

*Bridge Enterprise Board
Regular Meeting Agenda
Thursday, September 19, 2013
4201 East Arkansas Avenue
Denver, Colorado 80222*

*Douglas E. Aden, Chairman
Grand Junction, District 7*

*Shannon Gifford
Denver, District 1
Ed Peterson, Vice Chairman
Lakewood, District 2
Gary M. Reiff
Englewood, District 3
Heather Barry
Westminster, District 4
Kathleen Gilliland
Livermore, District 5*

*Kathy Connell
Steamboat Springs, District 6
Sidny Zink
Durango, District 8
Lex Gruen
Colorado Springs, District 9
William Thiebaut
Pueblo, District 10
Steven Hofmeister
Haxtun, District 11*

THE CHAIRMAN MAY ALTER THE ITEM SEQUENCE OR TIMES

The times indicated on the Board agenda for each agenda item are approximate and subject to change. Generally, upon the completion of each agenda item, the Board will immediately move to the next agenda item. However, the order of agenda items is tentative and, when necessary to accommodate the public or the Board's schedules, the order of the agenda items is also subject to change.

Documents are posted at www.dot.state.co.us/commission nine days prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Board.

- | | | |
|-----------|----|---|
| 2:05 p.m. | 1. | Call to Order and Roll Call |
| 2:05 p.m. | 2. | Audience Participation
Subject Limit: 10 minutes; Time Limit: 3 minutes |
| 2:10 p.m. | 3. | Act on Consent Agenda
Resolution to Approve Regular Meeting Minutes from August 15 th , 2013 (Herman Stockinger).....page |
| 2:10 p.m. | 4 | Discuss and Act on 3 rd Budget Supplement for FY2014
(Scott Richrath).....page |
| 2:15 p.m. | 5. | SH82 Grand Ave Project Indirect Update
(Scott Richrath).....page |

- 2:20 p.m. 6. Present Draft Bridge Enterprise FY2015 Budget
(Scott Richrath).....page
- 2:25 p.m. 7. Project Highlight: US36 bridges
(Mark Gosselin).....page
- 2:40 p.m. 8. Monthly Progress Report
(Tim Harris).....page
- 2:45 p.m. 9. Adjournment

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, August 15, 2013**

PRESENT WERE: Gary Reiff, Chairman, District 3
Shannon Gifford, District 1
Ed Peterson, District 2
Heather Barry, District 4
Kathleen Gilliland, District 5
Kathy Connell, District 6
Douglas E. Aden, District 7
Sidny Zink, District 8
Leslie Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

ALSO PRESENT: Don Hunt, Executive Director
Heidi Humphreys, Director of Admin & Human Resources
Debra Perkins-Smith, Director of Division of Transportation
Development
Mike Cheroutes, Director of HPTE
Scott McDaniel, Director, Staff Services
Herman Stockinger, Director of Policy and Government Relations
Amy Ford, Director, Public Relations
Barb Gold, Director, Division of Audit
Ryan Rice, Director, Operations Division
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
John Cater, FHWA
Vince Rogalski, Statewide Transportation Advisory
Committee (STAC)

AND: Other staff members, organization representatives,
the public

Chairman Reiff convened the meeting at 1:55 p.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

The Chairman noted that no members of the audience had signed up to address the Board of Directors.

Act on Consent Agenda

Chairman Reiff stated that the next thing on the Agenda was action on the Consent Agenda. Director Connell moved for approval of the Consent Agenda. The motion was seconded by Director Gilliland. Chairman Reiff asked if there was any discussion of the motion and hearing none he asked for those in favor

to signify by stating Aye and asked for those opposed to state no. Chairman Reiff stated that the motion had passed unanimously.

Approval of the Regular Meeting Minutes for June 20, 2013

Resolution #BE-139

Approval of Regular Meeting Minutes for July 18, 2013

BE IT RESOLVED THAT, the Minutes for the July 18, 2013 meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the August 14 & 15, 2013 meeting of the Bridge Enterprise Board of Directors.

Resolution #BE-140

BE IT RESOLVED THAT, the Revised Budget Adjustment Policy is hereby approved by the Bridge Enterprise Board.

Resolution Number BE - 140

Revise Budget Adjustment Policy

Proposed to the Bridge Enterprise Board of Directors on: August 15, 2013

WHEREAS, pursuant to 43-4-805(2)(a)(I) C.R.S., the Colorado Bridge Enterprise was created as a government-owned business within the Colorado Department of Transportation ("CDOT"); and

WHEREAS, pursuant to 43-4-805 C.R.S., the Bridge Enterprise is to operate as a government-owned business within the Department of Transportation and shall constitute an "enterprise" for the purpose of Section 20 of Article X of the Colorado Constitution so long as the Bridge Enterprise retains authority to issue revenue bonds and received less than ten percent (10%) of its total annual revenues in grants, as defined in C.R.S. 24-77-102(7), from all State and local governments combined; and

WHEREAS, the business purpose of the Bridge Enterprise is to finance, repair, reconstruct, and replace Designated Bridges (as defined in 43-4-803(10), C.R.S.) in the State, and as agreed to in the Master Agreement between the Bridge Enterprise and CDOT, maintain the Designated Bridges it finances, repairs, reconstructs, and replaces; and

WHEREAS, Section 43-4-805(5)(f), C.R.S. authorizes the Bridge Enterprise Board to enter into agreements with the Colorado Transportation Commission or CDOT; and

WHEREAS, in furtherance of the business purposes of the Bridge Enterprise the Bridge Enterprise Board has determined it necessary and appropriate to delegate authority to the Bridge Enterprise Director to move non-project related budget within and between the approved budget categories, so long as the changes net to zero; and

WHEREAS, the following non-project related Bridge Enterprise budget categories are not considered administrative: Regional Scoping Pools, Maintenance, Preservation and Bonding Program / Debt Service; and

WHEREAS, this budget adjustment policy is intended to improve efficiency and reduce the number of minor budget revisions brought to the Bridge Enterprise Board.

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board hereby resolves to delegate authority to the Bridge Enterprise Director to move non-project related administrative budget within and between the approved administrative budget categories, so long as the changes net to zero.

Herman J. Stockinger III
Herman Stockinger
Secretary, Bridge Enterprise Board of Directors

9-11-13
Date

Discuss and Act on Resolution to Approve the Revised Budget Adjustment Policy

Chairman Reiff mentioned that the next item of business was a resolution on the Revised Budget Adjustment Policy.

Julie Becker mentioned that last month Ben Stein submitted a resolution to the Board with the intention of providing the Bridge Enterprise Director authority to move budget related items that were non-project related administrative budget within and between the approved administrative budget categories, so long as the changes net to zero. This resolution clarifies that the following non-project related Bridge Enterprise budget categories are not considered administrative: Regional Scoping Pools, Maintenance, Preservation and Bonding Program/Debt Service.

Chairman Reiff asked if anyone had any questions and if there was any discussion on the item and hearing none, Director Gilliland motioned for the approval of the Revised Budget Adjustment Policy and Director Connell seconded the motion. Chairman Reiff asked for those in favor to signify by stating Aye and asked for those opposed to state no. Chairman Reiff stated that the motion had passed unanimously.

FASTER Lawsuit Update

Kathy Young mentioned that she had very good news today and that she would introduce then turn the presentation over to the Lead Attorney, Special Attorney General, Mark Gruskin. Ms. Young also took this opportunity to give recognition to co-counsel Harry Morrow and Megan Rundlet of the Transportation Unit. Mr. Gruskin went on to state that "WE WON!"

Mr. Gruskin gave credit to the witness for the case. Mr. Gruskin stated that it was an interested trail with extraordinary witnesses. Mr. Gruskin thanked the witnesses in the case: Don Hunt, Ken Szeliga, Ben Stein, Josh Laipply and stated that they really painted the picture of what this exercise was all about. Not only what its goal is, but what we hoped to accomplish.

Mr. Gruskin informed the Directors that the plaintiffs have another three weeks to decide if they are going to appeal. Mr. Gruskin anticipates that they may appeal with the Colorado Board of Appeals, but that we created an extremely factual record and Judge Martinez viewed it as such. Ms. Young & Ms. Rundlet will tell you that they did not do anything, but that is not true.

Lastly, Mr. Gruskin wanted the directors to know that they came in 25% under budget.

The Colorado Bridge Enterprise (CBE) has been awaiting a decision stemming from the two-day bench trial held before Judge Michael Martinez of Denver District Court on May 13-14, 2013. On July 19, 2013, Judge Martinez issued his final order and CBE won on all issues. The trial stemmed from the TABOR Foundation's (Plaintiff) challenge of the bridge safety surcharge fee, which the Legislature enacted as part of the FASTER legislation, as a tax, not a fee, requiring a vote of

the people. Plaintiff also challenged bonds issued by CBE as being in violation of TABOR.

Judge Martinez issued Findings of Fact and Conclusions of Law on July 19, 2013. Judge Martinez ruled in favor of the CBE on both issues raised by the Plaintiff. Judge Martinez concluded that the bridge safety surcharge was indeed a fee and not a tax and held that CBE was an “enterprise” under TABOR because it did not receive impermissible “grants” from CDOT exceeding the 10 percent limitation on state and local government revenue in any fiscal year. The Court concluded that federal money provided to CBE was exempt from the 10 percent limitation and the value of bridges transferred by CDOT to CBE for replacement or repair did not violate the 10 percent limitation. Therefore, bonds issued by CBE without a vote of the people did not violate TABOR. The Court’s ruling and trial record provide little basis for an appeal, but Plaintiff’s counsel indicated prior to trial that an adverse judgment against the TABOR Foundation would be appealed. Plaintiff must file a Notice of Appeal on or before September 6, 2013.

Mr. Hunt went on to mention that Mr. Gruskin & the legal team took this case very seriously.

Project Highlight: Pecos over I-70 Bridge Move

Tammy Mauer went on to present a time-lapse video highlighting the bridge move and “50-hour closure of I-70” including:

- Offsite bridge fabrication
- Demolition of existing Pecos Street structure
- Bridge move via SPMTs

CDOT successfully replaced the Pecos Street over I-70 Bridge using various innovative accelerated bridge construction techniques including: off-site fabrication of the replacement structure and tracking (or moving) a 2,400 ton (or approximate 5,000,000 pound) structure into place using self-propelled Modular transporters (or SPMTs).

Director Barry declared that it was an awesome experience and it was really exciting to see the bridge actually moving. Director Barry commented on the crowd and that folks even camped out to be part of this great experience. “If CDOT plans similar projects in the future, we should take the opportunity to leverage some of the interest that the community has in projects like this one.” Lastly, Director Barry complimented the engineers on their nice work in completion of the Bridge Move.

Director Gilliland wanted to highlight the time-saving factor of such a project and the fact that this innovative project impacted the public for a very small margin of time. Director Gilliland mentioned that when you think back to a couple of years ago, how long that road would have had to be closed, traffic re-routed to accomplish this project. Director Gilliland complimented the Technology and the fact that CDOT is using it to the best of our abilities.

Monthly Progress Report

Tim Harris presented the update as follows:

Program Schedule

- Program schedule updated for work complete through July 2013
- July Schedule Performance Index (SPI) = 0.92
 - Reflects a 0.02 INCREASE from previous month
 - June SPI = 0.92
- Over-performing projects
 - 12 projects (4 more than last month) with \$16.7M in combined Earned Value (EV) greater than planned
 - Increases overall program SPI by 0.05; a 0.01 increase from prior month
- Under-performing projects
 - Non-Railroad projects (Lost SPI \geq 0.01)
 - 2 worst projects (1 less than last month) with \$11.8M in combined lost Earned Value
 - Reduces program SPI calculation by 0.03; a 0.02 decrease from prior month
 - Railroad projects
 - 11 Railroad projects with \$12.1M in combined lost Earned Value
 - Reduces overall program SPI calculation by 0.04; a 0.01 increase from prior month

Major Achievements (July workshop – August workshop)

- Favorable ruling in FASTER Lawsuit
 - Released July 19, 2013
 - the Court finds and hereby declares that the CBE was an "enterprise," as that term is defined in the applicable TABOR provisions, C.R.S. § 43-4-805(2), when it properly assessed the bridge surcharge safety fee and issued revenue bonds in fiscal year 2010-2011, and did not violate TABOR
 - Program Reporting
 - Completed Bond Allocation Plan Update
 - Completed Q3 FY2013 Quarterly Report
 - Work complete through May 31st
 - Drafting Q4 FY2013 Quarterly Report
 - Present Prioritization Plan at PE III meeting
- Design/Build Procurements
 - Region 2: Ilex Design/Build Project RFQ (Pueblo, CO)
 - Short list released July 22, 2013
 - Edward Kraemer & Sons, Inc. (Kraemer) / Tsiouvaras Simmons Holderness (TSH)
 - Flatiron Constructors, Inc. / HDR Engineering, Inc.
 - Ralph L. Wadsworth Construction Co. (RLW) / Michael Baker Jr., Inc. (Baker)
 - Region 1:
 - F-17-DM: SH 88 ML over Cherry Creek (Arapahoe County, CO)

- Completed One Bridge
 - Region 1
 - F-16-CS: SH 121 ML (Wadsworth) over Bear Creek (Denver, CO)

DBE Participation; Quarterly Update

- From **3/1/2010 – 6/30/2013**, State & FHWA-funded BE construction contracts* continue to help CDOT exceed its overall DBE goal through the following achievements:
 - 3 DBE Prime Contracts Awarded = \$ 7,014,350
 - 283 DBE Subcontracts Awarded = \$29,142,553
 - 286** Total DBE Contracts Awarded = \$36,156,903
 - Overall DBE Participation on BE Contracts = **16.6%**

* Design-Bid-Build only

** The 286 total contracts went to 100 individual DBE firms

Formal Nomination of the New Chairman & Vice Chairman

Chairman Reiff stated that there needs to be a formal election for the Board of Director’s Chairman and Vice Chairman. Commissioner Gruen stated that it was his great pleasure to nominate Director Douglas Aden as Chairman and Director Ed Peterson as Vice Chairman. The Chairman also re-nominated Herman Stockinger as the Secretary. The move was seconded by Director Hofmeister. Chairman Reiff asked if there was any discussion of the nomination and hearing none he asked for those in favor to signify by stating Aye and asked for those opposed to state no. Chairman Reiff stated that the nomination had passed unanimously.

Adjournment

Chairman Reiff asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, Chairman Reiff announced the adjournment of the meeting at 2:12 p.m.

 Herman Stockinger, Secretary
 Colorado Bridge Enterprise Board

 Date

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Division of Accounting and Finance
4201 East Arkansas Avenue
Denver CO 80222
(303) 757-9262



DATE: August 30, 2013
TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, CFO
SUBJECT: Third Supplement to the FY 2014 Bridge Enterprise Budget

Enclosed is the Third Supplement to the FY 2014 Bridge Enterprise Budget.

REGION 4

- \$12,180,700 – Establish the construction phase budget for this project. The City of Fort Collins is providing funds for the urban design elements to the bridge which are not BE eligible. The funding provided by Fort Collins will be recognized as a TABOR impact to Bridge Enterprise and is well within the 10% TABOR limit. (18085/10001...)

**SH 14 ML over Cache La Poudre River in Larimer County
 Structure B-16-EV to replace Structure B-16-D**

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Third Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Utilities	<i>Bank of America</i>	\$983,000	\$150,000	\$0	\$1,133,000	\$0	\$1,133,000	\$831,635
	Total Utilities	\$983,000	\$150,000	\$0	\$1,133,000	\$0	\$1,133,000	\$831,635
Design	<i>Federal-Aid Bridge</i>	\$65,467	\$0	\$0	\$65,467	\$0	\$65,467	\$65,467
	<i>Bond Proceeds</i>	\$551,612	\$202,335	\$0	\$753,947	\$0	\$753,947	\$476,091
	<i>Bank of America</i>	\$498,388	\$0	\$0	\$498,388	\$0	\$498,388	\$529,180
	<i>FASTER Funds</i>	\$16,367	\$0	\$0	\$16,367	\$0	\$16,367	\$16,367
	Total Design	\$1,131,834	\$202,335	\$0	\$1,334,169	\$0	\$1,334,169	\$1,087,105
Construction	<i>Bond Proceeds</i>	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$0
	<i>FASTER Funds</i>	\$0	\$0	\$0	\$0	\$10,496,150	\$10,496,150	\$0
	<i>City of Fort Collins</i>	\$0	\$0	\$0	\$0	\$684,550	\$684,550	\$0
	Total Construction	\$0	\$0	\$0	\$0	\$12,180,700	\$12,180,700	\$0
Total Project Budget		\$2,114,834	\$352,335	\$0	\$2,467,169	\$12,180,700	\$14,647,869	\$1,918,740

Resolution No.

**“BE IT RESOLVED, That the Third Supplement to the Fiscal Year 2013-2014
Budget is approved by the Bridge Enterprise Board.”**

COLORADO BRIDGE ENTERPRISE

Memorandum

Colorado Bridge Enterprise
4201 East Arkansas Avenue
Denver, Colorado 80222

DATE: September 19, 2013
TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, CBE/CDOT Chief Financial Officer
SUBJECT: SH82 Grand Ave indirect update

At the July 2013 Bridge Enterprise Board meeting, the SH82 Grand Ave bridge replacement project submitted a budget supplement request for \$10.6M to advance preliminary engineering to the 60% Design Office Review (DOR) level. In conjunction with this, the project team advised the CBE Board that the total project cost (TPC) was forecasted to be approximately \$111.1M, which included approximately \$20.3M of CDOT indirects.

There was a lengthy discussion on both indirects and forecasted TPC, and Director Aden stated that “it makes absolutely no sense to charge \$20M plus of indirects to this project”, and challenged CDOT staff [Tim Harris, Ben Stein and project team] to find a way to reduce indirects paid by the project and report back to the CBE Board with findings. The Board subsequently approved the budget supplement request.

Per previous CDOT indirect policy, a flat indirect rate [95.5% for the Grand Ave project] was applied **only** to a project’s preconstruction phase to recover or collect the necessary indirect funds. Per current CDOT policy approved by FHWA last February, a flat 11% indirect rate is now applied to **both** the preconstruction and construction phases to collect the necessary indirect funds. However, since the project has been going for an extended period it gets a “double-hit” with indirects being applied at the preconstruction phase [95.5% rate] and now also an 11% indirect rate applied to the construction phase.

CDOT staff have evaluated various options to reduce the project’s indirect contribution including multiple meetings with FHWA where it was determined that it is not permissible to provide an exception (or indirect waiver) to one specific project. Any change [or relief] to indirects must be programmatic based. CDOT OFMB has subsequently identified a programmatic approach and are currently working out the details with FHWA. Based upon this new programmatic approach which is intended to be in place by the October 1st Federal fiscal year, the SH82 Grand Ave project indirect contribution would be reduced from approximately \$20.3M to as low as \$12.9M or a possible \$7.4M projected savings.

COLORADO BRIDGE ENTERPRISE

Memorandum

Colorado Bridge Enterprise
4201 East Arkansas Avenue
Denver, CO 80222

DATE: August 30, 2013
TO: Bridge Enterprise Board of Directors
FROM: Scott Richrath, CDOT/BE Chief Financial Officer
SUBJECT: Proposed Bridge Enterprise FY 15 Operating Budget

CDOT provided the Transportation Commission a draft FY 15 Budget Allocation Plan for all areas (including Bridge Enterprise) this month. A copy of the Bridge Enterprise section of the CDOT Budget Allocation Plan and a detailed Bridge Enterprise operating budget is being provided to the board for review.

Bridge Enterprise Revenue was projected using CDOT's budget modeling system. Expenses were largely based on prior year data. Costs relating to issuing bonds are included in the FY 15 budget, preparing BE for the possibility of bonding.

It is expected that a FY 15 budget supplement will be approved in June to adjust for any changes that occur between now and then.

**State Bridge Enterprise
Fiscal Year 2015 Draft Budget Allocations 9-18-13**

Budget Category		Program Area	Directed by	FY2014 Allocations	FY2015 Allocations	FY2015 Over (Under) FY2014	Funding Source
Maintain - Maintaining What We Have							
	CDOT Performed Work						
		Maintenance	BEB	350,000	250,000	(100,000)	09-108
		Scoping Pools	BEB	375,000	750,000	375,000	09-108
				725,000	1,000,000	275,000	
	Contracted Out Work						
		Bridge Enterprise Projects	BEB	94,811,700	93,735,996	(1,075,704)	09-108
		Maintain-Related Indirects/Overhead		-	-	-	
		Engineering		-	-	-	
				94,811,700	93,735,996	(1,075,704)	
			Total	95,536,700	94,735,996	(800,704)	
Maximize - Safely Making the Most of What We Have							
	CDOT Performed Work						
	Contracted Out Work						
			Total	-	-	-	
Expand - Increasing Capacity							
	CDOT Performed Work						
	Contracted Out Work						
			Total	-	-	-	
Deliver - Program Delivery/Administration							
		Administration		1,711,200	1,911,904	200,704	09-108
			Total:	1,711,200	1,911,904	200,704	
Pass-Through Funds/Multi-modal Grants							
	Highway						
			Total:	-	-	-	
Transportation Commission Contingency / Debt Service							
	Contingency						
		Bridge Enterprise - Contingency	BEB	-	-	-	09-108
				-	-	-	
	Debt Service						
		Bridge Enterprise - Debt Service	DS	18,234,000	18,234,000	-	SH
				18,234,000	18,234,000	-	
			Total:	18,234,000	18,234,000	-	
				115,481,900	114,881,900	(600,000)	

Revenue **115,481,900** **114,881,900** **(600,000)**

Key to acronyms:

BEB= Bridge Enterprise Board
DS= Debt Service Covenants

Proposed FY 2015 FASTER Bridge Enterprise Operating Budget as of 9/5/13

	FY2014 Budget		FY2015 Draft Budget	
	Revenue	Expenditures	Revenue	Expenditures
<u>Revenues</u>				
Estimated FASTER Bridge Revenues	\$ 91,600,000		\$ 91,100,000	
Interest Earnings	\$ 2,500,000		\$ 2,400,000	
Federal Subsidy for Build America Bonds	\$ 6,381,900		\$ 6,381,900	
Transfer of State/Local Bridge Funds	\$ -		\$ -	
Transfer of Federal Funds	\$ 15,000,000		\$ 15,000,000	
Total FY Revenues	\$ 115,481,900		\$ 114,881,900	
<u>Operating Expenditures</u>				
<u>Program Management</u>		\$ 1,735,000		\$ 1,580,000
- BE Program Management - AECOM		\$ 1,250,000		\$ 1,250,000
- CDOT/BE Staff		\$ 155,000		\$ 200,000
- AG Legal		\$ 250,000		\$ 90,000
- Annual Audit		\$ 20,000		\$ 20,000
- Operating Expenses		\$ 10,000		\$ 10,000
- Financial Advisor		\$ 50,000		\$ 10,000
<u>Scoping Pools</u>		\$ 940,000		\$ 750,000
<u>Bonding Program</u>		\$ 18,239,200		\$ 18,565,904
- Debt Service		\$ 18,234,000		\$ 18,234,000
- Trustee		\$ 5,200		\$ 5,200
-Bond Counsel		\$ -		\$ 90,000
Disclosure Counsel		\$ -		\$ 37,000
Financial Advisor		\$ -		\$ 57,000
Rating Agency		\$ -		\$ 135,000
Travel to Rating Agency				\$ 4,704
Printing				\$ 2,000
Accounting Review				\$ 1,000
<u>Maintenance</u>		\$ 350,000		\$ 250,000
<u>Preservation</u>		\$ 100,000		\$ 100,000
Total Operating Expenditures		\$ 21,364,200		\$ 21,245,904
Revenues less Operating Expenditures		\$ 94,117,700		\$ 93,635,996

Colorado Bridge Enterprise
4201 East Arkansas Avenue
Denver, Colorado 80222

DATE: September 19, 2013
TO: Bridge Enterprise Board of Directors
FROM: Mark Gosselin – US 36 Managed Lanes Project Director
SUBJECT: Wadsworth & 112th over US 36 Bridges Presentation

Mark Gosselin will be presenting a project highlight presentation of the Colorado Bridge Enterprise replacement of State Highway 121(Wadsworth) and 112th Avenue over US 36 Bridges.

US 36 EXPRESS LANES PROJECT HIGHLIGHT

US 36 Bridges

Sept. 19, 2013



Phase 1 Project Overview

- Reconstruct 11 miles of US 36
- Add an Express Lane in each direction from Federal Blvd. to 88th Street in Louisville/Superior
- Bus Rapid Transit Improvements, HOV and tolled SOV
- Replace Wadsworth Parkway, Uptown Ave., Sheridan Blvd. bridges and the US 36 bridges over Lowell Blvd. and BNSF
- Widen East and West Flatiron and Promenade Bridges
- New commuter bikeway, where feasible

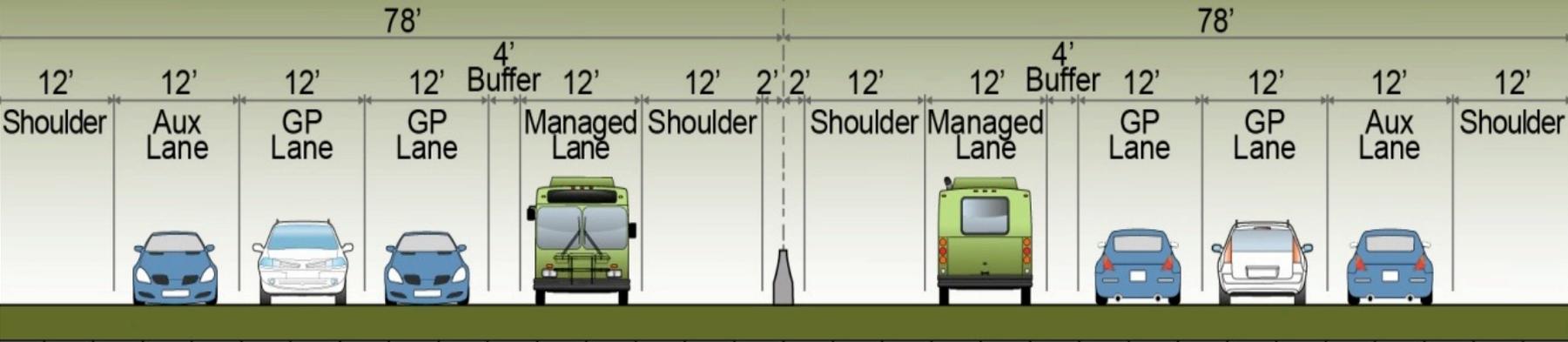




US 36 Phase 1 Funding

Source of Funding	(\$ millions)
RTD Funding	\$120
TIFIA Loan	\$54
Colorado Bridge Enterprise Funding	\$46
CDOT Federal and State grant funds	\$38
DRCOG Federal funds	\$44
TIGER Grant	\$10
<i>Total Sources</i>	\$312

Final Configuration





Phase 1 Project Schedule

- Summer 2012 – Construction began
- January 2015 -- Phase 1 Express Lanes open to public
- January 2016 – Phase 2 Express Lanes open to public



Uptown Avenue Bridge

- Renamed from 112th Avenue Bridge
- Realigning and improving local intersection
- Bridge being built offline before demolition of the old
- Deck pour completed in June
- Bridge demolition will begin Sept. 18
- Bridge will be open to the public Oct. 1

Uptown Avenue Bridge (cont.)

- Walls and caissons of bridge



Uptown Avenue Bridge (cont.)

- 22 girders, weighing nearly 98,000 pounds each were placed across US 36



Uptown Avenue Bridge (cont.)

- Overnight deck pour done in June





Wadsworth Parkway Bridge

- Current bridge is old and in great need of repair
- New bridge will be an improvement for the area
- New ramps will facilitate more efficient traffic flow
- Girder installation completed in March
- Deck pour completed in May
- Bridge demolition in October
- Bridge will be open to traffic in phases in September



Wadsworth Parkway Bridge (cont.)

- Girders on either side of the highway were placed during daytime hours





Wadsworth Parkway Bridge (cont.)

- Installed nearly 40, 120-foot-long, girders over the course of two weeks

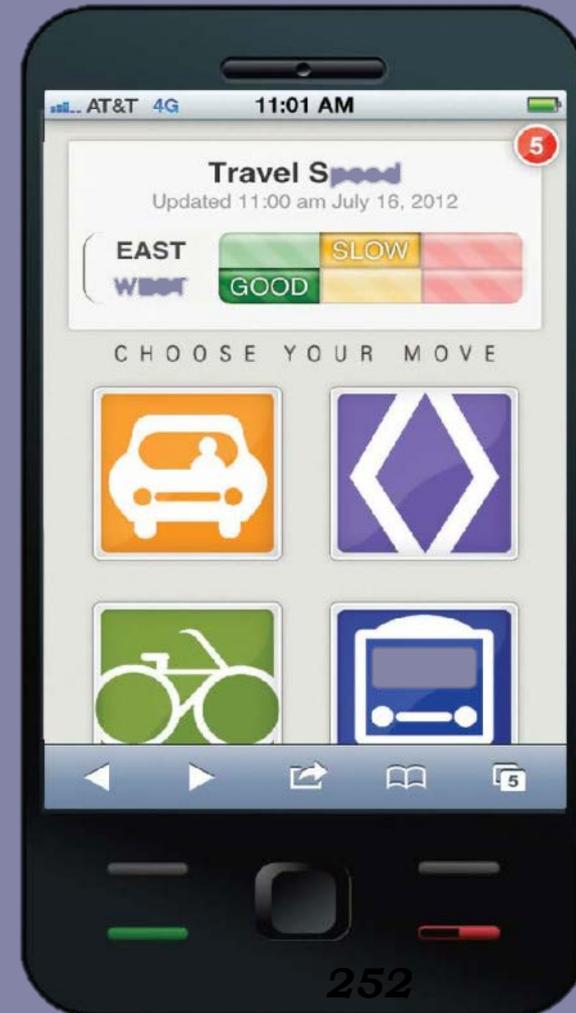




Wadsworth Parkway Girder Installation Time-lapse Video

US 36 Express Lanes Project Contact Information

- Project hotline: 303-404-7042
- Project website:
www.us36expresslanes.com
- Mobile web address:
m.us36expresslanes.com
- info@us36expresslanes.com



Questions?

BRIDGE ENTERPRISE
BOARD OF DIRECTORS MEETING



SEPTEMBER 2013 MONTHLY PROGRESS REPORT

Colorado Bridge Enterprise

9/19/2013

Program Schedule

2

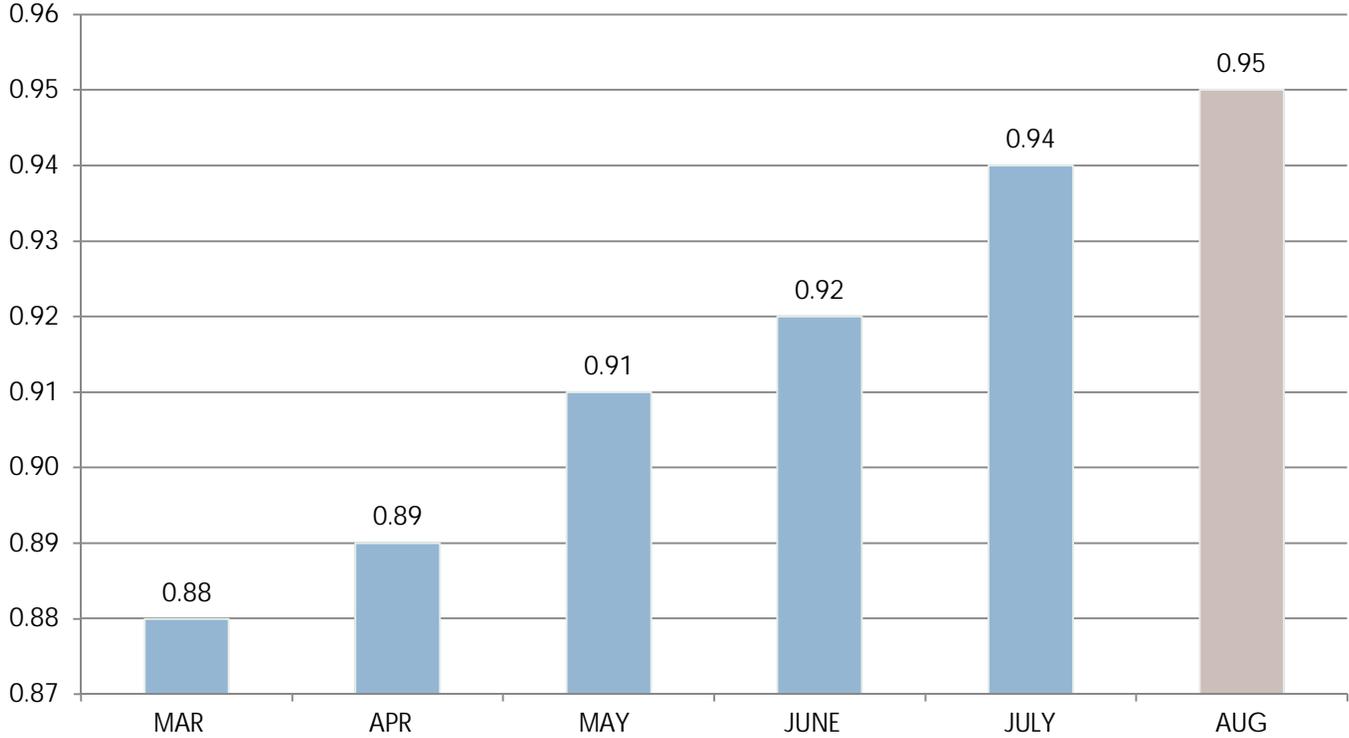
- Program schedule updated for work complete through August 2013
- August Schedule Performance Index (SPI) = 0.95
 - Reflects a 0.01 INCREASE from previous month
 - July SPI = 0.94
- Over-performing projects
 - 13 projects with \$16.4M in combined Earned Value (EV) greater than planned
 - Increases overall program SPI by 0.05; no change from previous month
- Under-performing projects
 - Non-Railroad projects (Lost SPI \geq 0.01)
 - 1 worst project (1 less than last month) with \$9.6M in combined lost EV
 - Reduces program SPI calculation by 0.03; no change from previous month
 - Railroad projects
 - 12 Railroad projects with \$11.2M in combined lost EV
 - Reduces overall program SPI calculation by 0.03; a 0.01 decrease from prior month

9/19/2013

Program Schedule

3

Program SPI by Month



Program Goal SPI \geq 0.90

9/19/2013

Major Achievements (August BOD – September BOD)

4

- Program Reporting
 - ▣ Completed Bond Allocation Plan Update
 - Work complete through June 30th
- Identified 2 newly eligible “poor” FASTER bridges
 - ▣ Per quarterly 2013 NBI update from Staff Bridge
 - ▣ FASTER eligibility bridge count increased from 176 to 178
- Prioritization Plan
 - ▣ Presented Prioritization Plan (PP) to Staff Bridge
 - ▣ Met with Regions to refine PP Scores
 - ▣ Identified 4 Bridges moved to No Action Proposed

9/19/2013

Major Achievements (August BOD – September BOD)

5

- Bridges to No Action Proposed
 - Region 2
 - I-17-O: I25 Service Rd over Pine Creek (Colorado Springs) PP= 14.5
 - Region 3
 - E-12-I: SH9 ML over Blue River (Summit County) PP= 13
 - F-05-C: SH13 ML over Rifle Creek (Rifle, CO) PP= 20.5
 - F-11-AO: I70 ML Eastbound over Timber Creek (Eagle County) PP= 16
- Bridges to AD
 - Region 1
 - E-17-ER: SH44 ML (104th Ave) over Bull Seep (Adams County)
 - E-17-CA: SH44 ML (104th Ave) over South Platte River (Adams County)

9/19/2013

Major Achievements (August BOD – September BOD)

6

□ Completed Four Bridges

▣ Region 1

- F-16-DT: I25 ML Northbound over US85 ML (Santa Fe Drive) (Denver)
- F-16-DW: I25 ML Southbound over US85 ML (Santa Fe Drive) (Denver)
- F-16-F: US85 ML (Santa Fe Drive) Northbound over Dad Clark Gulch (Littleton)

▣ Region 4

- D-17-AK: SH66 ML over St Vrain River (Weld County)

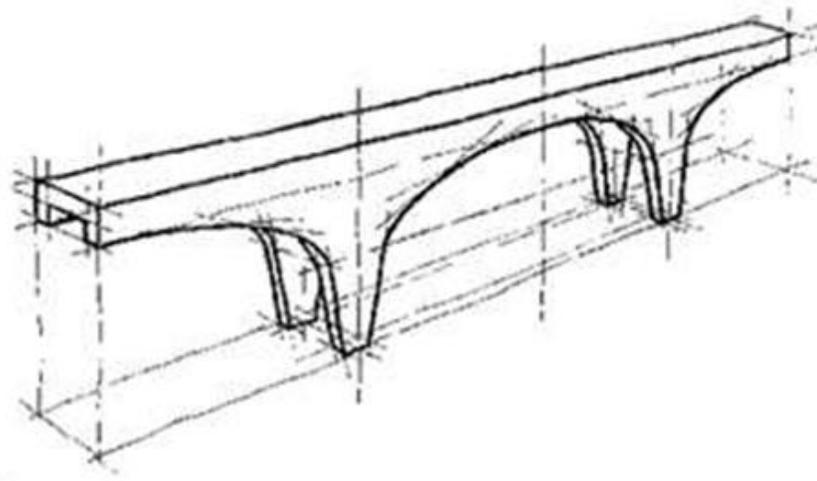
9/19/2013

Completed **FASTER** bridge

7

Region 1

F-16-DT: I25 ML Northbound over US85 ML (Santa Fe Drive) (Denver)



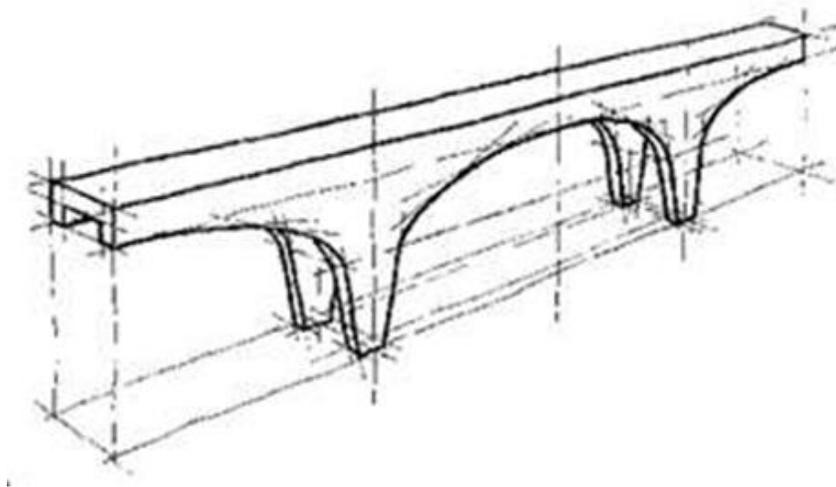
Project team to provide photograph of completed structure

Completed **FASTER** bridge

8

Region 1

F-16-DW: I25 ML Southbound over US85 ML (Santa Fe Drive) (Denver)



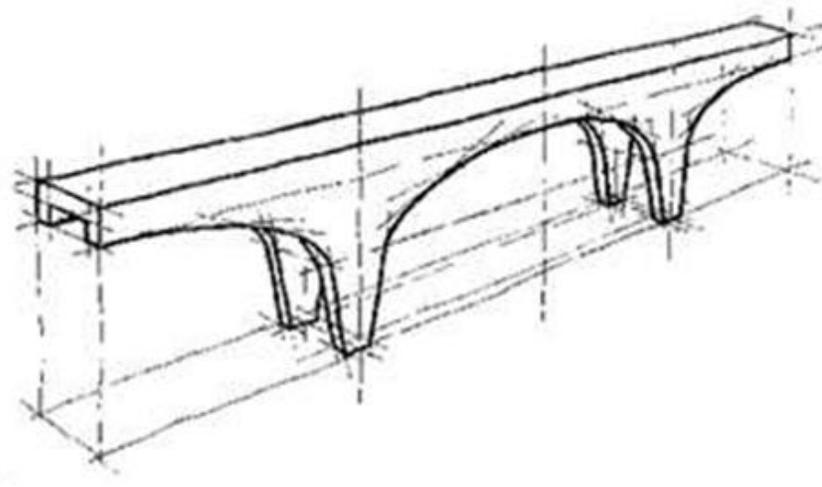
Project team to provide photograph of completed structure

Completed **FASTER** bridge

9

Region 1

F-16-F: US85 ML (Santa Fe Drive) Northbound over Dad Clark Gulch (Littleton)



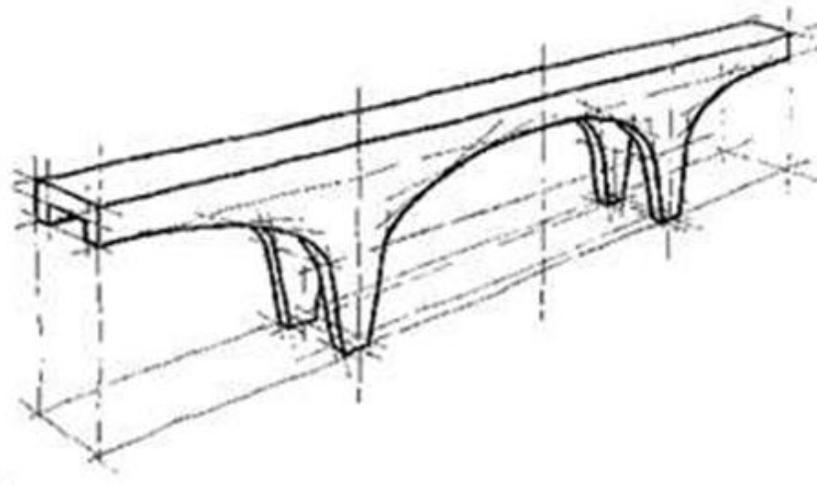
Project team to provide photograph of completed structure

Completed **FASTER** bridge

10

Region 4

D-17-AK: SH66 ML over St Vrain River (Weld County)



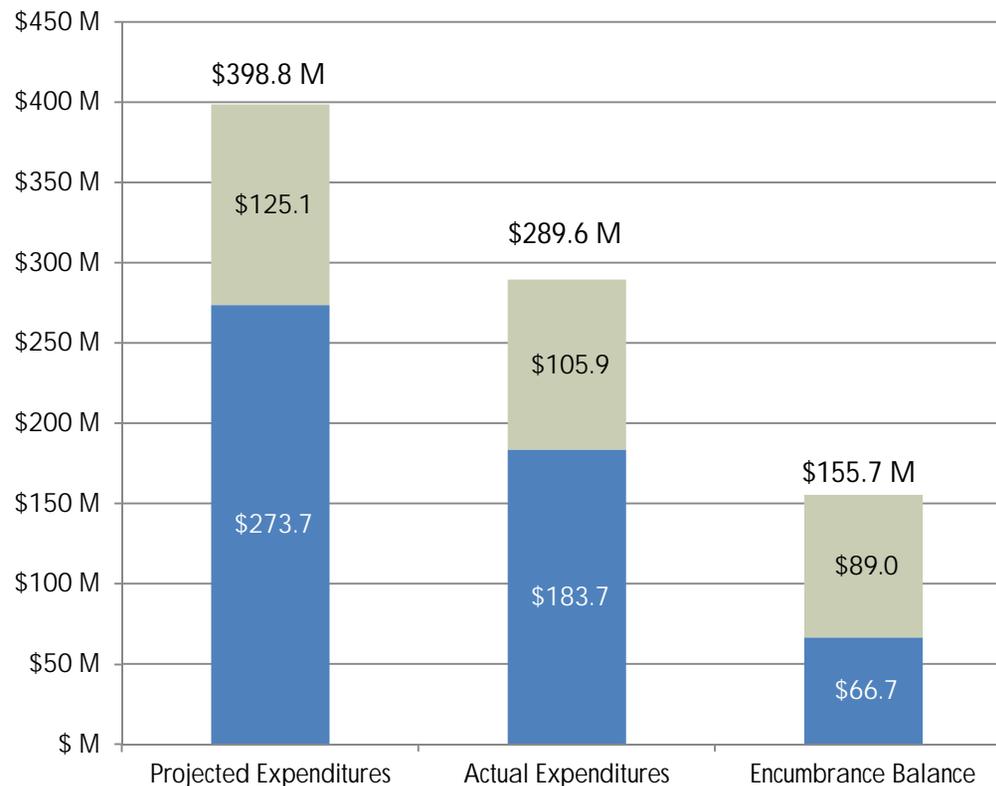
Project team to provide photograph of completed structure

Total Program Financial Performance

11

As of July 31, 2013

■ Non-Bond ■ Bond-Only



Changes from Previous Month

Projected Expenditures

- Overall increased by \$12.8M or 3.3%
- Bond-Only increased by \$7.8M or 2.9%

Actual Expenditures

- Overall increased by \$10.2M or 3.7%
- Bond-Only increased by \$5.2M or 2.9%

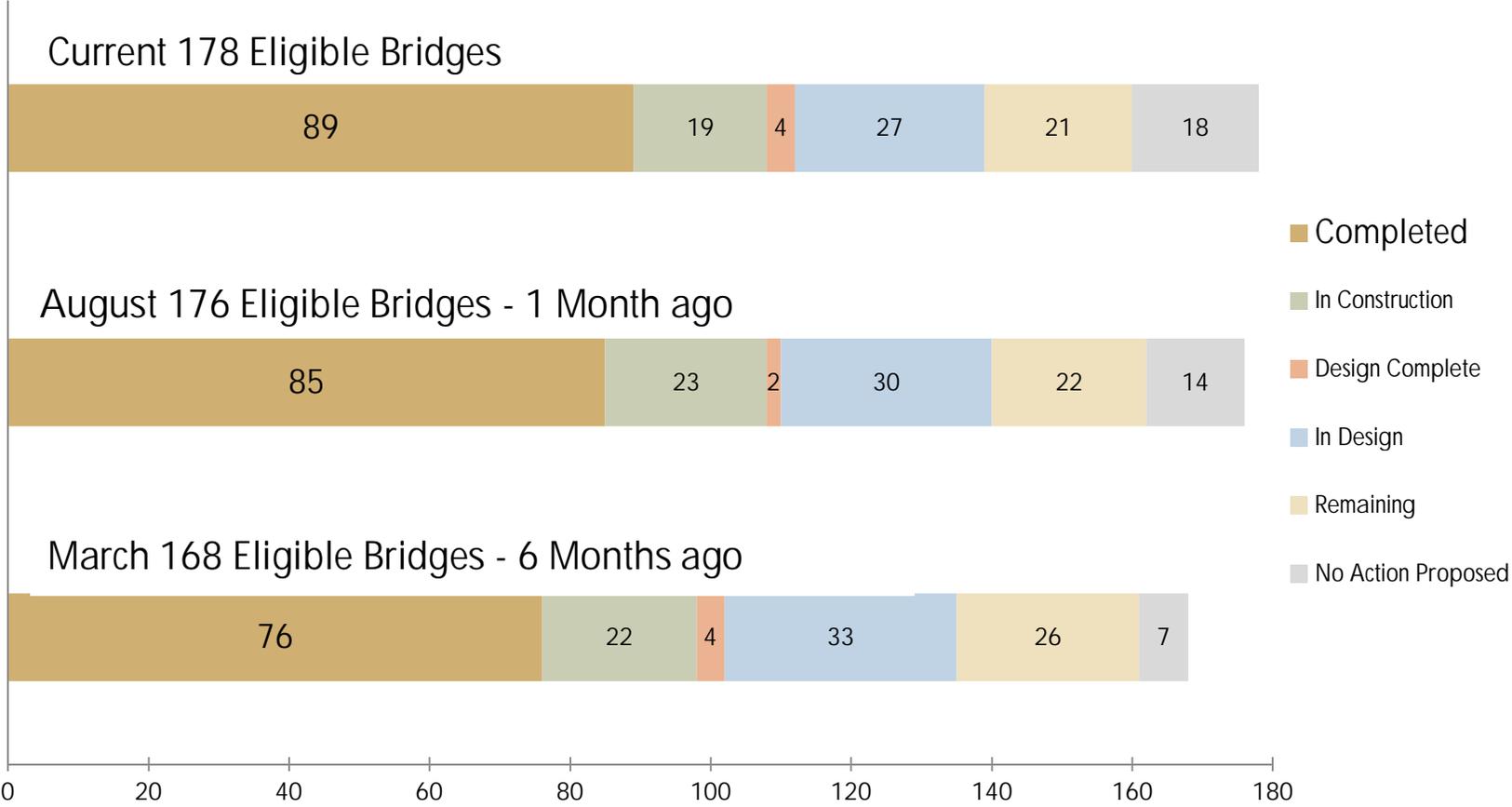
Encumbrance Balance

- Overall increased by \$68.8M or 79.2%
- Bond-Only decreased by -\$1.3M or -1.9%

The increase in encumbrances (non-bond) is due to the US 6 Design/Build PO that encumbered the contract award, which is primarily funded with FASTER funds.

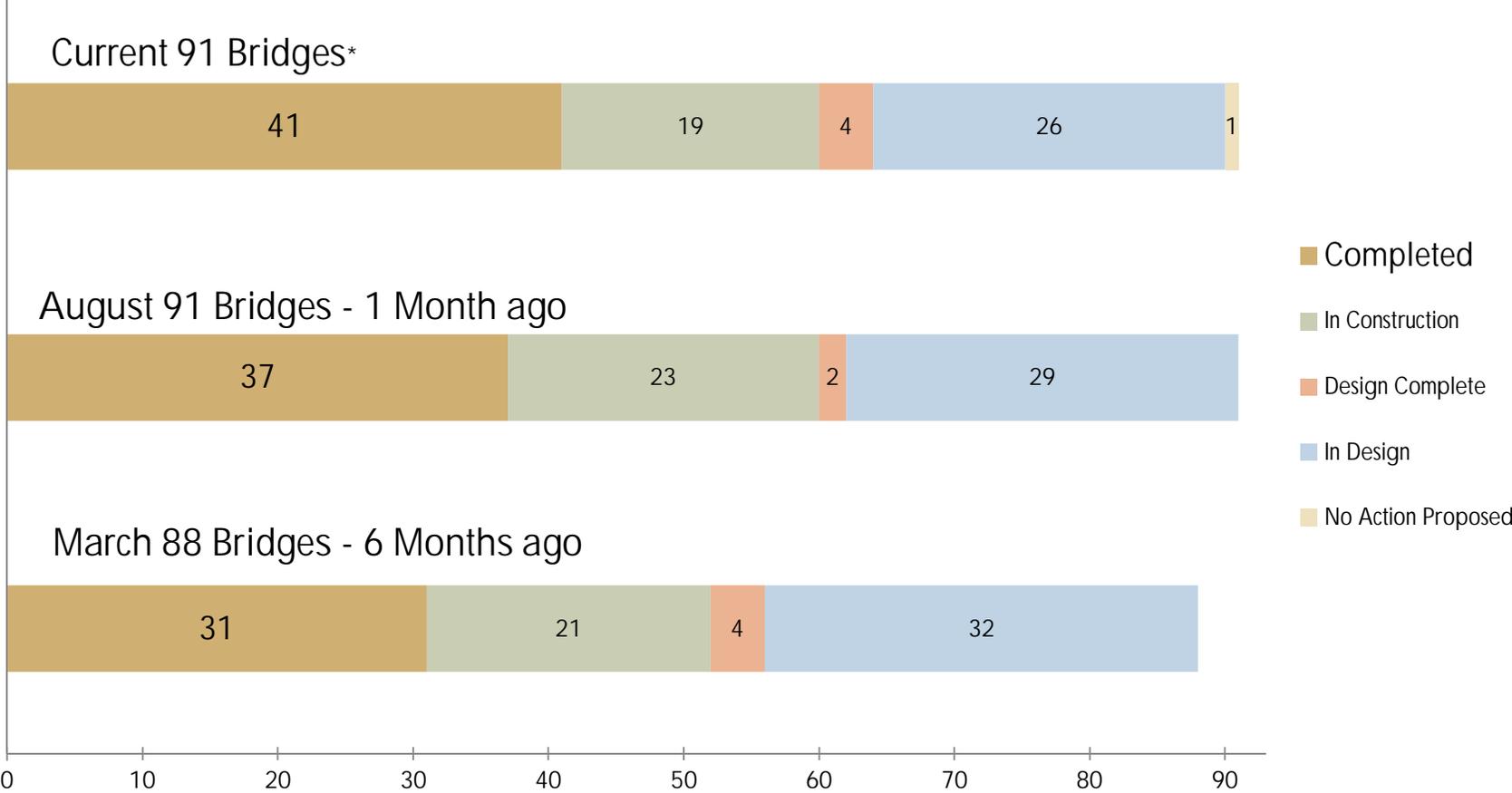
Encumbrance balances (bond-only) to decrease as expenditures increase; unless new work scope is contracted.

Status FASTER Eligible Bridges



9/19/2013

Status \$300M Bond Bridges



*One project was determined in-eligible.

Status of 30 Most Deficient Bridges

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	2013 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	5 ^d	25 ^c
In Construction	9	3
Design Complete	1	0
In Design	10	1
Remaining	5 ^b	1 ^a
Total Addressed	30	30

^c Completed F-16-DT/DW (I25 over US85 Santa Fe)

^d Completed F-16-DT and F-16-F (US85 Santa Fe over Dad Clark)

a	Region	Location	Current Status
E-17-FX	R1	I-70 Viaduct	Pending I-70 East FEIS
b	Region	Location	Current Status
E-17-EW	R1	I-70 ML EBND over UP RR	Pending I-70 East FEIS
E-17-DF	R1	I-70 ML WBND over UP RR	Pending I-70 East FEIS
E-17-KR	R1	I-270 ML EBND over I-70 ML	Newly Poor: Evaluating
C-17-B	R4	SH 60 ML over SOUTH PLATTE RIVER	Newly Poor: Evaluating
K-17-F	R2	SH 96 ML over RUSH CREEK	Newly Poor: Evaluating

9/19/2013

FASTER Q&A

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Questions & Answers

9/19/2013