

1.0 GENERAL

1.1 Project Description

The Project generally includes improvements at the I-25/US 6 interchange, partial closure of the Bryant Street interchange, a diamond interchange at US 6/Federal Boulevard with slip ramps to Bryant Street and a braided ramp from Federal Boulevard to eastbound US 6, improvements to Federal Boulevard between 5th and 7th Avenues, conversion of 5th Avenue to two-way operation east of Federal Boulevard, upgrading portions of the South Platte River Trail to current standards in areas impacted by construction, reconstruction of US 6 with collector-distributor roads/auxiliary lanes from Federal Boulevard to the BNSF Railroad Bridge Structure, in-kind replacement of impacted facilities for Barnum Park East as further defined in the Contract Documents and including adding a bicycle/pedestrian Bridge Structure connecting CCD's Barnum and Barnum North Parks, replacement of existing Bridge Structures as further described herein, and overlay of US 6 westerly to Sheridan Boulevard.

The approximate western terminus of the Project is the eastern reconstruction limits of CDOT Project No. 1854, FBR 006A-49 of the existing US 6 Bridge Structure (F-16-FL) over Sheridan Boulevard, replacement Bridge Structure (F-16-XQ), over Sheridan Boulevard at MP 282.3. The approximate eastern terminus of the Project is the existing US 6 BNSF Railroad Bridge Structure (F-16-EJ) at approximately MP 284.5.

In order to complete the Work for this Project the following primary goals have been identified:

1. Manage impacts during construction.
 - Project Duration
 - Project Phasing
2. Maximize the use of available funds in the reconstruction of the US 6 Corridor as described in the I-25 Valley Highway FEIS Record of Decision.
 - Include Additional Requested Elements (AREs)
 - Price to complete
3. Demonstrate a commitment to enhance the established project values.
 - Maximize safety of the workers and traveling public
 - Quality
 - Environmental
 - Project Communications Plan
 - Equal Employment and Work Force Development

This Work is located within the study limits for the I-25 Valley Highway FEIS (VHEIS) completed in 2006, with associated Record of Decision (ROD) issued in June 2007 for Phases 1 and 2, and subsequent project-specific VHEIS ROD Re-Evaluation issued in ____ 2012. As such, the Work for this Project shall not preclude anything required as part of the FEIS/RODs to ensure future implementation of the FEIS Preferred Alternative in its entirety. Care must be taken to ensure the transportation system operates acceptably at the conclusion of this Project to ensure “independent utility” or the ability for each phase of the FEIS to operate on its own and that air quality conformity will not be jeopardized. In addition, any mitigation measures needed in response to Project impacts must be implemented with the Work for this Project to be compatible with current ROD requirements and future FEIS phases in which any associated impacts occur, rather than deferred to a later phase.

1.2 Basic Configuration

The following describes the Basic Configuration for the Project:

- Replacement of the existing Bridge Structure for Federal Boulevard over US 6 (F-16-EK)
- Replacement of the existing Bridge Structures for US 6 over Bryant Street (F-16-EN)
- Replacement of the existing Bridge Structures for US 6 over the South Platte River (F-16-EF)
- Replacement of the existing Bridge Structures for US 6 over I-25 (F-16-DU)
- Replacement of the existing Bridge Structures for US 6 over the BNSF Railroad (F-16-EJ)
- Providing ramp/mainline geometric and laneage configurations within the Project limits as shown in the Reference Documents
- Partial closure of the Bryant Street interchange as shown in the Reference Documents
- Providing a diamond interchange at US 6/Federal Boulevard with slip ramps to Bryant Street and a braided ramp with associated Bridge Structures from Federal Boulevard to eastbound US 6 as shown in the Reference Documents
- Widening Federal Boulevard from 5th to 7th Avenue from 5 to 6 lanes to accommodate current and future improvements as shown in the Reference Documents
- Conversion of 5th Avenue to two-way operation east of Federal Boulevard as shown in the Reference Documents
- Upgrading portions of the South Platte River Trail to current standards in areas impacted by construction
- Reconstructing US 6 with collector-distributor roads/auxiliary lanes from Federal Boulevard to the BNSF Railroad Bridge Structure as shown in the Reference Documents
- Reconstructing Barnum Park East as further defined in the Book 4 Contract Drawings.
- Adding a new bicycle/pedestrian Bridge Structure connecting Barnum Parks South and North at the location shown in the Reference Drawings
- Adding a new Structure immediately east of I-25 under US 6 and as shown in the Reference Drawings to separate the NB I-25 to EB and WB US 6 ramp movements from mainline traffic and to accommodate completion of a collector-distributor road connecting these ramp movements to mainline as further identified in the VHEIS ROD Re-Evaluation issued in ____ 2012

The Basic Configuration is further defined as completing the Work within the existing and acquired Right-of-Way in consideration of the following:

- Maintaining local street lane and configurations unless required otherwise in the Contract Documents.
- Areas of reconstruction shall maintain existing laneage, as a minimum, and include additional laneage and shoulders as shown in the Reference Drawings.
- Maintaining adjoining facility configurations (parks, Sidewalks, bike trails, drainage, signage, access, parking, fencing, etc.)
- Constructing new interchange ramps, retaining walls, parks, Sidewalks, bike trails, drainage, signage, access, parking, fencing, signalization, ITS elements, lighting, utility relocations, etc., to accommodate Project and future corridor requirements.
- Reconstructing the entire Pavement Structure to full depth between the north and south Project limits on I 25, including transitions, as required to conform to requirements of the Basic Configuration,. Pavement types shall satisfy the requirements of Book 2, Section 10 – Roadway Pavements.
- Reconstructing the entire Pavement Structure to full depth between the east and west Project limits on US 6, including transitions, as required to conform to requirements of the Basic Configuration. Pavement types shall satisfy the requirements of Book 2, Section 10 – Roadway Pavements.
- Resurfacing of US 6 from the eastern reconstruction limits of CDOT Project No. 1854, FBR 006A-49 of the existing US 6 Bridge Structure (F-16-FL), replacement Bridge Structure (F-16-XQ), over Sheridan Boulevard at MP 282.3 to the westerly limits of reconstructed Project Pavement Structure. Pavement resurfacing shall be in conformance with the requirements of Book 2, Section 10 – Roadway Pavements.
- Horizontal and vertical Roadway alignments shall be adjusted throughout the limits of the Project, except within the limits of the US 6 resurfacing segment, for any necessary increase in height for the South Platte River Bridge to ensure that US 6 is not overtopped in the 100-year flood and all areas as otherwise required to conform to current Standards and Governmental Approvals unless identified otherwise in the Contract Documents.
- Construction of permanent water quality improvements in conformance with Project requirements and those required for other Governmental Approvals.
- Timing of any park closures, reconstruction of the South Platte River Trail as required for this Project as well as any future improvements identified by others, and construction of a bicycle/pedestrian Bridge Structure over US 6 connecting CCD Park's Barnum Park South and Barnum Park North west of Federal Boulevard shall be coordinated the City and County of Denver (CCD).
- CCD will be responsible for providing temporary park facilities during closures. Timing and duration of any required closures will require the Contractor's approval by CCD.
- Conformance to all mitigation measures identified in the FEIS/RODs completed for this Project.

The Contractor is not required to conform to the drawings included in the Reference Documents except to the extent referenced by the Basic Configuration description set forth in this Section, and to the extent specifically permitted in the Contract Documents (excluding the Proposal Documents). Nonetheless, regardless of the level of completion or suitability of any portion of the 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 the Reference Documents. The Reference Documents are provided solely for Proposers' reference and are without representation or warranty by CDOT, unless specifically stated otherwise in Book 1.

Additionally, information provided in the Reference Documents may represent differing levels of completion throughout the limits of the Project. The Contractor shall be obligated to revise this information accordingly in order to meet the requirements of the Contract Documents.

1.3 Additional Requested Elements (AREs)

The following AREs, in priority order, are identified as elements of the Project that may be incorporated into the Basic Configuration as part of the Contractor's Proposal.

1. Extension of a northbound I-25 collector-distributor road, including necessary Bridge. Structure widenings for the existing I-25 Bridge Structure (F-16-EG) over the railroad spur lines south of US 6, to safely accommodate northbound I-25 traffic exiting to US 6 and as further described in the FEIS Preferred Alternative for the Project.
2. Abutment repairs to the south abutment of the existing eastbound US 6 to southbound I 25 Bridge Structure. The Contractor shall provide specific recommendations of repair according to information provided in the Reference Documents and as Approved by CDOT.
3. Resurfacing of the existing eastbound US 6 to northbound I-25 flyover Bridge Structure
4. Resurfacing of the existing westbound US 6 to southbound I-25 flyover Bridge Structure.
5. Enhancements to the South Platte River Trail to promote and encourage increased usage and safety, including consideration of amenities at 'Frog Park'.
6. Enhancements, not included as part of the Project's Basic Configuration, to Barnum Park East as defined in the FEIS/RODs completed for this Project and related to 4(f)/6(f) aspects of the park.
7. Extending full depth pavement reconstruction on US 6 from the west end of the Basic Configuration as defined above, west to Knox Court, and including transition sections required to match the existing Roadway