

1.0 General

1.1 Project Description

The Project consists of a Regional Highway (R-A) for United States Highway 160 (US 160) from State Highway 172 (CO 172) (approximate MP 91.5) to Dry Creek (approximate MP 97.5). The Project limits are within the NEPA Documents and are more fully described below.

The Preferred Alignment for the Project limits from CO 172 to Dry Creek was defined in the US 160 Environmental Impact Statement (EIS)/Record of Decision (ROD) and subsequent reevaluations. This Project will reconstruct the existing two-lane facility on US 160 between approximate Mile Post (MP) 91.5 just east of CO 172 and approximate MP 97.5. The Work for this Project is defined in Book 2 and generally consists of the reconfiguration of the US 160 corridor with a five-lane section from approximately MP 91.5 to MP 93.9 (Elmore's Segment), reconstruction of the existing CR 225 intersection with a roundabout intersection at CR 225 from approximately MP 93.9 to 94.3 (225 Segment), and alternating passing lanes from approximately MP 94.3 to MP 97.5 (Valley Segment). The Project will include the replacement of the Florida River Bridge, two large wildlife underpasses, small mammal crossings, wildlife appurtenances, improvements to existing local accesses, and improvements to roadway geometry.

1.2 CDOT Project Values

CDOT holds values for all of its projects, and this Project incorporates values that drive its execution. The Values should be maintained throughout the Project in decision-making. CDOT seeks to improve US 160 for the residents, travelers, and freight users of this important corridor by:

1. Maximizing safety by reducing vehicular crashes and minimizing conflicts with wildlife.
2. Maximizing travel efficiency and mobility by meeting the future demand for highway capacity.
3. Improving access management along the US 160 Corridor.

1.3 Project Goals

The Project goals are the basis for evaluation of the Technical Proposal. CDOT has established the following goals for the Project:

1. Improve Safety, Mobility, and Efficiency:

CDOT's goal is to construct as much of US 160 as possible within the financial constraints of the Project.

- i. Maximize safety, mobility, and travel efficiency improvements for US 160.
- ii. Enhance the corridor by adding or extending passing and climbing lanes, improving intersections, widening shoulders, and upgrading roadway elements to current design standards.
- iii. Decrease the number and severity of crashes.

2. Minimize Impacts to Highway Users:

The Project is an important corridor for all highway users, including commuters, recreational users, and the movement of freight. As such, the Contractor is encouraged to develop an approach that will minimize the impacts on the traveling public. This goal includes:

- i. Minimize the impacts on traffic during construction.
- ii. Minimize impacts to the surrounding Roadway network during construction.
- iii. Minimize environmental impacts of earth-moving operations during construction and mitigate impacts after earth-moving operations are complete.

3. Maintain Effective Partnerships throughout:

CDOT is seeking a strong, committed, and organized design-build team that brings the necessary skills and resources to achieve success for CDOT, the Stakeholders, and the design-build team. This strong team shall:

- i. Provide effective coordination throughout design and construction.
- ii. Ensure that CDOT's goals, values, and Technical Criteria are fully integrated into Work.
- iii. Develop and foster a trusted partnership with CDOT and encourage collaboration among all team members.
- iv. Commitment of Key Personnel and leadership to project success and meeting project goals.
- v. Promote transparent communication, cooperative relationships, and project-first conflict resolution.
- vi. Provide superior technical and administrative resources to address all Project challenges.
- vii. Develop and commit to a highly organized Project Management Plan.
- viii. Develop an approach to locate and integrate key staff with CDOT, as appropriate, while considering costs and the primary goal of maximizing Project Scope.
- ix. Provide integration of the design staff throughout construction, as required, to assure design intent is carried forward.
- x. Manage design and construction to ensure Project goals, values, and Technical Criteria are upheld throughout the duration of the Project.
- xi. Effectively meet Civil Rights requirements through an integrated and executed plan.
- xii. Leverage local resources.

4. Approach to Project Delivery:

- i. CDOT is seeking a team to provide superior Work, starting with design concept development and continuing through construction completion. Develop thoughtful, well-coordinated, efficient design concepts for all aspects of the Work, including Roadways, Bridge, Structures, walls, drainage systems, geotechnical design, pavements, signing and striping, wildlife features, and all other ancillary parts of the Work.
- ii. Deliver the project on time, within budget, and to the highest quality standards while meeting INFRA Grant milestones and deadlines.

- iii. Apply innovative and cost-effective design and construction methods and ensure durability and long-term performance of the corridor, especially addressing the following:
- iv. Structures and geotechnical design.
- v. Drainage systems.
- vi. Minimize and mitigate environmental impacts of construction activities.
- vii. Develop and maintain a detailed construction schedule that illustrates how the project will be managed.
- viii. Provide a detailed approach to meeting the Project budget and minimizing construction change orders.
- ix. Develop project Innovations that will maximize the scope of the Project.
- x. Develop a Quality Management Plan focused on accountability of the design and construction efforts.

1.4 Environmental Compliance

US 160 within the Project limits has been evaluated in a series of NEPA documents as follows:

1. US Highway 160 from Durango to Bayfield La Plata County, Colorado FEIS/ROD (2006)
2. US Highway 160 from Durango to Bayfield La Plata County, Colorado FEIS/ROD Reevaluation (June 2025)

This Project and Work shall be in conformance with the NEPA Documents. In addition, the Project and Work shall not preclude anything required as part of these documents. Mitigation measures identified in the Technical Criteria and the NEPA Documents needed in response to Project impacts shall be implemented within the Project and Work. No Project mitigation measure resulting from the Project or Work shall be deferred to a future project.

1.5 Basic Configuration

The Basic Configuration generally is defined as the Work on US 160 from approximately Mile Post (MP) 91.5 just east of CO 172 and to approximately just west of MP 97.5 within the existing or new Right-of-Way (ROW) that is required to construct the following elements to conform to the Technical Criteria set forth in Book 2. The Basic Configuration is an interim condition of the US 160 Environmental Impact Statement (EIS)/Record of Decision (ROD), based on which the Contractor should evaluate the Basic Configuration and verify that the design does not preclude the ultimate configuration set in the US 160 NEPA Documents. All elements of the Project shall be designed to accommodate future maintenance operations.

1. Roadways:
 - A. Reconstruct/construct the existing US 160 corridor from the existing two-lane facility on US 160 between Mile Post (MP) 91.5, just east of CO 172, and approximately MP 97.5 as follows:
 - i. Elmore's Segment:

- a. Five-lane Regional Highway with four 12-foot lanes, a variable width two-way left turn lane (TWLTL) the TWLTL shall start at SH 172 as shown in Exhibit 1-A, and 10-foot outside shoulders (8-foot paved and 2-foot with shouldering Material).
 - b. Dedicated left turn auxiliary lanes at a minimum where shown in the Basic Configuration Exhibit 1-A (CR 229, MP 93.63 and MP 93.65).
 - c. Widened outside shoulders to accommodate access and informal chain up operations along the corridor.
- ii. Frontage road and CR 223 cul-de-sac.
- B. 225 Segment:
 - i. US 160/CR 225 intersection roundabout with two lanes each direction for US 160 and one lane each direction for CR 225.
- C. Valley Segment:
 - i. Construct a minimum of 1 mile of passing lanes in each direction between CR 225 and eastern Project limits, with 12-foot lane width.
 - ii. Construct outside shoulders between CR 225 and eastern Project limits, with 8-foot shoulder (6-foot paved and 2-foot with shouldering Material)
 - iii. Construct and consolidate Narrow Gauge and Englishman mobile home park access.
- 2. Improve access locations as required.
- 3. Structures:
 - A. Reconstruct Bridge over the Florida River Bridge, this is a Bridge and Tunnel Enterprise (BTE) replacement structure with specific requirement in Book 2 Technical Criteria.
 - i. The BTE limits are from the MP 93.7 to MP 93.9.
 - B. The Florida River Bridge BTE replacement Structure includes at a minimum the following elements:
 - i. Structure with a minimum of 87-foot out-to-out dimensions.
 - ii. Approach guard rails.
 - iii. Mouse Mitigation Habitat on the south side as shown in the Basic Configuration Exhibit.
 - iv. Mouse mitigation access roads.
 - v. Landscape restoration.
 - C. Required retaining walls.
 - D. Large wildlife underpasses and associated appurtenances at the following locations:
 - i. MP 92.52 (Mesa Wildlife Underpass)
 - ii. MP 96.05 (Valley Wildlife Underpass)
 - E. Small mammal crossing structures.
- 4. Wildlife Features (defined as deer fence, deer guards, and game ramps):
 - A. Construct deer fencing on both sides of US 160.

- i. Construct deer guards at any access location with direct access to US 160 in line with limits of the deer fencing.
 - ii. Construct game ramps.
- 5. Drainage and Irrigation Features:
 - A. Construct all drainage and irrigation systems required for the Project.

Reference Documents illustrate the Basic Configuration and are provided solely for the Contractor's reference and are without any representation or warranty by CDOT. Regardless of the level of completion or suitability of any portion of the Reference Documents, the Contractor shall be solely responsible for all Project design and construction elements. CDOT shall have no liability or obligation as a result of design work contained in the Reference Documents.

1.6 Additional Requested Elements

The following Additional Requested Elements (AREs) are identified as elements of the Project that may be incorporated into the Proposer's Basic Configuration.

1.6.1. ARE Descriptions

Additionally requested elements could include the following but are not limited to:

- 1.6.1.1 Improve typical section for Elmore's section
- 1.6.1.2 Provide additional length of passing lanes for Valley section
- 1.6.1.3 Improve typical section for Valley section
- 1.6.1.4 Incorporate smart work zones

The Contractor shall be responsible for assessing the environmental clearance requirements of the AREs. The Contractor also shall be responsible for assessing ROW issues, hazardous materials, utility conflicts, third-party agreements, and any other additional permits or requirements to design and construct the AREs. AREs shall conform to all other requirements of the Contract Documents.

1.7 Available ROW of US 160

The ROW plans in Book 4 reflect the available ROW along the US 160 Project Limits.

1.8 Exhibits

Basic Configuration:

Exhibit 1-A: US 160 Basic Configuration

Exhibit 1-B: US 160 Basic Configuration Typical Sections