1.0 GENERAL

1.1 Project Description

The Project generally consists of the reconstruction of the I-25/US 24 Interchange, including realignment of I-25 mainline from north of the Tejon Street interchange to Colorado Avenue; and realignment of US 24 from the US 24 bridge over Fountain Creek west of the interchange to the Cimarron Street bridge over Conejos Street east of the interchange.

Improvements on these facilities, consistent with the Reevaluation of the I-25 Environmental Assessment for the I-25/Cimarron Interchange, are intended to reduce congestion and improve mobility for local and regional trips, and improve connectivity to destinations accessible from the I-25 and US 24 corridor.

1.2 Project Goals

In order to complete the Work for this Project the following prioritized goals have been identified for execution of the Project:

1. Maximize overall safety, capacity and operation of the interchange and the surrounding transportation network within the Project budget.
    a. Maximize interchange safety, capacity, and operational improvements.
    b. Correct existing safety and operational deficiencies along I-25 and US 24 to ensure the smooth flow of traffic in the corridors.
    c. Preserve existing and support future multi-modal operational uses for vehicles, trucks, and transit, as well as, trail and creek connections for bikes, pedestrians, and other active modes of transportation.
2. Complete project construction to be fully operational before July 1, 2017.
3. Minimize impacts and inconvenience to the community, motorists, businesses, downtown, and the public during construction.
    a. Minimize impacts to the I-25 mainline operations.
    b. Minimize impacts to the south-to-west and north-to-west ramp operations.
    c. Minimize impacts to traffic within the US 24 and Cimarron Street corridor as a gateway to the mountains, the historic Westside communities, and downtown Colorado Springs.
    d. Maintain comprehensive and consistent communication with the community, stakeholders, traveling public, and impacted businesses and residents.

4. Achieve an aesthetically-pleasing design compatible with current and future amenities and enhancements in and around the interchange.

    a. Consider the interchange as a gateway to downtown Colorado Springs, the historic Westside communities, and the US 24 corridor to the mountains.

    b. Maximize compatibility with existing amenities, America the Beautiful Park, and the future southwest downtown area development.

    c. Create opportunities to enhance trail and creek amenities alongside US 24, Fountain Creek, and Monument Creek.

1.3 Environmental Compliance

The Federal Highway Administration (FHWA), in cooperation with CDOT, is in the process of completing a reevaluation of the previous I-25 Environmental Assessment and Finding of No Significant Impact issued in 2004. The reevaluation will encompass the first decision document's project area along with elements of the preferred alternative for the interchange presented in the US 24 Environmental Assessment. The reevaluation is anticipated to find that the original environmental document remains valid for the proposed action. The reevaluation will also review the existing mitigation and provide updated mitigation and permitting requirements.

The reevaluation may not be issued at the time the RFP is released; however, it is expected to be completed prior to issuance of the Notice-to-Proceed for the design-build contract. Proposers shall note that the Code of Federal Regulations (CFRs) allows design-build procurement and preliminary design activities to proceed prior to conclusion of the National Environmental Policy Act (NEPA) process.

This Project and Work is provided for under the NEPA and as such shall not preclude anything required as part of the 2004 I-25 Environmental Assessment (as amended in the proposed reevaluation) and the 2012 US 24 Environmental Assessment Preferred Alternative. Mitigation measures needed in response to Project impacts for both shall be implemented with the Work, and shall be compatible with current phases of the Environmental Assessments (EA)s. No Project mitigation measure resultant of the Work shall be deferred to a future project.

A portion of the work identified in this contract is discussed in both the EA/FONSI and the US 24 Environmental Assessment (US 24 EA). The relationship between the EA/FONSI and the US 24 EA will be discussed in the proposed US 24 West Environmental Assessment Finding of No Significant Impact (US 24 FONSI). The US 24 FONSI must be in final form and signed by CDOT and FHWA before a D/B team will be awarded a contract and issued a Notice to Proceed.

1.4 Basic Configuration

The following describes the Basic Configuration for the Project:

The Basic Configuration is generally defined as Work within the Right-of-Way that is required to:

1. Reconstruct the existing I-25/Cimarron interchange to a Single Point Urban Interchange (SPUI) configuration and conform to the lanes~~eage~~ shown in Exhibit A – Basic Configuration and Exhibit B – Typical Sections

2. Reconstruct I-25 mainline, auxiliary lanes and ramp lanes from north of the Tejon interchange to Colorado Avenue to include three (3) through lanes and an auxiliary lane in each direction and conform to the lanes~~age~~ shown in Exhibit A – Basic Configuration and Exhibit B – Typical Sections. The south limits of the I-25 mainline pavement improvements shall be the match with the existing concrete pavement. The north limits of the I-25 mainline pavement improvements shall be the south end of the I-25 bridge approach slab over Colorado Avenue.~~.~~ I-25 shall be reconstructed to be compatible with its ultimate configuration throughout the limits of the concrete pavements ~~(except at the south end where it is necessary to transition to meet existing conditionss)~~ as shown on Exhibit B – Typical Sections.

3. The I-25 SB lanes shall modified to provide for improved pavement smoothness from approximately 200' north of the I-25 bridge over Colorado Avenue to the new concrete pavement south of the I-25 Bridge over Colorado Avenue. The pavement smoothness shall meet HRI Category II for Rigid Pavements.

~~3.~~4. Reconstruct Cimarron Street and US 24 from the east end of the bridge over Fountain Creek to the west end of the bridge over Conejos Street, to include two (2) through lanes in each direction and additional lanes~~age~~ as necessary to conform with the proposed interchange lanes~~age~~ shown in Exhibit A – Basic Configuration and Exhibit B – Typical Sections.

~~4.~~5. Reconstruct existing bridge structures and construction of new bridge structures as required for the proposed interchange and improvements to I-25 and Cimarron Street.

The Work required to construct the Basic Configuration shall include, but not be limited to the following elements:

1. Bridge Structures:

   ~~a.~~ Replace the existing I-25 Bridge over Cimarron and Fountain Creek

   a. (Str. # I-17-DG).

   ~~b.~~ Replace the existing Cimarron to northbound I-25 On-Ramp Bridge Structure

   ~~c.~~b. (Str. # I-17-DH).

   ~~d.~~c. Construct a new Bridge Structure for the I-25 southbound to Cimarron Off-Ramp.

   d. Rehabilitate the existing Southbound I-25 Bridge over Colorado Avenue. (Str. #I-17-OO) as required to meet the pavement smoothness requirements indentified in item 3 above.

e. Replace the existing Cimarron (US24) over Fountain Creek Bridge Structure (Str. # CSG-F.85-08.23).

f. Extend the existing Bear Creek Concrete Culvert crossing at I-25.

g. Construct a new pedestrian bridge across Monument Creek, upstream of the confluence with Fountain Creek.

h. Upgrade or replace the existing pedestrian bridge across Fountain Creek, upstream of the confluence with Monument Creek.

2. Pavements:

a. Concrete pavement for I-25 reconstruction from its north limits to 2,100 feet north of its south limits.

b. Mill and overlay existing I-25 HMA (and provide full depth HMA widening as necessary) from its south limits to the south limits of the proposed concrete pavement. The typical section through this section will transition from ultimate compatibility at the north end to match the existing section at the south end.

c. Concrete pavement for all ramps.

d. HMA pavement for US 24 and Cimarron Street

3. Stream, Drainage and Water Quality:

a. Provide stream improvement to Fountain Creek from downstream of the US 24 bridge over Fountain Creek through the confluence of Fountain Creek and Monument Creek, and provide additional improvements to Fountain Creek and Monument Creek as is necessary to complete~~perform~~ the work.

b. Provide drainage improvements as is necessary to complete~~perform~~ the work.

c. Provide water quality improvement as is necessary to complete~~perform~~ the work.

d. Provide new and relocated trails as shown in Exhibit A – Basic Configuration

4. Alignments:

a. The horizontal alignments, as shown in the Reference Drawings, may be changed up to 20 feet.

b. The vertical alignment, as shown in the Reference Drawings, may be changed up to 5 feet.

Book 5 – Reference Documents are provided solely for Contractors reference and are without representation or warranty by CDOT, except to the extent incorporated by the Basic Configuration description set forth in this Section, and in the Contract Documents (excluding the Proposal Documents). Regardless of the level of completion or suitability of any portion of Book 5 - Reference Documents, the Contractor shall be solely responsible for Project design and

CDOT shall have no liability or obligation as a result of design work contained in Book 5 – Reference Documents.

1.5 Additional Requested Elements (AREs)

The following Additional Requested Elements (AREs) are identified as elements of the Project that may be incorporated into the Basic Configuration as a part of the Contractor's Proposal. The AREs are graphically shown on Exhibit C - Additional Requested Elements.

1.5.1 ARE Descriptions

1. ARE 1 – Full Width I-25 Bridge:

   All the additional Work necessary to replace the existing I-25 Bridge over Cimarron and Fountain Creek (Str. # I-17-DG) with a full-width bridge structure that fully conforms to the ultimate I-25 lane and shoulder configuration as shown on Exhibit B – Typical Sections.

2. ARE 2A – Widen US 24 Bridge over Fountain Creek and provide additional lanes to 8th Street:

   Widen the existing US 24 over Fountain Creek bridge to provide additional auxiliary lane lengths for both eastbound and westbound from I-25 southbound off-ramp to 8th Street, and provide additional eastbound left turn storage at the I-25 ramp intersection, as is shown on Exhibit C-2A.

3. ARE 2B – Replace US 24 Bridge over Fountain Creek and provide additional lanes to 8th Street:

   Replace the existing US 24 over Fountain Creek bridge to provide additional auxiliary lane lengths for both eastbound and westbound from I-25 southbound off-ramp to 8th Street, and provide and provide additional eastbound left turn storage at the I-25 ramp intersection, as is shown on Exhibit C-2B. Provide roadway improvements to US 24 to conform to a 40 mph design speed west of I-25. Provide stream improvements to Fountain Creek under the new bridge.

~~4. ARE 3 – Provide full depth concrete pavement to the southern limits of I-25 pavement:~~

   ~~Provide full depth concrete pavement for I-25 for the southern 2,100 feet of the mainline, from its southern match with the existing concrete pavement to the southern limit of the concrete pavement provided as a part of the Basic Configuration (in lieu of HMA mill and overlay), as is shown on Exhibit C-3.~~

~~5.~~4. ARE 3~~4~~ – Provide additional trail and stream improvements along Fountain Creek:

Provide additional trail and stream improvements along Fountain Creek from the US 24 bridge over Fountain Creek upstream to 8th Street, as is shown on Exhibit C-4.

~~6.~~5. ARE 4~~5~~ – Provide Contractor defined additional requested elements:

Contractor contractual commitments to provide additional Work that enhances operations on US 24. ~~and Cimarron Street~~.

The Contractor shall be responsible for assessing the environmental clearance requirements of the AREs. In addition, the Contractor shall be responsible for additional environmental documentation, permits, and mitigation resulting from impacts associated with AREs, except as is otherwise provided for in the Contract D~~d~~ocuments. The Contractor shall also be responsible for assessing Right-of-Way issues, hazardous materials, permanent water quality, 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.

1.5 Exhibits

Exhibit A: Basic Configuration

Exhibit B: Typical Sections

Exhibit C: Additional Requested Elements

Exhibit C-1: ARE 1

Exhibit C-2A: ARE 2A

Exhibit C-2B: ARE 2B

~~Exhibit C-3: ARE 3~~

Exhibit C-3~~4~~: ARE 3~~4~~