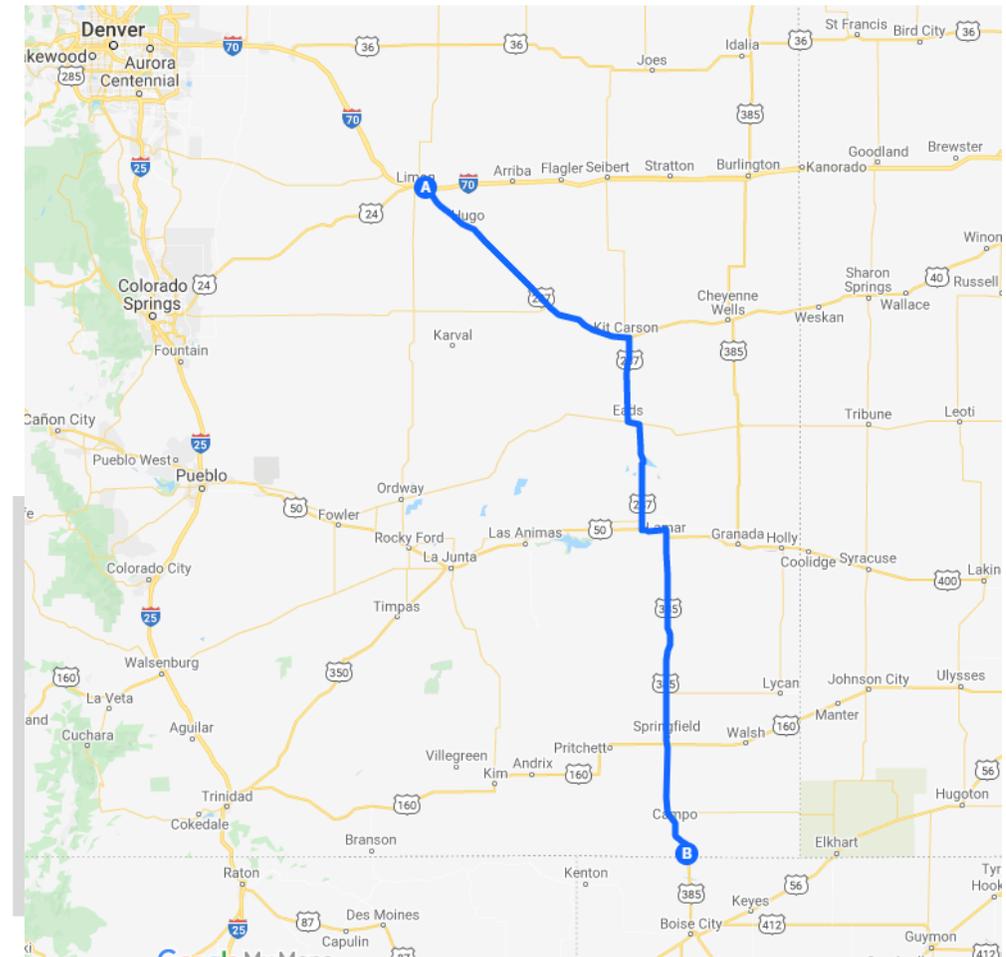
What is CM/GC Delivery?

- CM/GC delivery allows CDOT to utilize a Construction Manager (CM) to provide pricing, constructability reviews, and risk analysis during design.
- The goal of CM/GC is to negotiate a Construction Agreed Price (CAP) with the CM contractor at the end of the pre-construction phase.
- **This RFP only awards a contractor for pre-construction CM services. Construction services will be negotiated during the CAP process but are not guaranteed.**



Project Introduction and Need

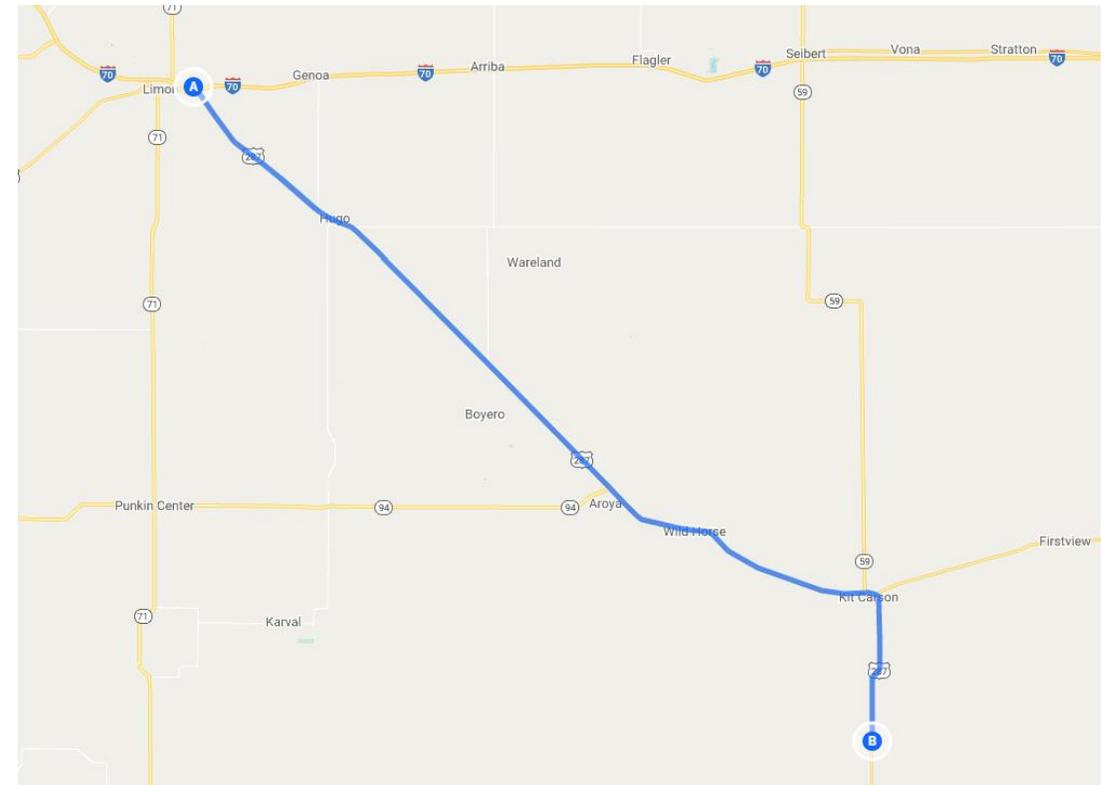
- SH 40 and US 287 between Limon and the Oklahoma border is a major freight route and part of the Ports-to-Plains Corridor.
- Critical connection for moving freight across the country.
- This specific project is part of a larger statewide effort to make safety and operational improvements on the corridor.





Project Introduction and Need

- Project Limits extend from Limon to the Cheyenne County border.
 - approximately 70 miles
 - Two lane rural highway
 - 3000-5000 AADT with 40-60% truck traffic
- Slow moving freight traffic frequently causes long platoons of vehicles, travel time delays, and a significant safety concern.
- Passing related crashes are common throughout the corridor. Two recent fatal crashes occurred within the project limits.





Project Introduction and Need

- CDOT Region 4 was awarded a National Highway Freight Program Grant to construct passing lanes on this segment of highway.
- This project will provide safety and mobility improvements .
- Ensure the economic vitality of the corridor.





Project Goals

- Construct strategically placed passing lanes on the SH 40 & US 287 corridor to improve safety and travel time reliability.
 - Corridor goal is for 8 miles of passing lanes for every 20 mile stretch
 - New passing lanes should be at least 1 mile in length
- Complete construction in 2021.
- Maintain a high standard of safety to protect the traveling public and project team during construction.
- Identify preferred alternatives that can be funded and constructed to get the most out of the project budget.

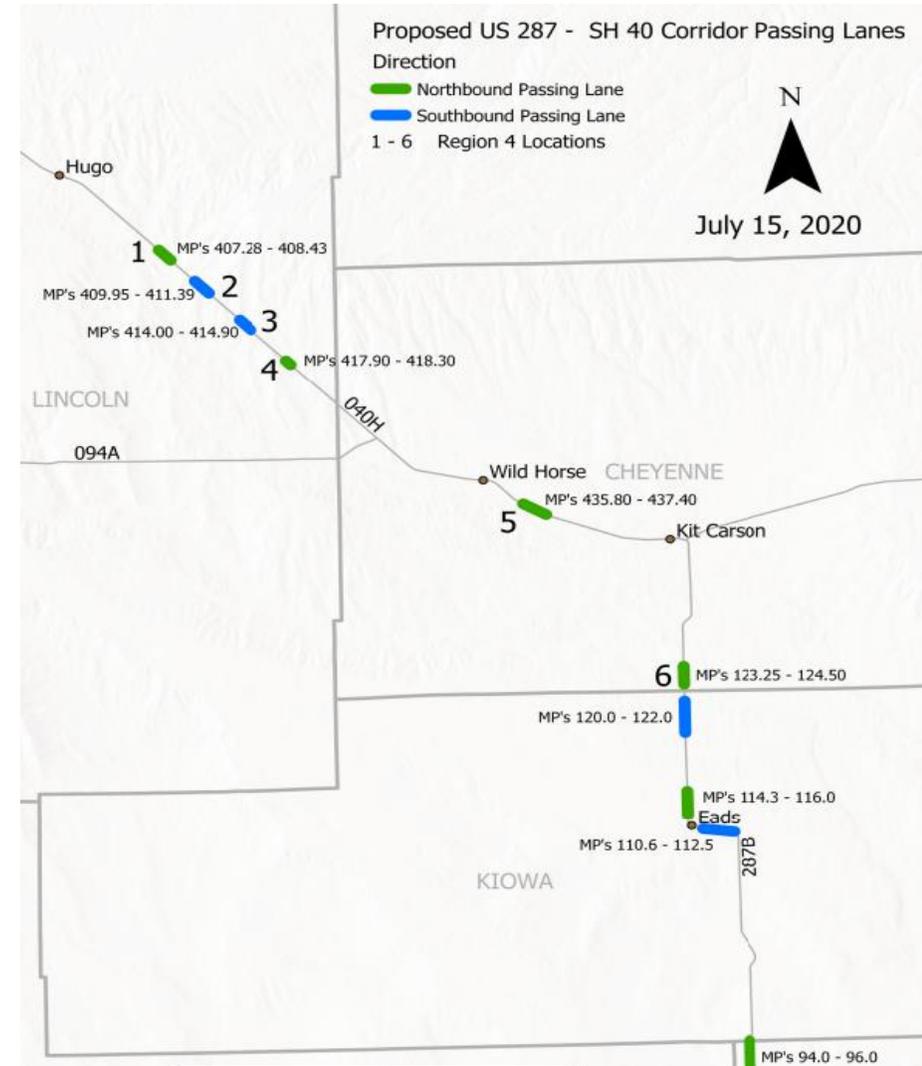


- Project Funding
 - National Highway Freight Program Grant: \$8.86M project funding secured
 - Construction budget: **\$6.57M**
 - Additional construction funding is currently pending approval
 - Funding is federal. All applicable federal requirements will apply



Work Completed to Date

- CDOT Region 4 has completed a passing lane study and identified several potential locations for passing lanes.
- Region 4 has designed and prepared plans for locations 1, 5 and 6. Survey is being completed for 2, 3 and 4.
 - The three completed locations will still be subject to design and constructability review by the CM.
- Geotechnical investigations and pavement designs have been established for the corridor. This information will be available on the project website.

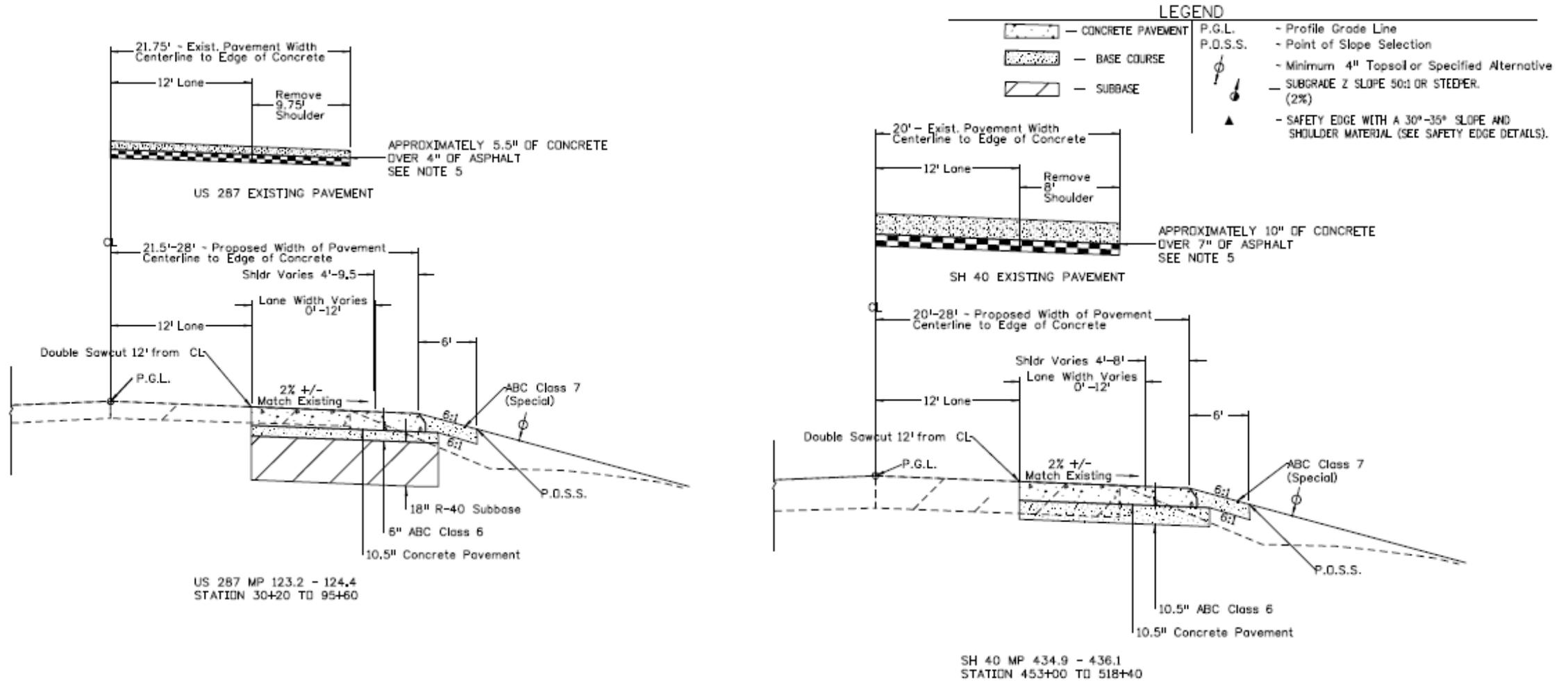




Project Elements

- Demolition and removal of existing roadway shoulders
 - concrete/asphalt
- Construction of concrete pavement for passing lanes
 - 12' lane with min. 4' shoulder
- Extension of minor drainage structures
- Requirements and Restrictions:
 - Pavement surface shall be concrete. Asphalt pavement will not be considered.
 - Pavement designs containing recycled concrete will not be allowed.
 - Passing lane construction shall be completed within existing right of way.







Why CM/GC?

- Design and Constructability Review
 - Multiple project sites, variable typical sections, limited budget
 - Can the design be improved to get the most out of our limited budget?
 - Allows CDOT to design to budget
- Material Sourcing Opportunities and Challenges
 - Multiple project sites, very rural, limited material sources,
 - Large quantity of concrete removals and potentially earthwork
 - What is the best approach to supply or dispose of materials / what are our opportunities?
- Construction Phasing/Scheduling
 - Minimize construction time to ensure safety of traveling public and construction crews
 - Opportunity for multiple CAP packages



RFP Schedule and Next Steps

Public Notice Phase	Date	Time
Advertisement/ Notification of Request for Mandatory Letters of Interest	7/29/2020	
Submittal of Mandatory Letters of Interest	8/13/2020	Noon
Optional Pre-Proposal Meeting - Public (held via teleconference)	8/18/2020	9:00 a.m.
First Advertisement of RFP	8/20/2020	
Optional One-on-One Briefings - Confidential (held via teleconference)	8/27/2020	*as requested
Final RFP Public Questions or Comments Due	9/4/2020	
<u>Submittal of Proposal</u>	9/10/2020	Noon



Questions?

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CDOT Contract Administrator
Roberta Lopez
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