

**REQUEST FOR PROPOSAL – US6 BRIDGES DESIGN BUILD PROJECT**  
**BR 0061-083, SUB ACCOUNT 18838 (CN)**  
**BOOK 2 – TECHNICAL REQUIREMENTS**  
**SECTION 15 – STRUCTURES**

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temporarily stockpiled, and requirements for disposing of removed material including any material painted with lead-based paint.

A removal report/plan shall also be submitted to CDOT for review, a minimum of fourteen (14) Days before removal operations begin for removal, of retaining walls supporting or adjacent to traffic or pedestrian activities, sound walls, overhead sign structures and traffic signals on the Project.

Bridge removal shall consist of the complete removal of all existing superstructures and substructures prior to construction of new Bridges as further described in the Standard Specifications and this Section 15.

Removal of the substructure shall be taken down to at least 1 foot below the future ground surface at the lowest point of interface, including consideration of any current or future improvements identified by the Urban Drainage and Flood Control District as well as other current or future recreational uses in all other areas of the Project. Holes resulting from substructure removal shall be backfilled with Structure Backfill (Class 2) to the adjacent existing grades. The Contractor shall schedule a pre-removal meeting at least ten (10) Days prior to removal operations. The meeting shall be coordinated with the Project Director and include CDOT representatives from Traffic, Safety, Public Involvement, and Staff Bridge.

**15.2.3.8 Structure Aesthetics**

Aesthetics for Structures shall be per the Project Aesthetics Treatment Plan and this Section 15. The Contractor shall produce and submit to CDOT a visual graphic of each Structure to demonstrate aesthetic conformance to the Plan. This graphic shall be submitted in both hard and electronic format. In all cases, proposed Structure aesthetics graphics shall include all visible surfaces and slope protection and submitted to CDOT for Approval with the Contractor's proposed general layouts of each Structure. This submittal shall include drawings illustrating form, texture, and color. As part of the submittal, the Contractor shall provide full-size mockups for all surface treatments for texture, color, and quality for Approval by CDOT. For Project consistency, Structures within a common viewshed shall incorporate similar visual aesthetics. Parallel Bridges shall have similar Structure types and aesthetic treatments.

All Structures with visible concrete surfaces, including those accessible by graffiti vandals, shall have a surface treatment of concrete stain. This includes all retaining walls, noise barriers, concrete roadway/bridge barriers, and slope protection.

**15.2.4 Box Culverts**

**15.2.4.1 Existing Box Culverts**

Existing box culverts and drainage facilities ~~altered by~~ within the Project ~~limits~~ design shall be removed and replaced.

Existing box culvert Structures and locations are listed below:

| Structure Description         |
|-------------------------------|
| Weir Gulch Str. #006G283860BR |

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Note: In conjunction with replacement of this box culvert, all other Weir Gulch drainage facilities (e.g. culverts) will be replaced as part of the Work too. **However, Limits of Work will be within available-existing CDOT Right-of-Way with connections made to those existing facilities to remain in their current configuration outside of CDOT Right-of-Way.**

**The scope for replacement of the Weir Gulch Structure, and associated drainage facilities, is further defined as follows and shall be completed prior to commencing any design and construction Activities:**

- **CDOT desires to consider other alternatives to replacement as currently defined for the scope herein. Accordingly, the Contractor shall submit to CDOT an Assessment Report for alternatives to replacing this box culvert for CDOT's review as well as a detailed explanation of the Work required for its replacement as already included in the GMP (Contractor's Price). The Assessment Report shall present the expected design-life for each alternative and shall be provided no later than 30 Days after NTP1 in the form of a Contractor Requested Change Order according to requirements of Book 1 - Section 13.**
- **CDOT has not reviewed or cleared (through FHWA) the potential for environmental impacts or mitigations associated with this Weir Gulch box culvert Structure replacement nor initiated any local agency coordination/permitting efforts. The Contractor shall complete all associated environmental analysis/permits/clearances according to all requirements of Section 5 – Environmental Requirements and other local agency coordination/permitting Contract requirements as part of their Work required for its replacement as included in the GMP (Contractor's Price). This shall include the Contractor completing an Environmental Re-evaluation with FHWA for this new action. The Contractor shall include all supporting information (including environmental analysis and possible mitigations) for these Activities, as well as all other information required for a Contractor Requested Change Order. Environmental resource analyses anticipated (but not intended to be all inclusive) are the following:**
  - o **Hazmat ISA,**
  - o **Biological Resources Report,**
  - o **and Historic impacts coordination through Section 106. CDOT will provide the Section 106 clearance to the Contractor for the Contractors Re-evaluation submittal to CDOT/FHWA.**

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- Alternatives to replacement provided in the Assessment Report shall also include supporting information in the Contractor Requested Change Order for right-of-way coordination Activities that the Contractor would be expected to perform.
- Timely submittal and possible execution of this Contractor Requested Change Order shall be provided to CDOT to avoid additional costs directly related to CDOT-caused delays. CDOT's review or possible execution of the change order shall be completed prior to commencement of any related Work Activities.

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