

I-25/ARAPAHOE INTERCHANGE RECONSTRUCTION PROJECT



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PROJECT TEAM

- **CDOT**
 - Carrie DeJiacomo, Program Engineer
 - John Hall, Resident Engineer
 - Telecia McCline, Project Manager
 - Tammy Maurer, Assistant Project Manager
- **David Evans/Hartwig – Design Consultant**
- **Project Coalition**
 - Arapahoe County
 - Greenwood Village
 - City of Centennial
 - Southeast Public Improvement Metropolitan District (SPIMD)
- **FHWA**



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PROJECT LOCATION

- **I-25**
 - **Orchard Road to Dry Creek**
- **Arapahoe Road**
 - **East - SH 88 (I-25 to Dayton)**
 - **West – I-25 to Greenwood Plaza**

**Project is located within Arapahoe
County, Greenwood Village, and City of
Centennial**



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CONSTRUCTION BUDGET

- **CDOT**
 - **RAMP \$50M**
**(Responsible Acceleration of
Maintenance and Partnerships)**
- **Coalition \$18M**



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PROPOSED SCHEDULE

– Design

April 2014 – October 2015

– Construction

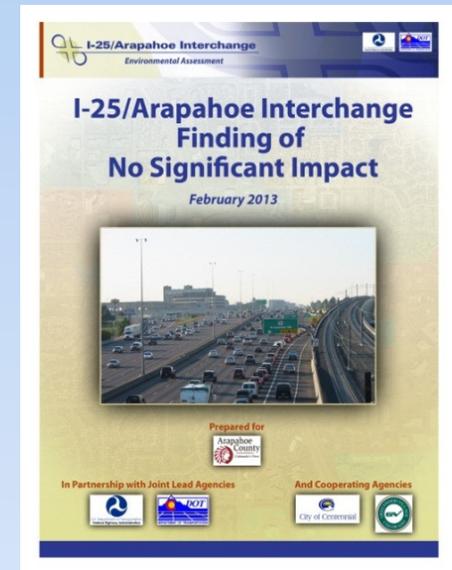
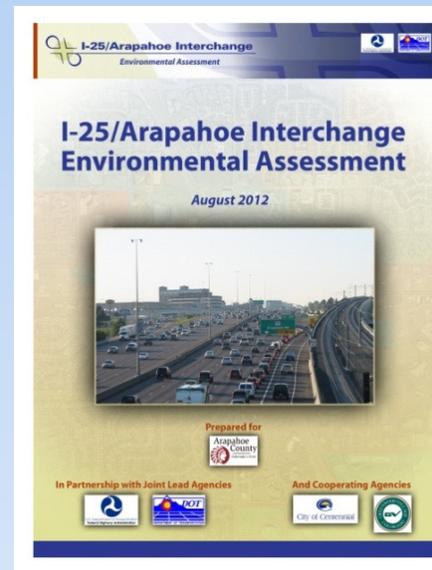
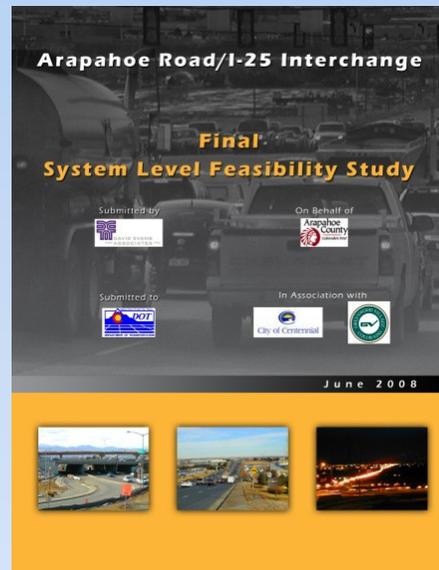
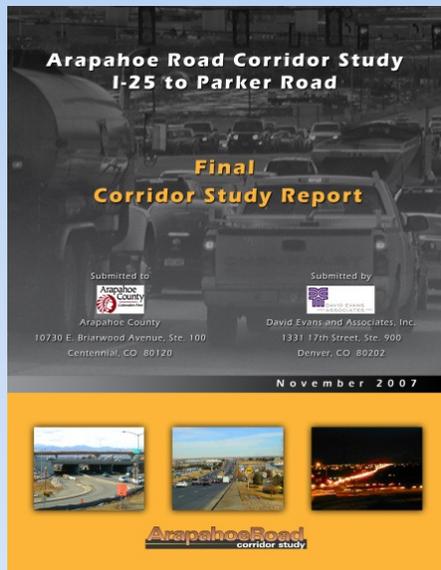
January 2016 – November 2017

- *RAMP Funding requirements mandate: Construction must be complete with all project documentation finalized by December 2017*



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PROJECT STUDIES

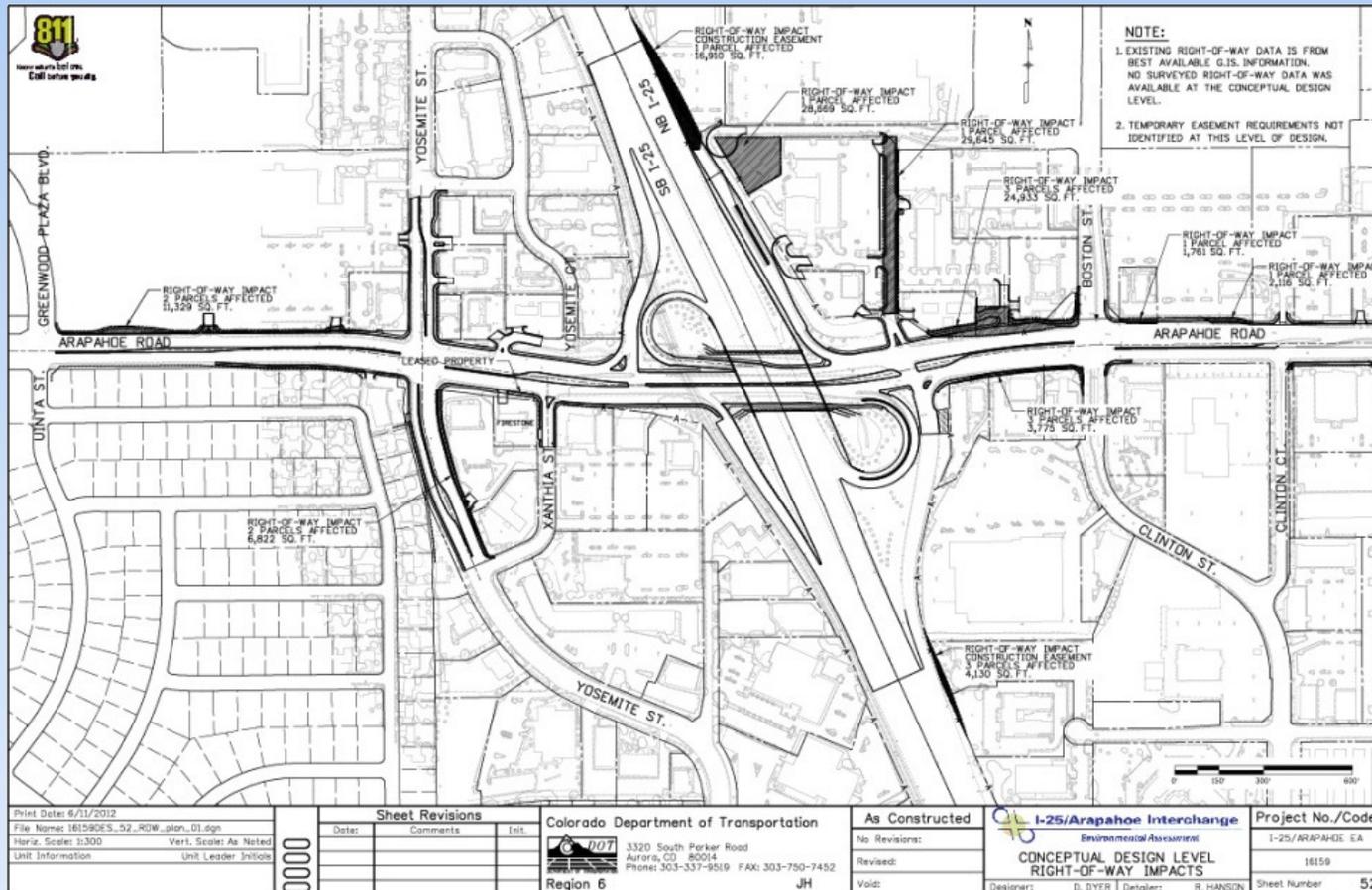


31 Alternatives Analyzed

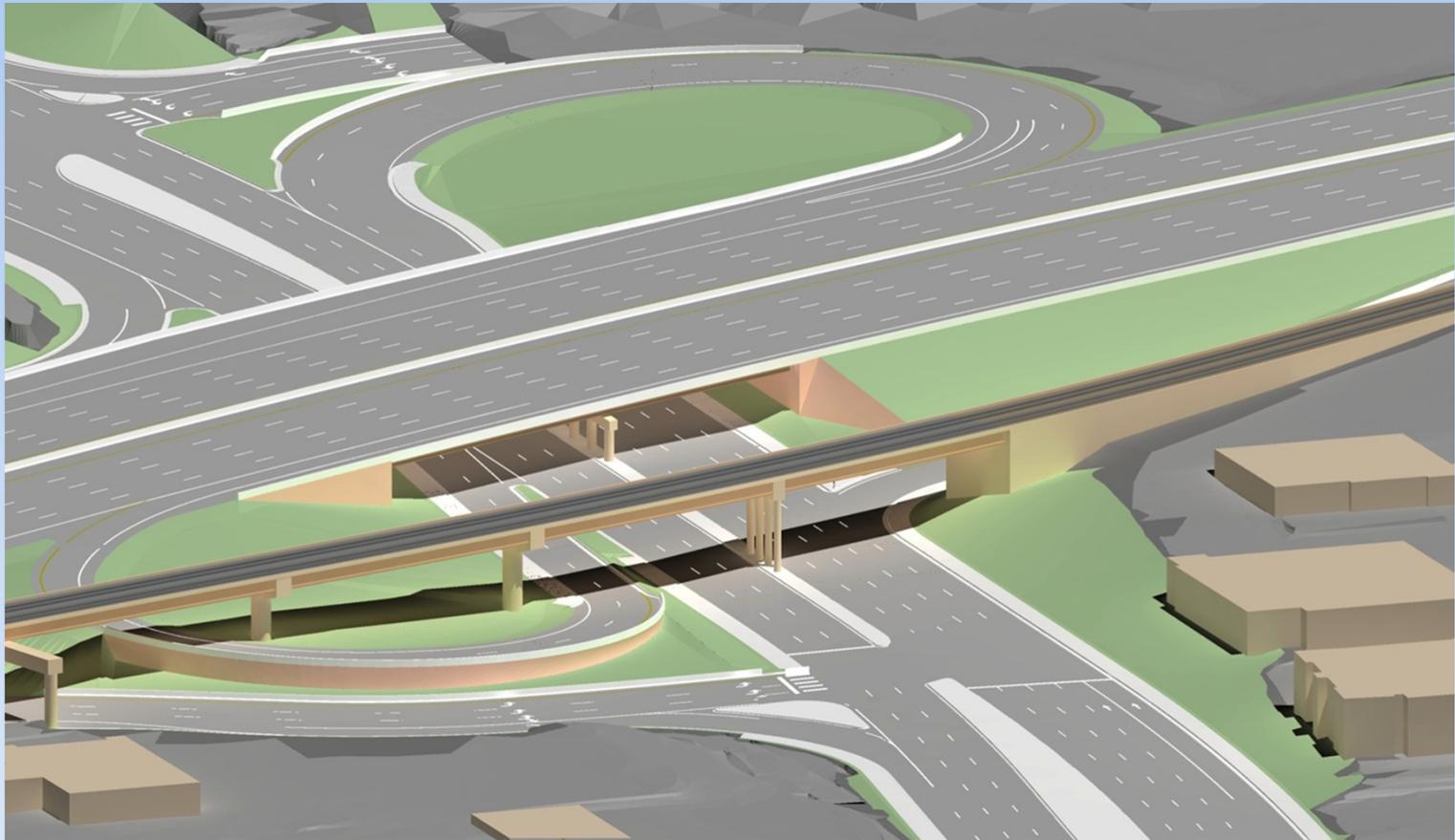


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PREFERRED ALTERNATIVE ROW ACQUISITIONS



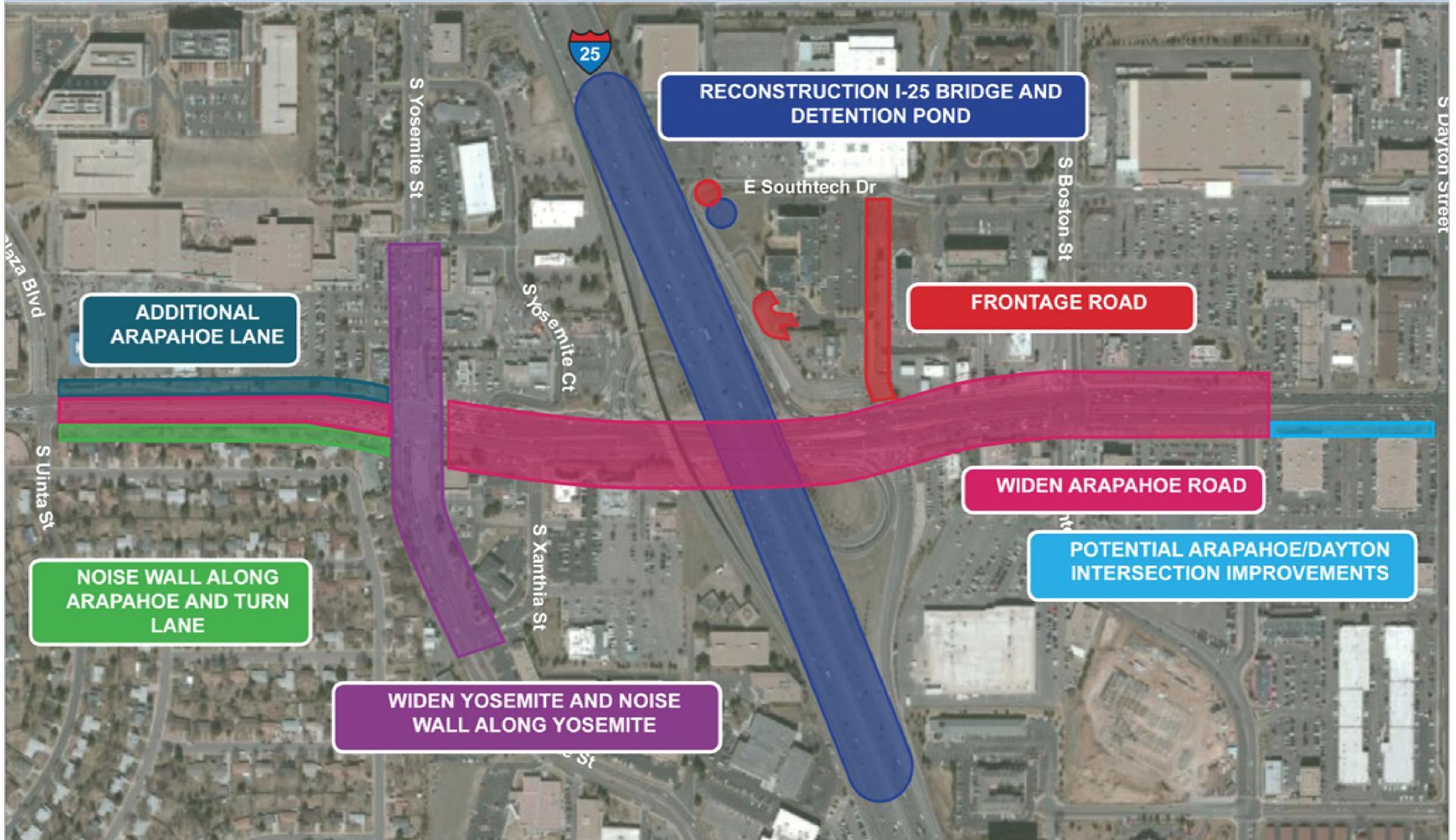
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**The Preferred Alternative is a creative,
context sensitive solution.**



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SALIENT FEATURES

- I-25 OVER ARAPAHOE ROAD BRIDGE
 - Proposed Design 2 Span (Existing 3 Span)
 - Roadway(s) Vertical Alignment
- The existing I-25 bridge consists of two structure types. The original bridge is a reinforced concrete slab and continuous girder 3-span structure with 48-ft., 68-ft., and 48-ft. spans for a total bridge length of 166 ft. The structure was widened as part of the T-REX project with pre-stressed, continuous concrete box girders. The existing structure width varies from approx. 201 ft. at the north abutment to 205 ft. at the south abutment.
- *From the 2008 CDOT Inspection Report: The bridge is considered for replacement because it is classified as functionally obsolete due to low vertical clearance and insufficient lane capacity under the structure for Arapahoe Road.*



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SALIENT FEATURES

- Utility Considerations**
 - Xcel-major trunk line along Arapahoe Road**
 - CenturyLink-major trunk line along Arapahoe Road**
 - Others**
- Construction Traffic Control (Phasing to minimize impacts to traveling public)**
 - CDOT Lane Closure Strategy**
 - Maintain traffic operations to handle existing volumes**



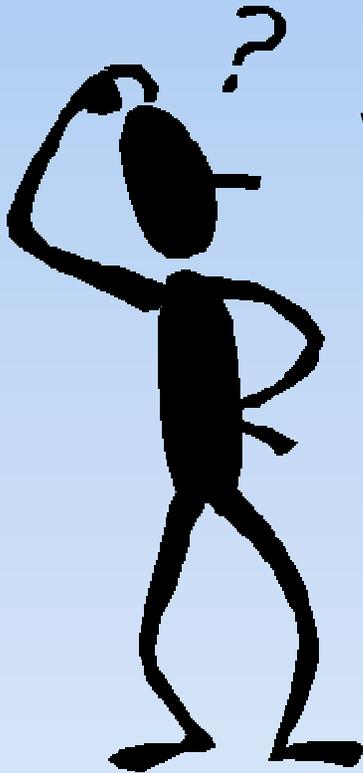
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OTHER AREAS OF CONSIDERATION

- Pedestrian Movement**
- Public Relations**
- Water Quality/Erosion Control**
- Storm Drainage System**
- Safety**
- Bridge/Neighborhood Noise Wall
Aesthetics**
- ITS**



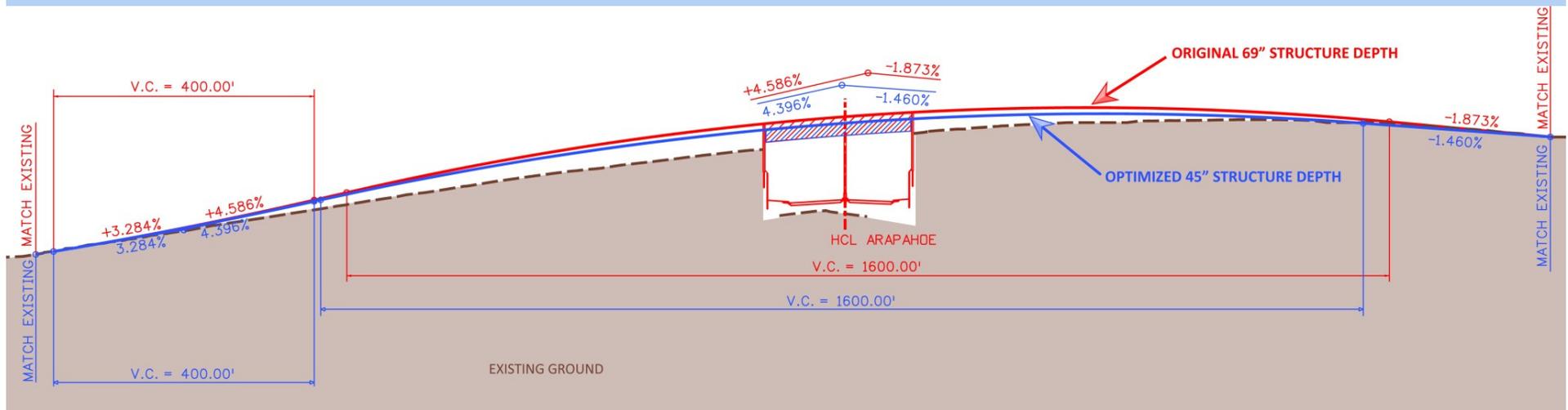
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WHY CMGC?

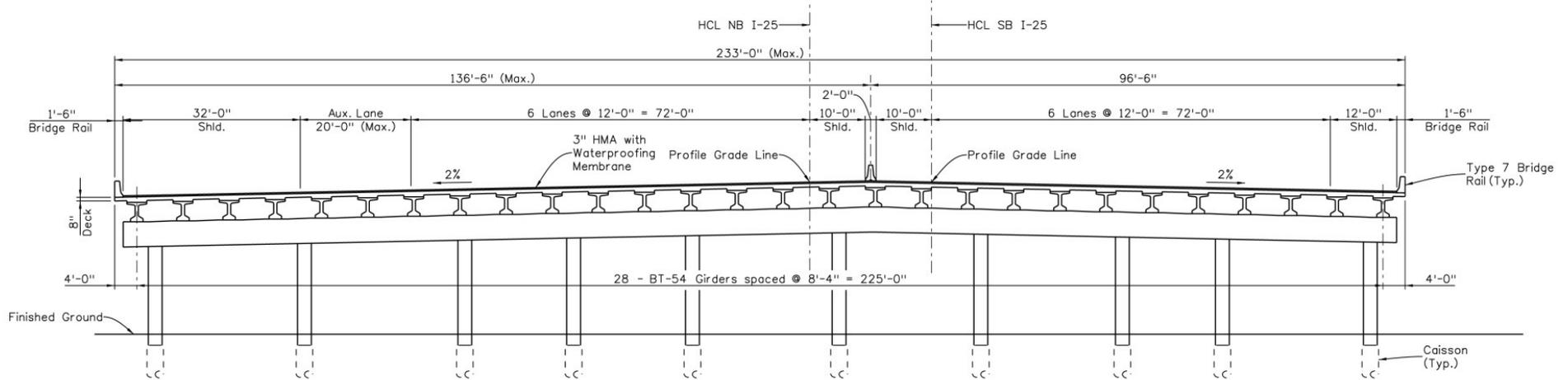
DESIGN CONSIDERATIONS

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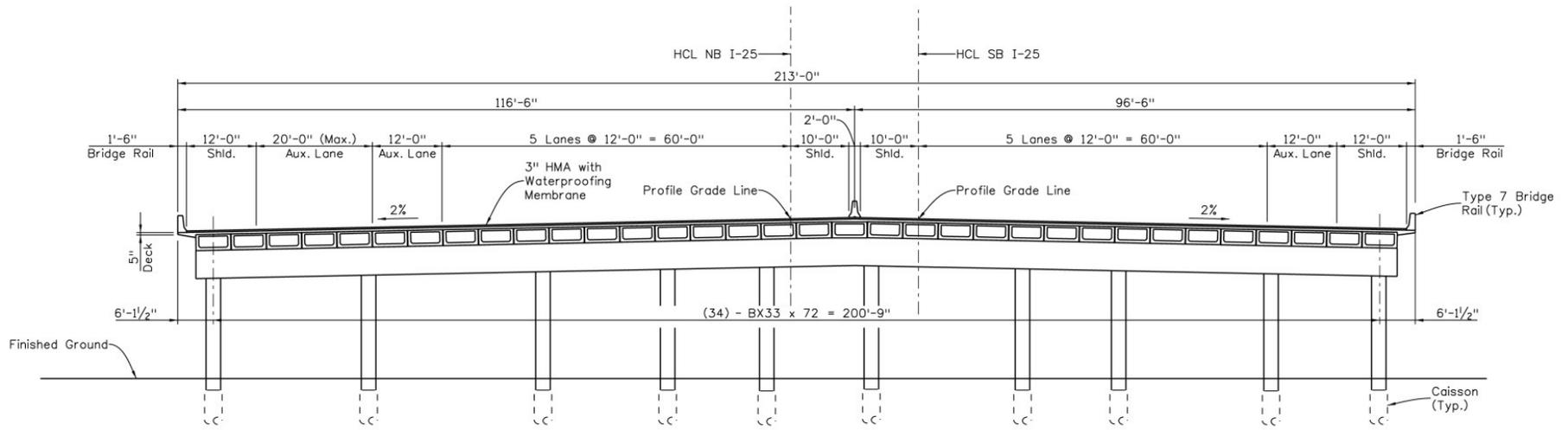


CHANGE IN VERTICAL ALIGNMENT

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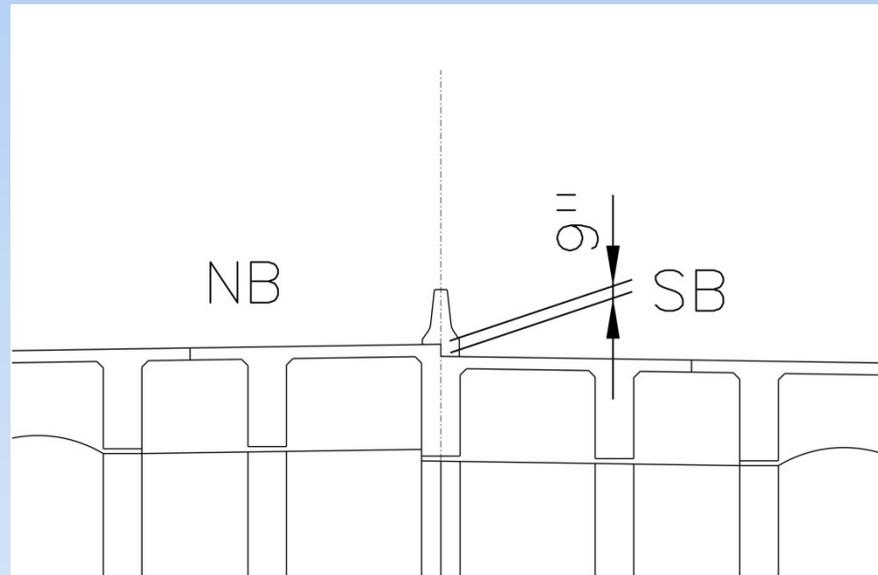


EA Action Alternative



EA Optimized Alternative

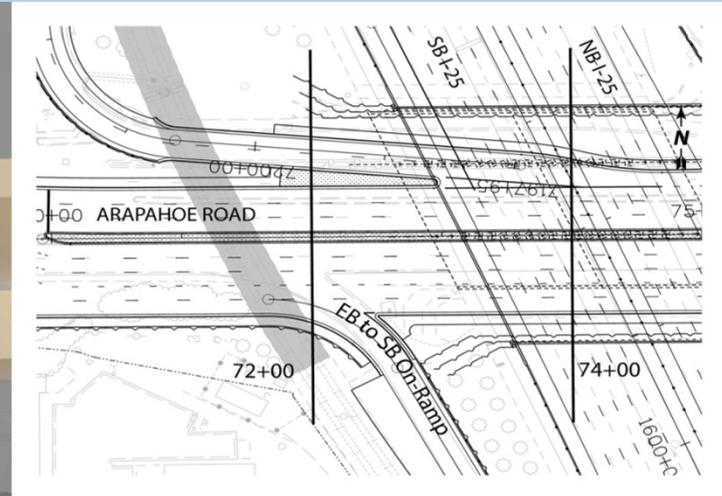
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SPORTS
AUTHORITY



TARGET



LRT CONSTRAINTS



CDOT Rolling OCIP

I-25 Arapahoe: Contractor Information



L O C K T O N C O M P A N I E S

What is an OCIP (Owner Controlled Insurance Program)?

- ❖ Owner purchases insurance for a project or series of projects as opposed to contractors and subcontractors purchasing insurance.
- ❖ I-25 Arapahoe will be part of the Program. Various CDOT CMGC and Design Build projects are part of the current program.
- ❖ CDOT will provide the Workers' Compensation, General Liability, Excess Liability, Builders Risk, and Contractors Pollution.
- ❖ Lockton is the Broker Administrator providing administration, claims and oversight safety services.
- ❖ A complete Project Insurance Manual and proposal forms will be provided to each contractor offering proposals

What are the awarded contractor's responsibilities?

- ❖ Adhere to revised CDOT Contract provided
- ❖ Review and comply with info in the Project Insurance Manual
- ❖ Identify/verify OCIP insurance costs in your proposal through a calculation worksheet
- ❖ Cooperate with Lockton's Administrator for required OCIP information

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FIRST PROJECT ACTIVITIES

- Select Construction Manager**
- Scoping Workshop**
- Partnering**
- VE Study**
- Preliminary Design**



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PROJECT GOALS

- *To accelerate delivery of the Design and Construction Schedules with construction completed no later than November 1, 2017.*
- *Provide the maximum opportunity to use innovative design and construction practices, including accelerated construction methods where they provide value to the Project. Build a unified Project while providing a high quality design and construction that maximizes service life, minimizes service cost and optimizes aesthetics.*
- *To maximize the operational potential of the interchange by integrating ITS throughout the SH88 corridor and provide capacity and safety improvements as stated in the FONSI within the identified budget.*
- *To minimize impacts to travelling public, stakeholders and environmental resources.*
- *To ensure the safety of the travelling public and workers during construction activities.*
- *To facilitate and foster collaboration, communication, and partnership with all members of the project team and stakeholders.*
- *To recognize time and cost savings in the CMGC process.*

