



I-270 Critical Bridge Replacements Alternative Delivery

Public/Industry Meeting (Virtual)
May 25, 2022 | 5:30 p.m. - 6:30 p.m.

Questions and Answers

The following are the questions submitted during the webinar, answered verbally except for the one question noted below**.

What is the time frame for this project?

The full schedule will be determined based on the Colorado Transportation commission's approval. Generally, we will need roughly a year of design and a couple of years of construction to complete these bridges. Pending approval, we do want to move quickly into the procurement phase which typically is a four-to-five-month process for this delivery method. -AP

If the highway is going to be widened is this going to happen before or at the same time?

Adding capacity is not a goal of this critical bridge replacements project. This is simply a need to restore these bridges back to high functioning modern safety standards. It will include standard width shoulders, but the goal of this project is not to add capacity to the corridor at this time. We do not know exactly what the full scope of the width of the bridges or the road will be. Our focus right now is to replace these bridges in order to increase the safety of this corridor due to the failures of this bridge. Our focus is to get a designer on board, a construction manager, have them help us with the phasing of these bridges, the width of these bridges, what kind of approaches we need. We're not looking to add capacity with the critical bridges project, we're here to address the structural inefficient bridges on this corridor. - AP

**** Can you define what a "Fatal Flaw" is in regards to the Delivery Selection Matrix?**

This written answer was provided after the meeting:

A good example of a Fatal Flaw would be if a project has funding that has milestone constraints that a certain delivery method could not meet because of typical progression of that delivery model, then that delivery method would be considered fatally flawed. - MP

You mentioned that a Geotechnical Investigation is currently in-progress and will continue. Is this a baseline investigation, or a complete investigation that will support final design and construction? Will a single geotechnical firm complete geotechnical investigations for all bridges, or will there be multiple geotechnical contracts? Will the geotechnical contracts be separate from the design team, or should geotechnical firms seek teaming opportunities with design teams?

We have done preliminary geotechnical investigation for understanding of the entire corridor. It's likely not sufficient for what we need for final design. It will be detailed in the RFP when it is developed and comes out how we would be precuring the support to complete that geotechnical work. The final geotechnical investigation will be a part of the design contract on the CNDC portion. We will begin to team with potential designers when this alternative delivery method is approved by the transportation commission. We're hoping to move forward with that in the next few months. -AP

Two lanes are required to be maintained open in both directions. Existing bridges appear to be two 12' lanes with 4' and 8' shoulders. What is the anticipated minimum lane and shoulder width during construction? Are new Bridges anticipated to be wider and accommodate future expansion? How many future lanes anticipated in each direction? Are any re-alignments anticipated on I-270 to accommodate new bridge construction and minimize phases?



The environmental assessment has not been completed so we don't know the proposed action at this time. We still need to go through more public outreach and comment on that. What we like to do is procure the designer for this and during that design phase as we approach 30% design, we hope to have answers which will be towards the end of this year, we hope to have some answers that would influence the design at that time. At this time, the answer is we don't know the width of those bridges, it really depends a lot on even how the phasing would work on those bridges. A lot of times you have to overbuild bridges for the sake of maintenance of traffic, those are things that will be determined. -AP

What is the timeline for the Critical Bridge Replacements project, and how is it anticipated to overlap with the timeline for the proposed expansion? What is the timeline for the EA?

Right now, we can't say there is any overlap because we are currently finishing the EA and looking for full-funding of that project. At the moment we are just proceeding with construction of the bridges and then the EA schedule is being firmed up throughout the rest of this year. -AP

What is the schedule for advertisement of Engineering services for the CM/GC?

We hope to have an RFP out soon after TC approval and soon it depends upon on a lot of factors. Just be watching this summer, we will definitely have notifications out to the industry to kind of get some preview of when we think that will be coming out. -AP

Are there plans to do improvements to the rest of I-270?

I think everyone is aware that the corridor is overwhelmed and needs modernization and some improvements for everyone. So yes, there are improvements there being studied through the ongoing environmental assessment, which is for the entire 6 mile corridor and there were some links in the slides earlier that can guide you to the website that talks about the process were going for and studying what those improvements will be which some of the elements include lots of multimodal connections, all kinds of improvements throughout the entire corridor. -AP

What are the retaining walls going to entail? This project is specific to bridges only, any plans to include adding more lanes on 270 to alleviate volume?

There is an ongoing study to address some of those larger problems related to the corridor, but this project is simply bridge replacements. This scope would be limited to removal and replacement of the bridges. Retaining walls occasionally come up against the abutments, which is sort of the ends of the bridges occasionally need to have walls attached to them to make things fit, that would be where the retaining walls would be. -AP

Will DBE goals be set as part of this project/process or will all subs be given a fair opportunity to participate?

At this time were taking a look at DBE goals. DBE is associated with federal funding, at this time there is no federal funding within the critical bridge's projects, the funding sources right now are bridge and tunnel enterprise and senate bill 267 which is state money. If it remains state funded only, we may explore an ESB program and not necessarily a federal DBE program which we can't comply with, with lack of federal funds. It's something that we are going to look into the next few months, with that said, we do anticipate opportunities from small businesses on both design and construction side throughout the project. It's a matter of how we set which goal and how we determine those and move forward. -KS

Did you consider deck replacements and rehabs as opposed to full replacements?

These structures are not only over 50 years old but the shoulders are substandard for emergency vehicles, there are lots of reasons to not putting more money into these. It's kind of a poor investment to invest into these bridges at their age. -AP

Have you considered fixing the alignment of 60th Ave that is in the flood plain of Sand Creek and the 9' clearance bridges? This roadway will be significantly impacted during construction.

At the moment, especially with these bridge replacement projects, we are not talking about any change to the railroads themselves, were not touching their rail lines or railroad bridges in the current scope. However, we know we



need to consider ways we can protect those low clearance bridges, so our construction doesn't disturb them. 60th Ave is not itself anticipated to be reconstructed as part of this bridge replacements project up above on the overpasses. We can expect these new overpasses to probably have fewer spans than what there is today which modern bridges tend to have longer spans which would be fewer spans, but we will see how the design comes out. -AP

Are there any design disciplines CDOT is planning to self-perform?

I don't believe so at this time. CDOT does really look for opportunities to do blended design, but I think we will be looking at, giving the size, scope, challenges, and speed we were looking for, I haven't heard anything CDOT would design when it comes to the bridges. Occasionally we do our own specialty work and it will be detailed in the RFP. -AP

Does the outcome of this package pre-determine the delivery method for the capacity improvements in the future? In other words, will CDOT complete a PDSM for the larger project or continue to utilize CM/GC?

It would be a restart, the corridor if and when we go into a reconstruction of a larger corridor project would not be connected to the PDSM that we did here via new process, new exercise. -AP

Can you describe the level of coordination and cooperation by the railroads to-date, and any concerns from that coordination thus far?

We did coordination at the conceptual level with railroads and so far there haven't been any red flags. As many of you know, it's never a green light until you get through the final round of reviews with the railroads. It's just okay to proceed is what we have at this time. -AP

Is the preliminary design well enough along and has CDOT itself analyzed any of the bridges for ABC compatible constructability?

We're early and CDOT has very conceptual level. I don't think anything has been determined or predetermined, we were looking for some expertise to look at the full scope of options, the ways we can do this project best. -AP

Might seem like a simple question, but what are you most excited about for this project?

Just making some improvements the corridor will really benefit from. It would be one problem just to have a bridge that needed repairs, but we have a whole set of them in close proximity and that really odds of trouble when you have that many failing structures in a row, is really high. Looking forward to making improvements on the corridor and making it more reliable for its use. From a holistic perspective from CDOT, we're really having some issues with these bridges, every time we have to shut down lanes, make repairs to the potholes or deck holes that are forming in these bridges, it impacts traffic. We have seen some tremendous impacts up and down this corridor over the past several years, one of the things we need to do is get those structural inefficient bridges off of our system. Get those repaired, limit the closures on I-270. I-270 is already congested as it is, so when we do take a lane or two it causes impacts to the 270 corridors. We're excited to get these bridges off our system and replaced and deliver a more reliable corridor to the public. -AP, KS

Will the geotechnical firm completing the preliminary investigation be precluded from pursuing the design RFP?

They will not be. -KS

Comment Form Report

The comment form remained open until 5 p.m. Friday, May 27. Questions and answers provided by CDOT are listed below:

Will the EA team continue with the design for CM/GC?	The design team for the CM/GC project will be determined through an RFP and competitive selection process.
How will selection of CM/GC for this portion of project impact delivery of overall project?	The future full corridor reconstruction project scope is being developed as part of the I-270 Corridor Environmental Assessment and will eventually require completion of a new and



	separate PDSM Workshop to determine the most appropriate delivery method for the future project(s).
CDOT owns some Acrow modular bridging. Will detour temporary bridges be considered?	These design details are uncertain at this time and will be addressed during the design phase.
Thank you for this information. Can you do the bridge replacement and widening at the same time?	Widening I-270 for additional lanes is being studied in the EA and would be implemented as part of a future project.
Can I get the presentation, sorry, I missed the beginning. Thank you	The presentation will be distributed to all attendees.
What would be the expected construction cost? Just rough number is fine.	Construction cost is uncertain at this time and will be described in more detail within a future RFP.
As for the shoring walls any idea as to if they would be soil nail or tie back shoring or is it to early still to know?	It is still too early to know these design details which will be addressed during the design phase.

Meeting Follow-up

The Meeting Summary and public/industry meeting notice were posted to [CDOT's Alternative Delivery Program](#) website and all meeting registrants were directed to this website for this information.