

1.0 GENERAL

1.1 Project Description

The Project is located on I-25 in northern Colorado Springs: starting at Pine Creek and proceeding north to the Monument Interchange. The project involves the widening of the I-25 corridor to six (6) through lanes, plus auxiliary lanes, from the Pine Creek Bridges north to the existing concrete pavement, with an eight (8) foot outside shoulder adjacent to auxiliary lanes otherwise twelve (12) foot outside shoulder and a twelve (12) foot inside shoulder to be turned into the High Occupancy Vehicle (HOV) lane in the future. Additional paving will be required north of the existing concrete pavement for the NB lanes.

1.2 Basic Configuration

The Basic Configuration is defined as Work within the Right-of-Way that is required to: conform to the eight (8) lane configuration and six (6) lane configuration of I-25 north of Colorado Springs and typical sections at selected locations, as shown in the I-25 Environmental Assessment (I-25 EA) conceptual drawings in the Reference Documents located on the web page <http://www.coloradodot.info/projects/I25NorthCOSDB>.

The Basic Configuration is further defined as follows:

1. Lane Configuration:
 - A. From Pine Creek to Interquest Parkway:
 - I. 3 – 12ft. travel lanes
 - II. 12ft inside shoulder (future HOV lane), 12ft outside shoulder without auxiliary lanes
 - III. Auxiliary lanes with 8ft outside shoulder
 - B. Interquest Parkway to Monument Interchange:
 - I. 3 – 12ft. travel lanes
 - II. 12ft inside shoulder and 12ft outside shoulder
2. Any structures constructed shall conform to the eight (8) lane configuration or the six (6) lane configuration as shown in the Reference Documents.
3. Pavements shall be as follows:
 - A. Hot Mix Asphalt (HMA) pavement for the widening, milling & overlaying of through lanes, auxiliary lanes and shoulders for northbound I-25 mainline will be as follows:
 - I. HMA Design for existing pavement (6-inch Mill, 4-inch HMA Fill with 2-inch SMA wearing Course from MP 149.25 to MP 150.50)
 - II. HMA Design for existing pavement (2-inch Mill and 2-inch SMA Overlay of existing from MP 150.50 to MP 154.00)

13. Alignments – All proposed horizontal and vertical alignments shall be reviewed and approved by CDOT.

Project Specials

FORCE ACCOUNT ITEMS

DESCRIPTION

This special provision contains the Department's estimate for force account items included in the Contract. The estimated amounts marked with an asterisk will be added to the total bid to determine the amount of the performance and payment bonds. Force Account work shall be performed as directed by the Engineer.

BASIS OF PAYMENT

Payment will be made in accordance with subsection 109.04. Payment will constitute full compensation for all work necessary to complete the item.

Force account work valued at \$5,000 or less, that must be performed by a licensed journeyman in order to comply with federal, state, or local codes, may be paid for after receipt of an itemized statement endorsed by the Contractor.

The following F.A. amounts are subject to change and will be finalized upon issuance of the FINAL RFP.

<u>Force Account Item</u>	<u>Estimated Quantity</u>	<u>Amount</u>
F/A Minor Contract Revisions	F.A.	\$1,600,000*
F/A Asphalt Pavement Incentive	F.A.	\$85,000.00
F/A Fuel Cost Adjustment	F.A.	\$200,000.00
F/A Roadway Smoothness Incentive	F.A.	\$200,000.00
F/A Asphalt Cement Cost Adjustment	F.A.	\$90,000.00
F/A OJT Colorado Program	F.A.	\$5,000.00
F/A On-the-Job Trainee	12,800 Hour	\$25,600.00
F/A ESB Program	F.A.	\$7,500.00
F/A Erosion Control	F.A.	\$500,000.00*
F/A Partnering	F.A.	\$10,000.00