

US-40 PORTAL BRIDGES AT MAYFLOWER

JANUARY 31, 2019



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rev. 02/06/2019

INTRODUCTIONS



Jeremy Bown, PE
UDOT Region 3
Project Manager



Lynn Iaquina, PE
Kimley-Horn
Project Manager



Colby Christensen, PE
HDR
Bridge Lead



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INTRODUCTIONS



John Matern, PE
Kimley-Horn
Roadway Lead



Amanda Harris, PE
Kimley-Horn
Land Development Coord.



Amalia Andrews
Kimley-Horn
Public Involvement



Bret Wahlen, PE
Anderson, Wahlen & Assoc.
Consultant to MIDA



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PROJECT GOALS

- Connections across US-40
 - Pedestrian
 - Inviting & safe pedestrian corridor
 - Multi-use trail connection
 - Vehicular
 - Low-speed circulation
 - Future resort transit
- Gateways to resort communities
 - Aesthetically pleasing
 - Spacious with landscaping & lighting



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PROJECT INFORMATION (REVISED)

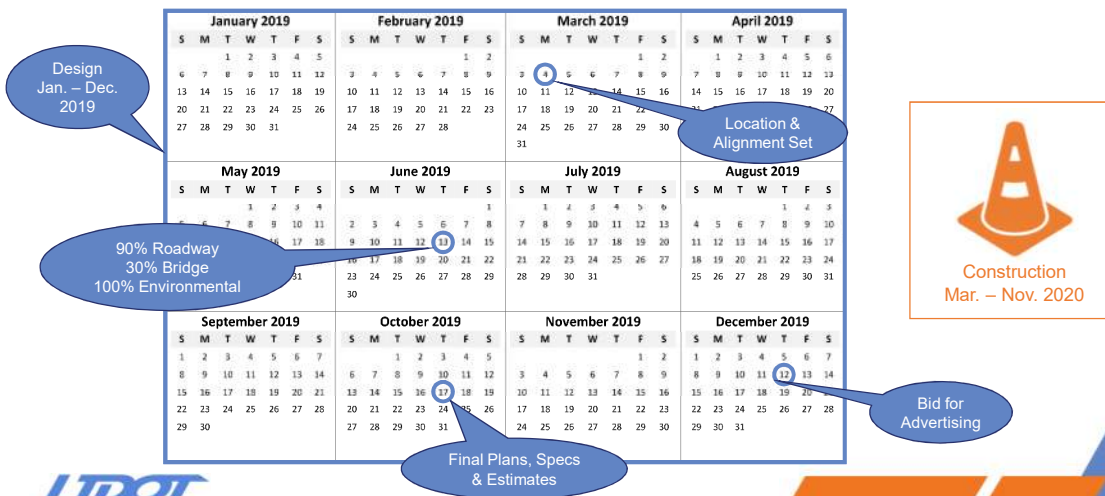
- \$10.25M funded budget
 - Design: 2 portals
 - 'North' & 'south'
 - Concept design: future climbing lane
 - Maintain US-40 profile
- Additional funding per legislative appropriation



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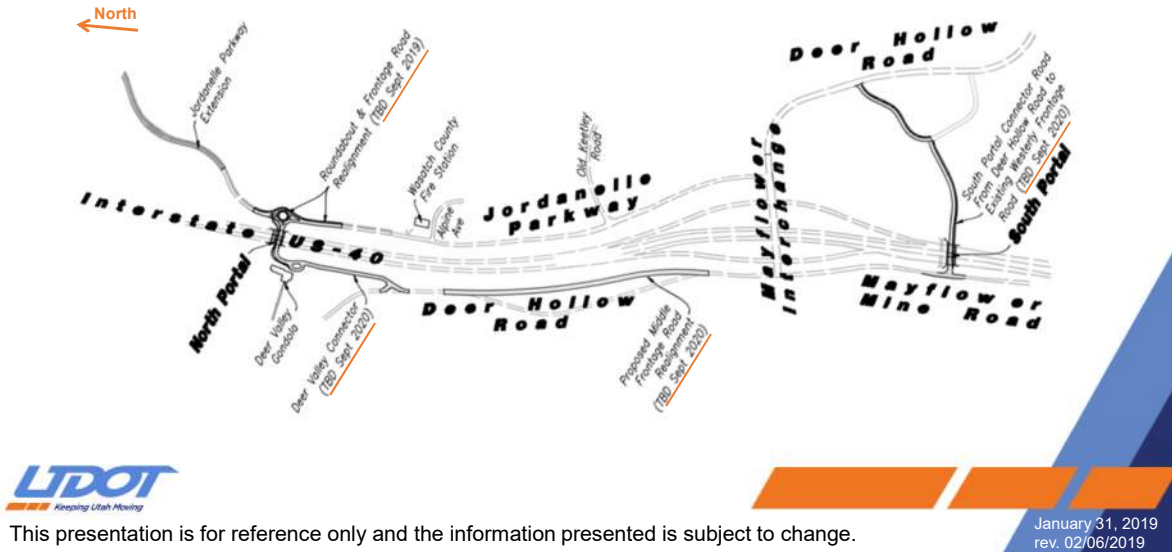
PROJECT SCHEDULE



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MIDA FRONTAGE ROAD SCHEDULE



FUTURE CLIMBING LANE

- WB US-40 from SR-32 to summit county: 1 additional uphill lane
- 2 Scenarios: inside vs. outside
- Prioritized for UDOT funding within next 5 years



CONSTRUCTION & MAINTENANCE OF TRAFFIC

- Portal bridge construction: March – November 2020
- Mayflower interchange will remain open
- Temporary traffic patterns (crossover)
- Got fill? Fill material likely available.



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QUESTIONS?



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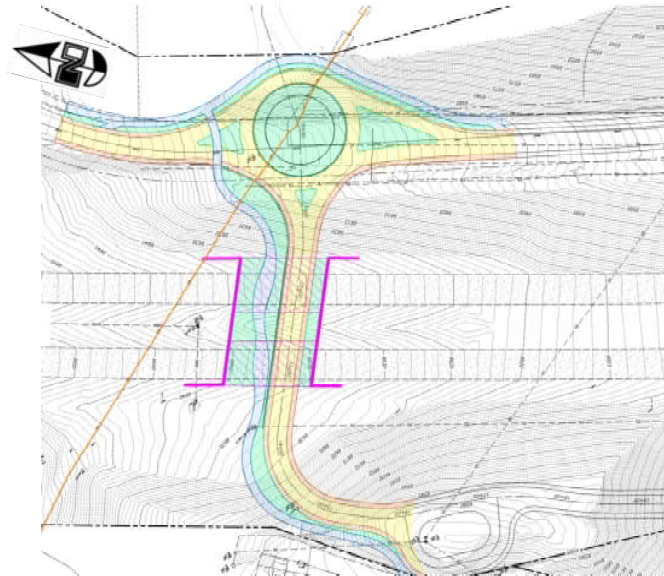
PROPOSED NORTH PORTAL DESIGN OPTIONS



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PROPOSED NORTH PORTAL DESIGN OPTIONS

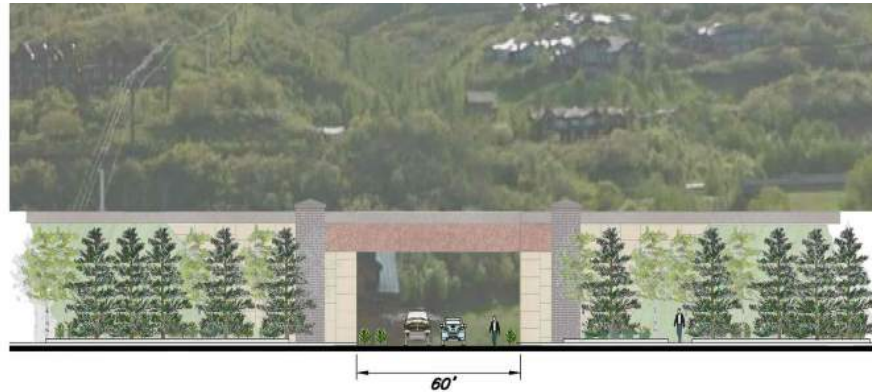


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PROPOSED PORTAL DESIGN OPTIONS

- North Bridge: 60' minimum section

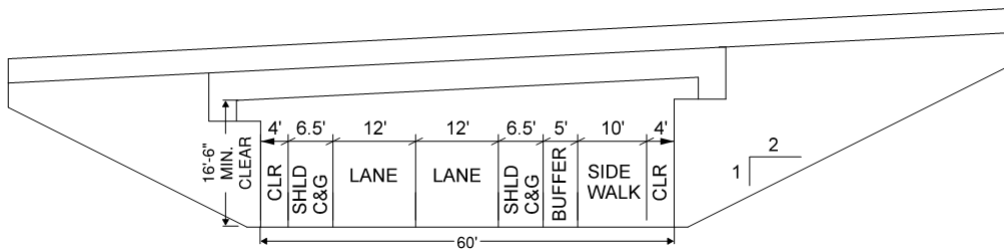


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- North Bridge: 60' minimum section



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PROPOSED PORTAL DESIGN OPTIONS

- North Bridge: 105' section alternative

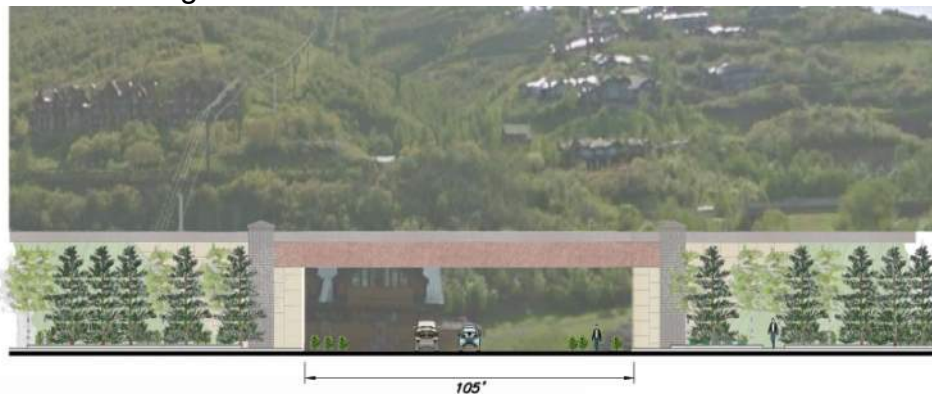


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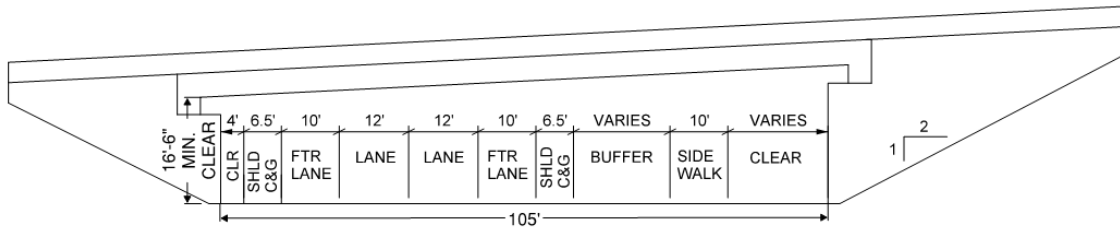


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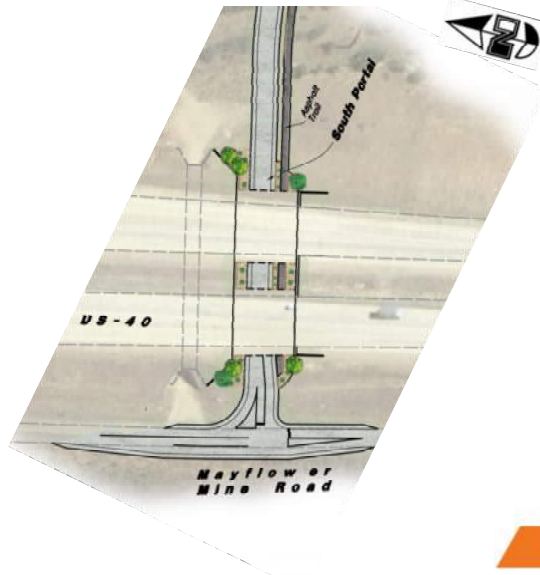
- North Bridge: 105' section alternative



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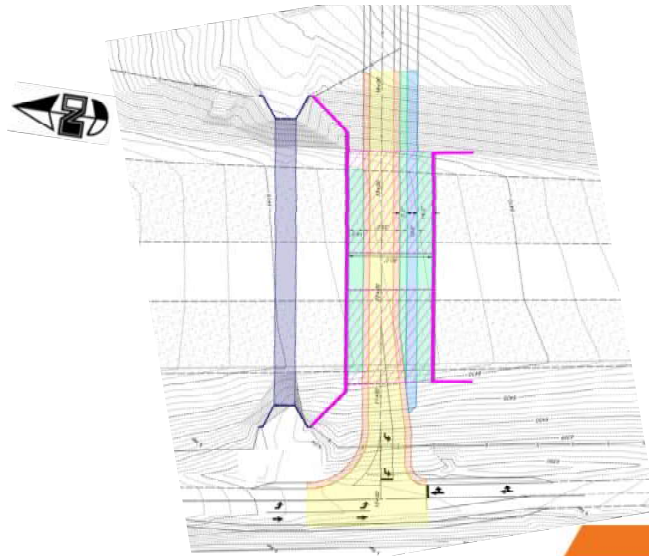
PROPOSED SOUTH PORTAL DESIGN OPTIONS



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PROPOSED SOUTH PORTAL DESIGN OPTIONS

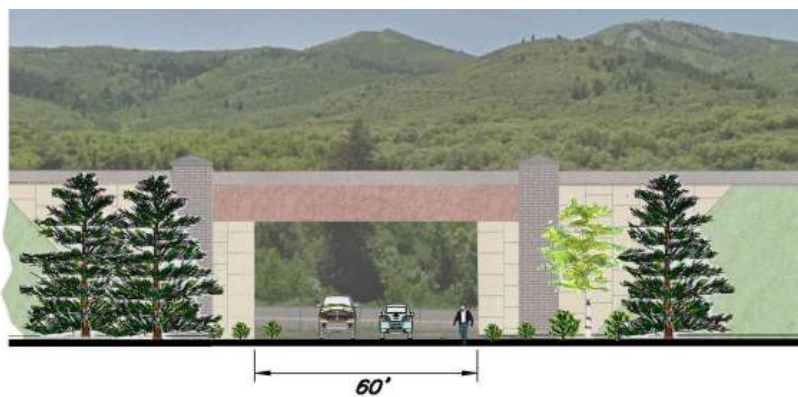


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PROPOSED PORTAL DESIGN OPTIONS

- South Bridge: 60' minimum section

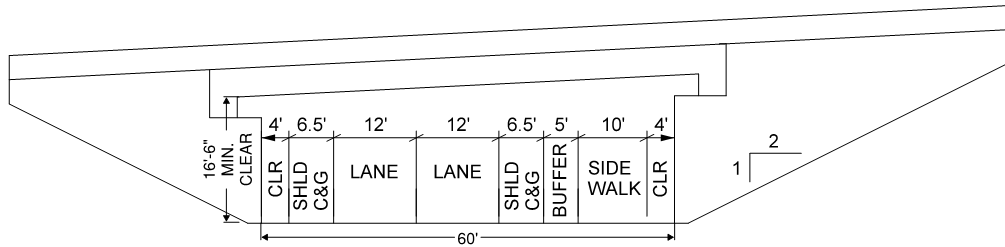


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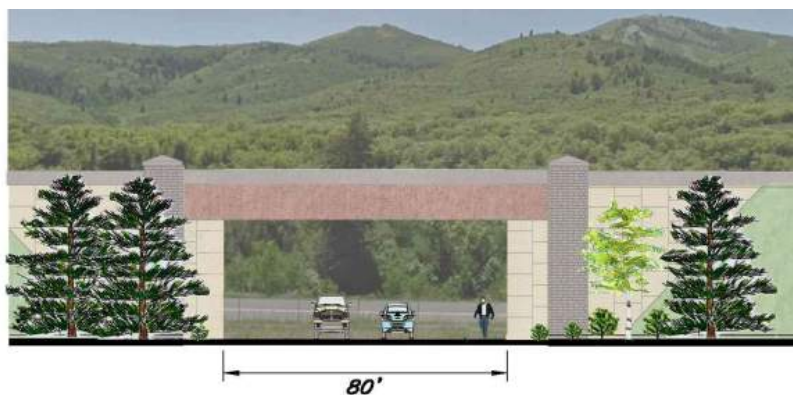


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PROPOSED PORTAL DESIGN OPTIONS

- South Bridge: 80' section alternative

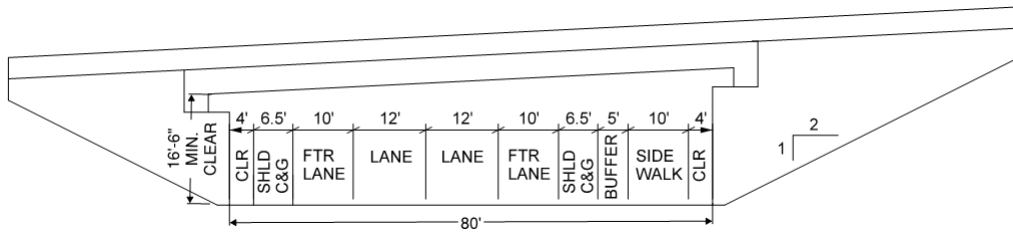


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UDOT BASE AESTHETIC STANDARDS



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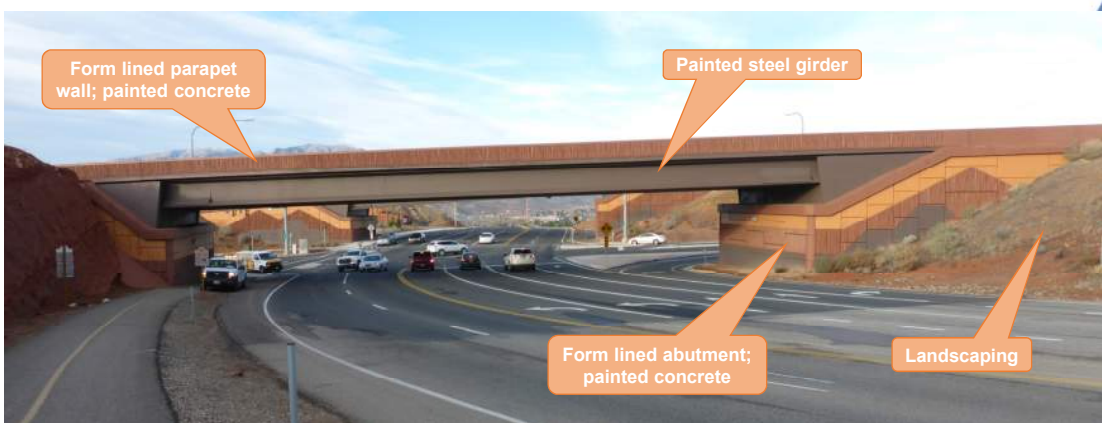
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FORM LINER & AESTHETIC OPTIONS

Form lined abutment;
painted concrete

Form lined;
painted concrete

Painted steel
girders



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SOIL NAIL WALL EXAMPLE



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FORM LINER & AESTHETIC OPTIONS

- Color selections from FHWA: www.federalstandardcolor.com
- Form liner wall texture examples:



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FORM LINER & AESTHETIC OPTIONS

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ESTIMATES OF COST (REVISED)

Option	North Portal*	South Portal*	Bridge Climbing Lane**^	Total \$	Funded Budget	Unfunded Budget
Minimum Section	\$8.48 m	\$8.48 m	^\$1.05 m	\$18.01 m	\$10.25 m	\$6.70 m
Alternate Section	\$10.20 m	\$9.30 m	^\$1.20 m	\$20.70 m	\$10.25 m	\$9.25 m
^Climbing Lane (within project limits only)				\$ 3.70 m	\$0	^\$3.70 m

* Bridge only, with no accommodation of future climbing lane in bridge structure width.

** Cost to include the future climbing lane in bridge structure width only.

^ To minimize future disruption, climbing lane estimate above would build the climbing lane in the section of US-40 that is closed to construct the bridges. Climbing lane work is the responsibility of UDOT and will be paid for by UDOT.



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ESTIMATE OF COST – PORTAL ROADS

Item No.	Description	Total
1	Jordanelle Parkway (North) Portal Road	\$1,650,000
2	Mayflower (South) Portal Road	\$1,130,000
3	Frontage Road Realignment	\$1,250,000
	SUBTOTAL	\$4,030,000
4	Construction Administration	\$ 760,000
	TOTAL	\$4,790,000



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NEXT STEPS

- Cost estimates to MIDA & UDOT
 - Lobby legislature for gap funding
- Public outreach
- Develop Aesthetics Committee
- Begin preliminary design
- Funding confirmed
 - End of legislative session (feb./Mar. 2019)
 - Preliminary designs can be finalized
- Additional development outreach



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CONTACT INFORMATION



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