

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 at the I-25 /Monument Interchange.

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>. Stationing listed below is from the I-25 EA conceptual drawings.

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 Sta 1265+00 :
 - I. 3 – 12ft. travel lanes
 - II. 12ft inside shoulder and 12ft outside shoulder
- C. Sta 1265+00 to Sta 1365+00 (Temporary Configuration)
 - I. 3- 12ft travel lanes
 - II. Match existing shoulders
- D. Sta 1365+00 to Southern end of Concrete Pavement of the Monument Interchange
 - I. 3 – 12ft. travel lanes
 - II. 12ft inside shoulder and 12ft outside shoulder
- E. Concrete Pavement New Pavement Marking
 - I. 3 – 12ft. travel lanes

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- F. 12ft. inside shoulder and 12ft. outside shoulder Northern Termini ~Sta 1613
 - I. NB Transition from 3- 12 ft. lanes to 2- 12ft. lanes
 - II. SB Transition from 2- 12 ft. lanes to 3- 12ft. lanes
 - III. Transition shoulders to existing
 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 noted in Section 10 Geotechnical and Roadway Pavements.
 4. Improvements to the I-25 / Northgate Interchange on and off ramps
 - A. Widen bridges to accommodate typical section
 - B. Lengthen ramp transitions to meet current AASHTO standards.
 5. I-25 Northbound termini
 - A. I-25 Northbound terminishall be carried past the northbound weight station physical gore of the exit ramp for 500ft. The transition section to the existing section shall be determined by the Contractor.
 6. Install Highway lighting
 - A. Interquest Parkway Interchange to Northgate Blvd. Interchange
 - B. Woodmen Rd. Interchange to Briargate Pkwy. Interchange
 - C. Provide lighting at the I-25 / County Line Rd. Interchange
 7. PMJM linkage at Jackson Creek & Kettle Creek per the I-25 EA
 8. Replace snow gates for NB ramp lanes at Academy Blvd.
 9. Northbound chain up station to be relocated to MP 159.0 to MP 159.5.
 10. Stormwater Quality
 - A. Permanent stormwater quality improvements shall conform to theBasic Configuration . Refer to the Permanent Water Quality Report I-25 North Design Build El Paso County, Colorado for guidance in the Reference Documents under <http://www.coloradodot.info/projects/I25NorthCOSDB>.
 11. 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.

<u>Force Account Item</u>	<u>Estimated Quantity</u>	<u>Amount</u>
F/A Minor Contract Revisions	F.A.	\$1,100,000*
F/A Asphalt Pavement Incentive	F.A.	\$1,117,500
F/A Fuel Cost Adjustment	F.A.	\$550,500
F/A Roadway Smoothness Incentive	F.A.	\$775,000
F/A Asphalt Cement Cost Adjustment	F.A.	\$1,490,000
F/A On-the-Job Trainee	12,800 Hour	\$25,600.00
F/A Erosion Control	F.A.	\$300,000.00*
F/A Partnering	F.A.	\$10,000.00
F/A Kettle Creek Restoration	F.A.	\$400,000.00*
F/A Ackerman Overlook	F.A.	\$400,000.00*