

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 (for replacement of the existing Bridge Structure over Sheridan Boulevard) at approximately 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 prioritized goals have been identified for execution of the Project:

1. Manage impacts during construction.
 - Project Duration
 - Project Phasing
 - Railroads
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 2 (ROD2) issued in June 2007 for Phases 1 and 2, and subsequent VHEIS ROD Re-Evaluation issued specifically for this Project. 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 Exhibit A and in conformance with the Contract Documents
- Partial closure of the Bryant Street interchange as shown in Exhibit A of this Section 1
- 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 Exhibit A
- Widening Federal Boulevard from 5th to 7th Avenue from 5 to 6 lanes to accommodate current and future improvements as shown in Exhibit A of this Section 1
- Conversion of 5th Avenue to two-way operation east of Federal Boulevard as shown in Exhibit A
- 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 Exhibit A
- Reconstructing Barnum Park East as further defined in Section 17.
- Adding a new bicycle/pedestrian Bridge Structure connecting Barnum Parks South and North at the location shown in Exhibit A
- Adding a new Structure immediately east of I-25 under US 6 and as shown in Exhibit A 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 specifically for this Project.
- Maintaining a minimum clear-span (with no center pier) of 77 ft., abutment to abutment, for the US 6 Bridge Structure over Bryant Street,.

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

I-25/US 6

- Areas of reconstruction shall maintain existing laneage, as a minimum, and include additional laneage and shoulders as shown in Exhibit A
- 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 section as required in Section 10
- Mill and overlay of US 6 from the eastern reconstruction limits of CDOT Project No. 1854, FBR 006A-49 (for replacement of the existing US 6 Bridge Structure over Sheridan Boulevard) at approximately MP 282.3 to the westerly limits of reconstructed Pavement Structure as required in Section 10.
- Horizontal and vertical Roadway alignments shall be adjusted throughout the limits of the Project for any necessary increase in height for the South Platte River Bridge to ensure that US 6 [provides required freeboard meeting CCD and CDOT requirements is not overtopped](#) in the 100-year flood as required by the Contract Documents.
- Construction of permanent water quality improvements in conformance with the Contract Documents

Local Roadway (Including Federal)

- Areas of reconstruction shall maintain existing laneage, as a minimum, and include additional laneage and shoulders as shown in Exhibit A.
- Reconstructing the entire pavement section as required in Section 10
- Maintaining adjoining facility configurations (parks, Sidewalks, bike trails, drainage, signage, access, parking, fencing, etc.)
- Reconstructing and installing CCD traffic signals shall in conformance with the requirements of Section 14
- Coordinating with the CCD Arts and Venues Department to identify opportunities for integrating the project art component that is being funded and constructed separately by the CCD

1.3 Additional Requested Elements (AREs)

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

ROADWAYS

1. Extension of a northbound I-25 collector-distributor road, including necessary Bridge. Structure widening 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. Resurfacing of the existing eastbound US 6 to northbound I-25 flyover Bridge Structure
3. Resurfacing of the existing westbound US 6 to southbound I-25 flyover Bridge Structure
4. 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

- Additional information pertaining to the above Bridge Structure repairs is included in the Reference Documents

CCD PARKS AND RECREATION

- 1 Barnum Park North – provide improvements to the existing trail around the ball field by removing and replacing with new concrete. Provide improvements to the parking lot including curb and gutter, paving and circulation related improvements to the lot.
- 2 Frog Hollow/Phil Milstein Park – improve the current Platte River Trail through this area to meet the new current regional trail standards of 12 ft. concrete walk, 5 ft crusher fines side path and 3 ft of buffer area on each side of the trail
- 3 Barnum South Park – reconstruct the dog park at Barnum South to include a completely fenced dog park area with separate large and small dog areas, shade shelter, benches, improved grading/contouring and sand/pea gravel surface mix.
- 4 Barnum East Park – installation of a community garden in the public right-of-way located within the southwest quadrant of the 5th Ave and Decatur Street intersection (see Book 4 Right of Way Plans). The community garden will need to include supplemental parking and enhanced landscape improvements including turf, irrigation, fencing, and plantings of trees/shrubs. The plantings would need to be configured to allow for future gardens installation by the local community. [Additional public involvement by the Contractor with the local community and elected officials will be required to confirm support for the garden prior to commencing any construction activities.](#)

The Contractor shall be responsible for assessing the environmental impact and nature of AREs to ensure they will not affect the independent utility, logical termini, or Preferred Alternative of the Valley Highway Project. In addition, the Contractor shall be responsible for additional environmental documentation, permits, and mitigation resulting from impacts associated with AREs.

AREs shall conform to all other requirements of the Contract Documents