

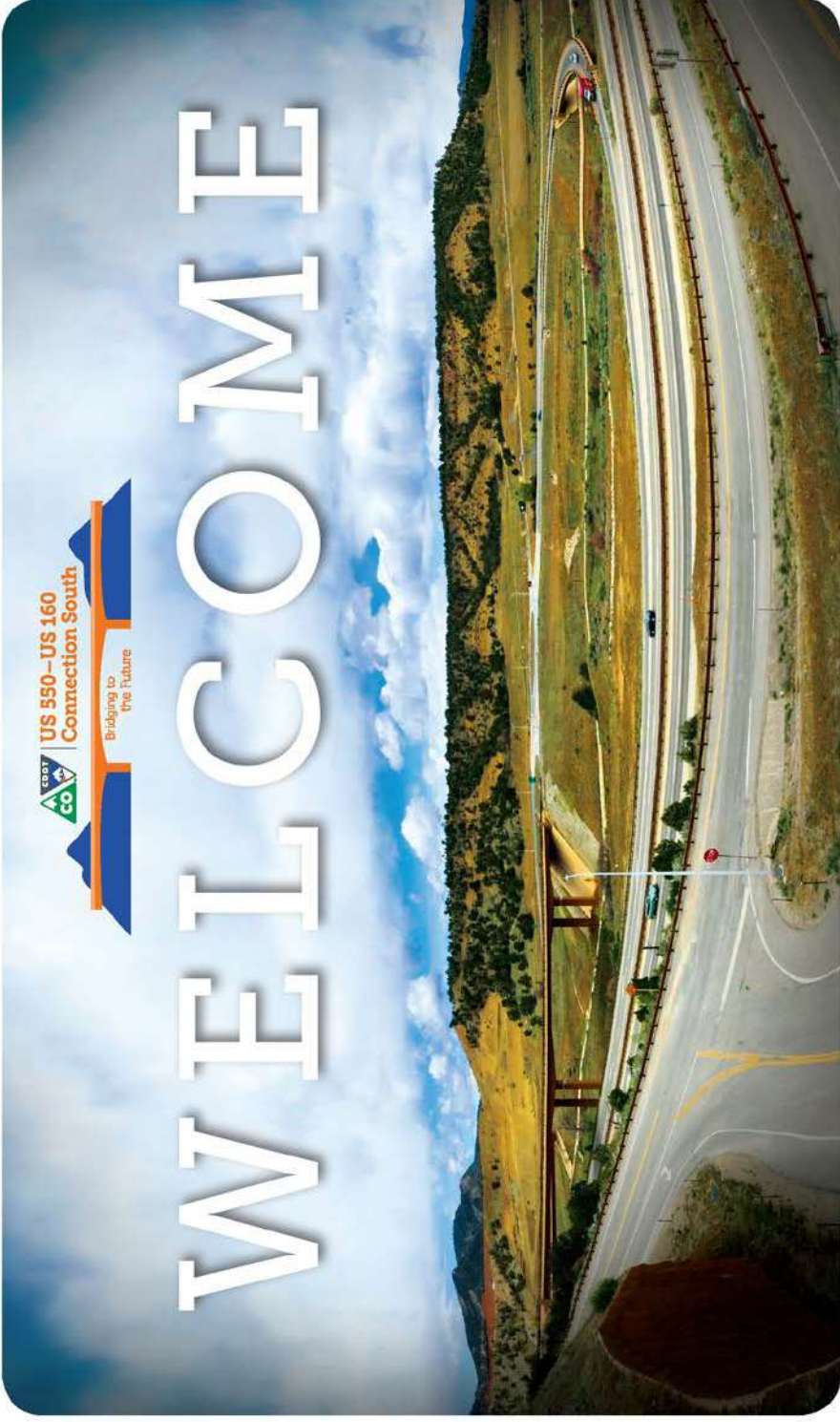


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US 550 / US 160 Connection South

Letter of Interest Request Contractor Briefing
January 23, 2019



LEARN MORE: US550-160CONNECTIONSOUTH.CODOT.GOV

Welcome & Introductions

Letter of Interest Request



- Email
- Letter of Interest Request
- BidExpress

550-160.Connection@state.co.us





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Schedule



US550 – US 160 Connection South Design-Build Schedule

Milestone	Proposed Timeline
Issued: Letter of Interest Request	December 14, 2018
Deadline: Letter of Interest Due	January 31, 2019
Request for Qualifications(RFQ): Statements of Qualifications Due	Winter/Spring 2019
Shortlisted Design-Build Teams Announced:	Spring 2019
Draft RFP Issued:	Spring/Summer 2019
Final RFP Issued:	Spring/Summer 2019
Proposals Due:	Summer 2019*
Notice of Award:	Winter 2019
Notice to Proceed 1:	Winter/Spring 2020
	Spring 2020





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Budget

Budget

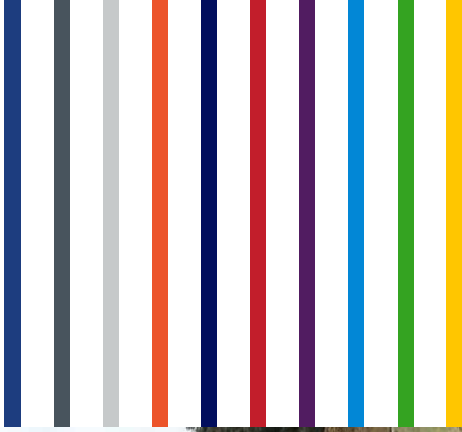


- Design-Build Budget \$98.6M
- Completing exiting actions
 - ROW
 - Environmental
 - Utilities
- \$65-\$75M GMP





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Project Purpose, Values & Goals

Project Purpose and Values



The Project aims to

- maximize road user safety
- maximize travel efficiency and mobility by meeting the future demand for highway capacity
- improve access management along the US 550 and US 160 Corridors.



Project Goals



- With your proposal, show us
- Maximized Project scope and optimized value though innovation.
 - An integrated approach to earthwork.
 - A strong Design-Build team.
 - Quality design and construction.
 - Attractive corridor aesthetics.





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Project Scope

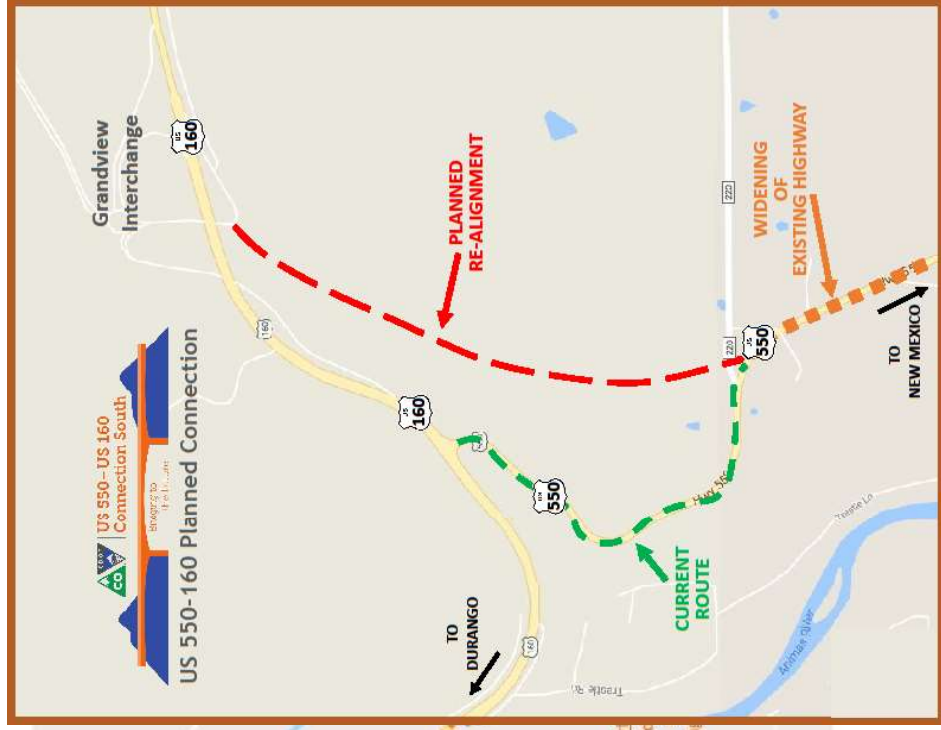
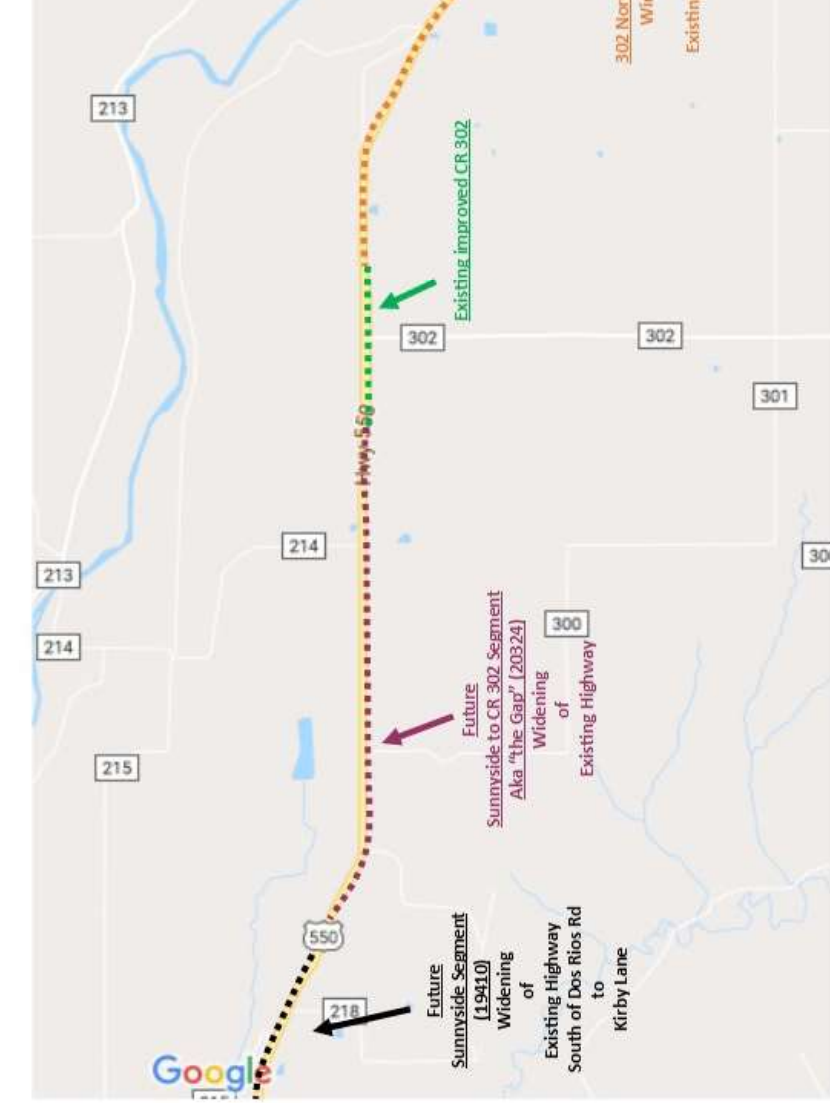
Scope

US 550 - US 160 Connection South



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US 550 / US 160 Connection South to Sunnyside



US550/160 Connection Scope



Key Components

- Realign interchange / intersection between US 160 and US 550
- Four Lane to CR 220 [Create climbing lane for Freight (FASTLANE)]
- Improve CR 220 Intersection (FASTLANE) (DOLA)
- Improve safety via a deicing system on the structures and at the RAB (FASTLANE)
- Wildlife-Vehicle Collision Mitigation
- Access Management
- Improved safety and mobility

Project Scope

- 2.2 M CY of excavation
- 2 major Bridges (200 and 475 feet long with the latter being 100 at the tallest)
- WLUP (Deer fencing, jump outs and small mammal crossing)
- Cattle/Wildlife Overpass
- Reclaim existing US550 Alignment (DOLA)
- Reconfigure existing US550/160 intersection (DOLA)



Scope

US 550 - US 160
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US 550 / US 160 Connection South to Sunnyside



302N Scope



Key Components

- Four Lane to CR 302 (Previously completed intersection project)
- Improve CR 219 Intersections (DOLA)
- Improved safety and mobility
- Wildlife-Vehicle Collision Mitigation
- Access Management

Project Scope

- Over 250,000 CY of fill
- WLUP (Deer fencing, jump outs and small mammal crossings)
- 4-lane divided



Project Limits

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US 550 / US 160 Connection South to Sunnyside





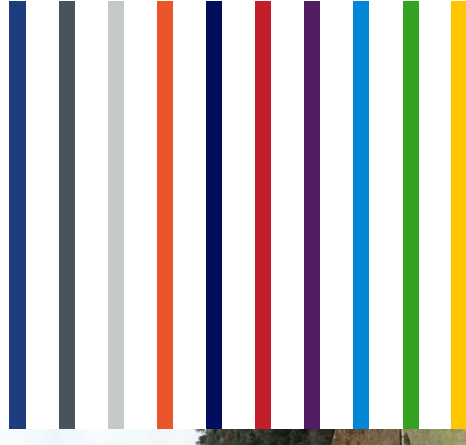
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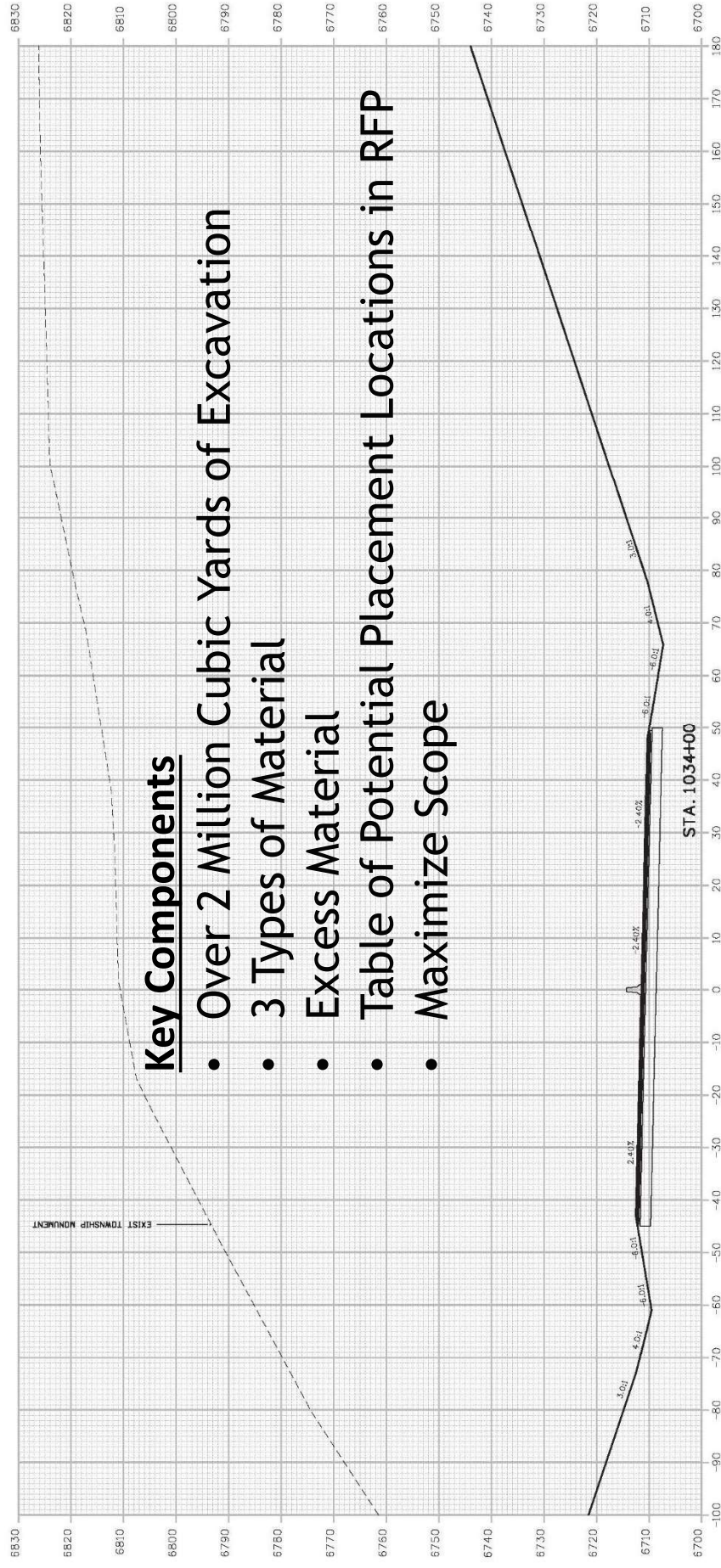
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Integrated Approach to Earthwork

Integrated Approach to Earthwork





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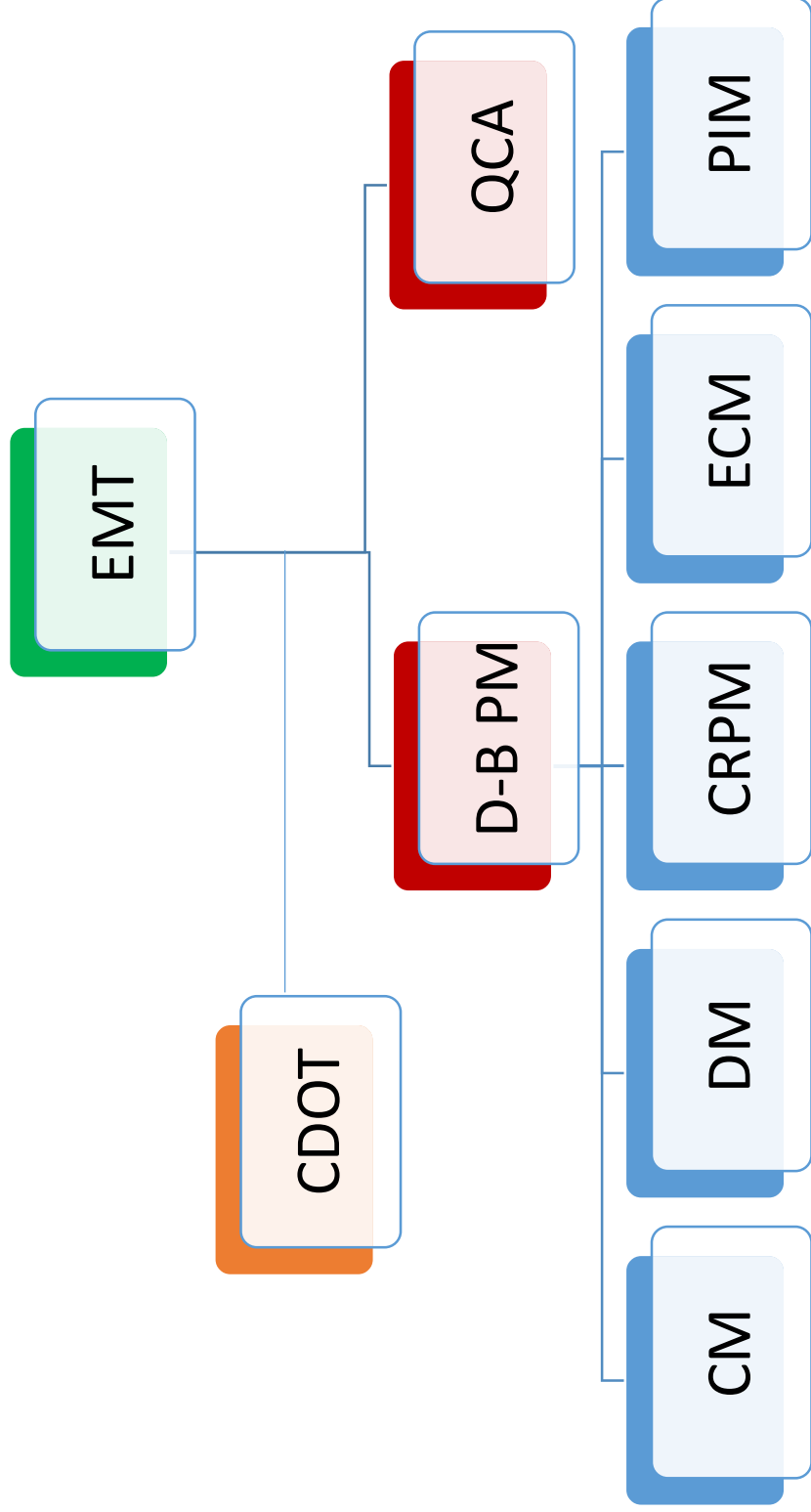
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Strong Team

Key Personnel



A Strong Design-Build Team



- Develop and foster a partnership with CDOT
- Integrated project team
- Public interaction
- Leveraging local resources
- Civil Rights (not an “afterthought”)
 - TERO/OJT/DBE/ESB





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Quality Design and Construction

Quality Design



- Quality begins at the root of the project with your proposal and design.
- Deliver a carefully thought through Quality Management Plan. What checks will be in place to ensure quality in your design? What does quality mean to your team?
- Poor design will produce a low quality Project even if quality control and quality assurance ensure the design is built accurately.
- Your proposed design should quickly demonstrate that you understand the minimum to satisfy the requirements of the contract.
- Your design is your chance to show us functionality (adhering to project values) while maximizing the project goals (through innovation).



Quality Construction



- Quality Construction is Inherent...How will you standout?
- Affect to existing infrastructure
- Long term performance. Saving the state money and maintenance in the long run.
- Planning ahead
 - Managing staff.
 - Managing submittals
 - Managing Safety
- How will you handle non-conforming work
- Quality Assurance and Process Control



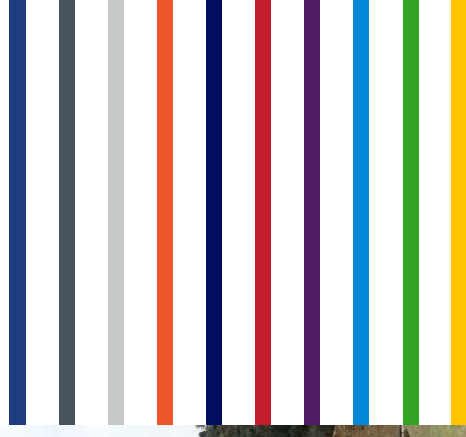


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Aesthetics

Aesthetics



- Prescriptive
- Structures
- Potential stockpile
- Tree removal
- Temporary Impacts
- Haul Roads





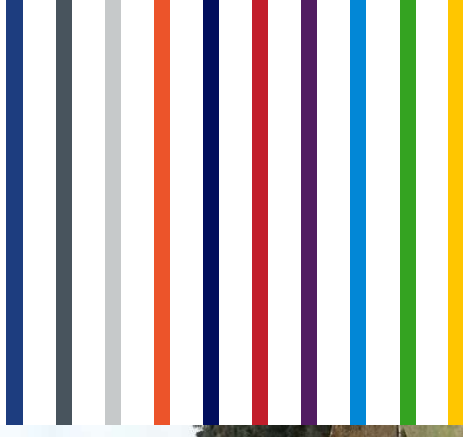
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Environmental

Environmental Compliance



- Multiple Environmental documents governing the 2 project corridors that dictate several environmental commitments which led to the mitigation measures that are spelled out in the RFP.
- CDOT is completing a Re-Evaluation to achieve federal authorization for the RFP phase which will be finalized before release of the RFP.
- CDOT is acquiring the Stormwater and Wetlands permits
- To assist the design phase CDOT will clear everything within the existing and proposed ROW for the reference design.
- Your ECM is on your team to help you document and consult with CDOT during design phase to aide in determining if the cumulative impacts warrant a re-evaluation
- If additional ROW is needed it will re-open the environmental documents for re-evaluation.

Environmentally Sensitive Areas



- CDOT's Largest Archeological Mitigation (Ever!)
 - CDOT is mitigating as much as we can before the project starts to minimize contractor's effort.
 - Due to the amount of earthwork and sensitivity of the area, a CDOT Monitor will be on site during excavation.
 - We expect there will be archeological artifacts found, but there is a low probability they will be significant enough to cause a temporary avoidance of that area.
- Wilson Gulch
 - CDOT will be performing surveys for Southwestern willow flycatcher this summer.
 - Need to be doing work in this area specifically before May 1 2020 to avoid further surveys.
- Prairie Dog Habitat on the Mesa
 - CDOT's Prairie Dog Policy will be implemented



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Public Information

Public Information



- Public Information Manager / Communications Team
- High Profile project for this Region
- Changing the Public Perception
 - Maintaining clear, transparent communication with the public will help us with project image.



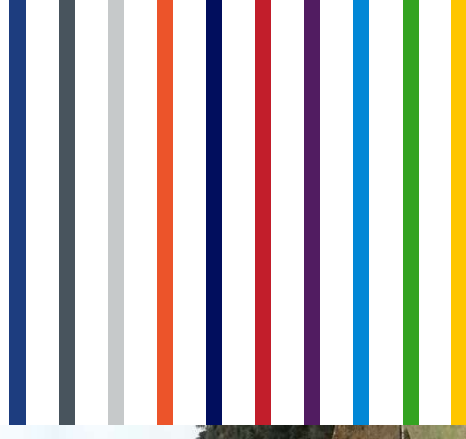
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Utilities / Third Parties

Utilities



Utility Companies

- CenturyLink
- La Plata Electric Association (LPEA)
- BP America
- Midstream America
Production Company
(MAPCO)/Northwest
Pipeline

Other Information

- RFP
- Proposed relocation drawings
- Schedule of Relocations
- Contractor Responsibility
 - Coordination with utility companies
 - Residential feeds



Third Party Agreements



Florida Consolidated Ditch Company

- Project will impact the Ditch
- Contractor is responsible for design
- Ditch Company will review and approve all design affecting the Ditch, CDOT pays under separate agreement
- Contractor must enter into agreement with the Ditch Company
- Contractor is responsible for coordinating the design review, construction, and inspection of work affecting the Ditch





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Right-of-Way

Right-of-Way



Currently

- Connection Segment
- Webb Ranch Negotiations
- 302 N Segment

RFP Includes

- Schedule of Acquisitions
- Table of MOA Requirements





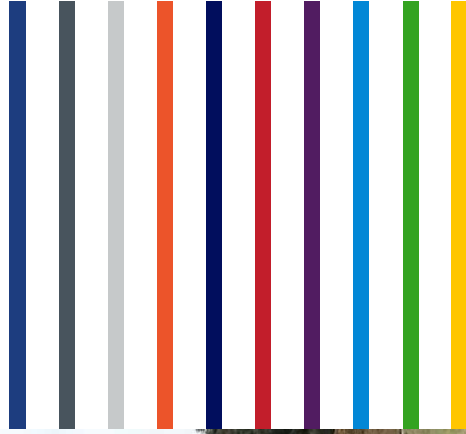
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Questions?



Thank You!

**Questions and Minutes from US550-US160 Connection South Letter of Interest
Request Contractor Briefing
1/23/19 - LPC Fairgrounds**

Attendees: CDOT: David Valentinelli, Casey Valentinelli, Charlie Franklin, Tony Marusiak, Dianna Amick, Emily Byers, Matt Bunn, Lisa Schwantes

Contractors - from sign in sheet

AECOM - Ed Randol, Ryan Weaver, Steve McQuilkin

AMEC - Matt Blake

Ames Construction - Robert Patcheck

Atkins - Wendy Lasher, Joe Zufall, Tim Halper

Bechtolt - Rich Bechtolt, Steve Folk

David Evans & Assoc. - Frank Mangold

DHM Design - Walker Christensen

ERO Resources - Aimee Way

Four Corners Materials - Troy Rakes, Kyle High

Goff Engineering and Surveying- Rob Trudeauux, Brian Boniface

Hamilton Construction - Wendell Snook

Kiewit - Mindy Steckmest, Matt Christensen, Chris Maunder, Will White

Lawrence Construction - Dave Morris

RS&H - Jeff Simmons

Russell Planning and Engineering - James Horn, Steve Winters

RL Wadsworth- Gaylen Stewart

SEMA - Larry Walsh, Brett Ames

SGM - Tim Barnett, Jason Reimer

SME - Sean Moore

TLC - Jacob Swift

Wilson & Co. -Marc Devos, Tom Melton

Question from Sean Moore with SME Environmental: We're dealing with a number of projects where ditches are an issue and the process of determining if associated or peripheral wetlands are considered jurisdictional or non-jurisdictional - are waters for the ditch associated with this project going to be covered by the 404?

The US Army Corps of Engineers has issued approved and preliminary jurisdictional determinations on December 30, 2016 and January 30, 2019 for the northern and southern portions of the project, respectively, that verify the extent and status of jurisdictional and non-jurisdictional waters of the US within existing right of way, proposed right of way, as well as all areas proposed to be acquired as permanent and temporary easements. Based on these jurisdictional determinations, CDOT will procure the Clean Water Act Section 404 permit that will authorize all anticipated impacts. CDOT anticipates the permit will be acquired prior to the draft RFP

release. Note that some of the waters that have been verified are not anticipated to be impacted and therefore will not be included in the 404 permit. It will be the responsibility of the contractor to procure Section 404 approval from the Corps of Engineers if they propose to impact jurisdictional waters not authorized under CDOT's 404 permit. This process would include verifying the extent of waters (if outside of the jurisdictional determination areas) as well as acquiring any required compensatory mitigation.

Question from Tom Melton with Wilson & Co. verifying that the archaeological sites will not be disclosed to anyone but the winner of the project, is that correct?

~~That is correct. Archaeology is a very sensitive topic and the CDOT archaeologist will not allow the release of any information until the Award to the selected Proposer. We will mitigate sites per environmental requirements, utilizing ground penetrating radar to identify artifacts within the mapped sites. We will give as much information as we can in the RFP, but we are unable to disclose specific site locations at this time. We will convey the maximum size of any areas that we have to temporarily avoid given a significant finding during excavation. In the event an area for mitigation during the project must be avoided, we feel there will be enough room to continue operations while working around the temporary avoidance site.~~

No, the location of archaeological sites within the new highway alignment corridor will not be disclosed, as they are protected under federal and state laws. In particular, 43 CFR 7.18, Confidentiality of Archaeological Resource Information, states that "the Federal land manager [or lead Federal agency, in this case FHWA, and its representative, CDOT] shall not make available to the public...information concerning the nature and location of any archaeological resource..." In addition, the Colorado Office of Archaeology and Historic Preservation (OAHP), which houses all information related to documented archaeological sites throughout the state, does not release locational data except to those individuals or entities permitted by OAHP to conduct scientific studies. Because the initial phase(s) of ground disturbance/construction throughout the corridor will be monitored by a qualified archaeologist provided by CDOT, there is no pertinent reason to disclose the location of specific archaeological resources to the contractor.

Question from Joe Zufall with Atkins: Regarding utilities, are there any SUE requirements or expectations? Will CDOT handle this?

SUE requirements will be spoken to in the contract. The Contractor will need to follow the SUE Statue and supply the SUE plan sets.

Question from Frank Mangold with David Evans & Assoc: Has CDOT identified any more projects for the excess fill?

We have two existing 2 lane corridors going to 4 lanes (160 and 550) as defined by the environmental documents for the corridors and these projects will need fill. While

we don't have completed designs for the full corridors, CDOT plans to designate places where material can be placed and/or stockpiled, and we will convey as much information as possible on future needs and potential locations.