



I-70 Floyd Hill

Floyd Hill CMGC Technical Team

Meeting Summary

November 3, 2023, 9:00 to 10:30 AM

Kraemer Floyd Hill Office: 35715 US-40 Building B, Ste 220, Evergreen, CO 90439

1. Introductions, Meeting Purpose and Project Updates

CDR Associates opened the meeting and reviewed the agenda.

TT Agenda 11-3-23

1. *Introductions & Agenda Review*
2. *Project Updates*
3. *Alternate Girder Types Follow Up*
4. *Wrap Up & Next Steps*

TT members confirmed the meeting agenda with no changes.

2. Project Updates

Main Projects

- *West Section Design* - CDOT and Kraemer are moving into CAP (pricing process).
- *Central Section Design* - Currently post-30% design and tracking toward 60% Design.
- *East Section Construction* - The team is currently working on wall construction. Sculpted shotcrete was recently stained. More drainage work is happening for ditches along new walls. Utilities are making significant progress. Trail grading is most of the way complete. Mesh is going up on the far east end of the rock cuts.

Early Projects

- *The Genesee Wildlife Crossing* - Traffic switch occurred last month. The team is now working underneath the structure and will continue work through the winter with an anticipated completion date of spring 2024.
- *US 40* - Paving is occurring today as the project is moving toward winter shutdown period. Striping will happen today or tomorrow. Everything will be open



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by Monday for the sun glare closures. Toward the end of November or early December the project will close for winter.

PLT Update

Kurt Kionka, CDOT, updated the TT on the PLT discussion from 10/20. The PLT discussed the current financial situation of the project. Due to inflation and other factors, the project is facing financial challenges. CDOT is working with executive management and through other means to develop a strategy to address the issue. One component of the strategy will be working with the TT on design refinements, while still working to implement the proposed alignment and meeting the project goals. Another component of the strategy will be looking outside the CSS process for other forms of funding.

Environmental

- *Air quality monitors* - Air quality monitors are showing positive output and no high values are expected through the winter. There will likely be no public or internal alerts. The monitors are up to 100% data collection.
- *Archeological site recovery* - Recovery is progressing with no issues to report.

Utilities

- Utilities are working inward from each side of the Greenway and making progress. Coordination is occurring with Frei and Sons Quarry.

ROW

- Clear Creek County will be submitting the report today to CDOT.
- Central City updated the TT that their ROW permitting process is working through legal channels while they identify an appraiser.

1041

- CDOT is waiting for West Section plans to be finalized and then will submit 1041 to Clear Creek County.



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3. Alternate Girder Types Follow Up

Kevin Shanks, THK, reintroduced the issue of girder types to the TT. The TT had previously been briefed on the opportunity to refine the design of several Central Section bridge girders at the 10/6 meeting. For the bridges circled in orange on the Bridge Key Map below, the TT is considering updating the design from U girders to Colorado Bulb Tee girders. The bridges in question are Bridge A, Bridge X, and parts of Bridge M. The distance from ground level to the girders is 60-70' (Bridges A and M). The following renderings were shared, highlighting the aesthetic differences of the girder types. The TT noted the primary difference is the number of horizontal lines on the underside of the bridge, with the U girders creating less lines and the Bulb Tees creating more.



Example: Bridge A U Girders

6



Example: Bridge A CBTs (Colorado Bulb Tees)

7



Example: Bridge A U Girders

8



Example: Bridge A CBTs (Colorado Bulb Tees)

9



Example: Bridge M CBTs (Colorado Bulb Tees)

11

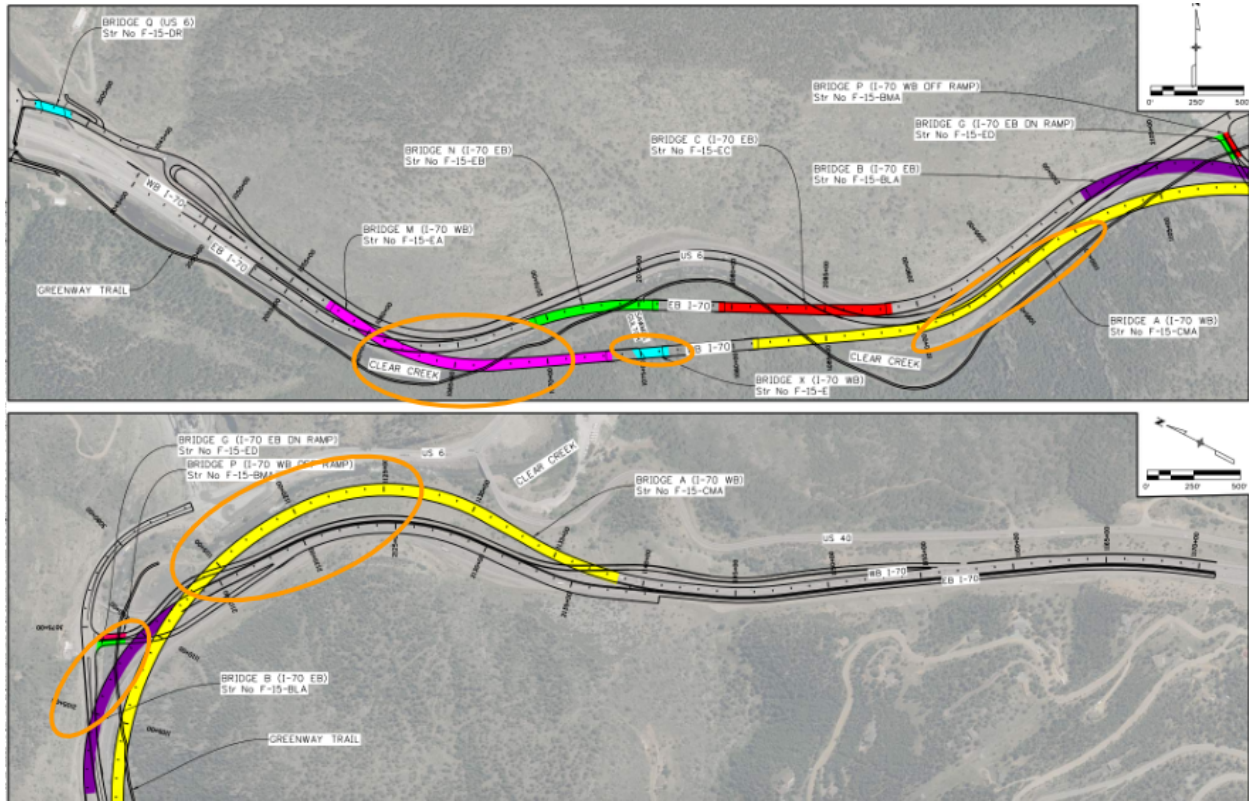


Example: Bridge M U Girders

10



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Bridge Key Map (above)

The following table outlines the key factors discussed by the TT.

<p><i>Aesthetics</i></p>	<ul style="list-style-type: none"> ● Bridge height may reduce aesthetic impact, but greenway users may see underside of higher bridges ● Both types of girders are the same color and maintain the design principle of parallel horizontal lines
<p><i>Constructability and Production</i></p>	<ul style="list-style-type: none"> ● By moving to Bulb Tees, a variety of equipment can be used to construct different bridges allowing for more flexible and efficient construction sequencing ● Bulb Tees are easier to transport and 60-70% weight of U Girders ● Bulb Tees will require some night work, but no significant challenges with construction
<p><i>Cost</i></p>	<ul style="list-style-type: none"> ● Significant benefit moving to Bulb Tees ● Materials are less expensive for Bulb Tees ● Construction is less expensive for Bulb Tees ● U Girders require overhead gantry, which is a more expensive means of production



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TT Questions

- **Question (Lynnette Hailey, Black Hawk):** Where does the snow go when viaducts are plowed? Will it go on the path or on US 40?
 - **Response (Atkins):** There is a snow fence as part of the design so it won't go onto Greenway or US 40.
- **Question (Paul Aguilar, FHWA):** Does the move to Bulb Tees affect production?
 - **Response (Kraemer):** Because we won't be using the same equipment to construct all girders, we have more flexibility with construction sequencing.
- **Question (Tracy Sakaguchi, CMCA):** Transporting girder materials will be expensive due to weight. Transporting over 180,000 lbs requires a Chapter 6 permit and special escort. Have you considered this?
 - **Response (Kraemer):** Yes, we are coordinating with suppliers to ensure this is included in our plan and cost estimates.

TT Agreement: The TT supports the move from U Girders to Colorado Bulb Tees at the identified locations. The Design Team will move forward with this recommendation.

7. Next Steps, Action Items, & Wrap Up

The TT reviewed the following list of upcoming topics. These topics are still being developed by the Project Team. More information about the specific sequencing and timing of these items will be shared in the coming weeks.

Upcoming TT Topics

- Central Section Wall Types
- Greenway Alternate Route and Shuttle ITF
- Saddle Cut Update
- Bridge M Access and Grading
- Hidden Valley Interchange
- Noise Wall
- Deicer ITF Follow Up



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ACTION ITEMS:

- N/A

6. Attendees

Sam Hoover, Jack Beard (Central City); Cindy Neely, Amy Saxton (Clear Creek County); Matt Aguirre (Atkins), Matt Hogan (Kraemer); Kevin Shanks (THK); Margaret Bowes (I-70 Coalition); Lynnette Hailey (Black Hawk); Mike Raber (Clear Creek Bicycle Users Group); Jon Cain (Idaho Springs); Chelly Sundermeyer, Paul Aguilar, Julian Gonzalez, Elizabeth Cramer (FHWA); Stefi Szrek (Jefferson County); Lisa Wolff (Floyd Hill HOA); Tracy Sakaguchi (CMCA); Tammy Heffron (HDR); Emily Wilfong, Abbie Modaffieri, Francesca Toronado, Tyler Brady, Jeff Hampton, Kurt Kionka, Ryan Sullivan (CDOT); Vanessa Halladay (PEAK Consulting); Rhegan Fernandes (CIG Public Relations); Daniel Estes, Jonathan Bartsch (CDR Associates)