

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, June 20, 2013**

PRESENT WERE: Gary Reiff, Chairman, District 3
Trey Rogers, District 1
Ed Peterson, District 2
Kathleen Gilliland, District 5
Kathy Connell, District 6
Douglas E. Aden, District 7
Steve Parker, District 8
Leslie Gruen, District 9
Gilbert Ortiz, Sr., District 10
Steven Hofmeister, District 11

EXCUSED: Heather Barry, District 4

ALSO PRESENT: Don Hunt, Executive Director
Gary Vansuch, Director of Process Improvement
Ben Stein, CFO
Heidi Bimmerle, Director of Admin & Human Resources
Debra Perkins-Smith, Director of Division of Transportation
Development
Tim Harris, Chief Engineer
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 1:35 p.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

The Chair 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 Ortiz. 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. He stated that the motion had passed unanimously.

Approval of the Regular Meeting Minutes for May 16, 2013

Resolution #BE-131

Approval of Regular Meeting Minutes for May 16, 2013

BE IT RESOLVED THAT, the Minutes for the May 16, 2013 meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the June 20, 2013 meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on Resolution to Approve the 13th Budget Supplement

Ben Stein mentioned that the 13th Budget Supplement was included in the packet and that it contained minor adjustments that wouldn't increase the overall budget but, that the changes would move funds within a few different cost centers. He stated that later in the year he, he would bring forward an item that would ask that moves such as these could be approved by the CFO and not need to come before the board. He then requested approval of the Budget Supplement.

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

Resolution #BE-132

BE IT RESOLVED THAT, the 13th Supplement to the FY 2013 Budget is hereby approved by the Bridge Enterprise Board.

Discuss and Act on Resolution to Approve the 1st Budget Supplement to the FY'2014 Budget

Ben Stein mentioned that the 1st Budget Supplement was included in the

packet and that the Supplement did not have any bridges in it. He stated that the request was payment for studies regarding the rehabilitation of bridges that had been identified for rehab rather than complete re-construction. He clarified that the request was asking approval for funds to cover the cost of the engineering studies and mentioned that he could answer any questions on the matter. He then requested approval of the Budget Supplement.

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

Resolution #BE-133

BE IT RESOLVED THAT, the 1st Supplement to the FY 2014 Budget is hereby approved by the Bridge Enterprise Board.

Discuss and Act on Resolution to Approve the Transfer of Assets from CDOT to the Bridge Enterprise

Ben Stein mentioned that the Resolution reflected that early in the Bridge Enterprise program bridges were transferred to the Bridge Enterprise to be addressed and that the list of bridges in the resolution were transferred along with their bridge id. He confirmed that they have now been demolished and replaced. He stated that the Resolution asks for approval to retire the bridge ids and give the bridges new ids.

Chairman Reiff asked if anyone had any questions and if there was any discussion on the item and hearing none, Director Parker motioned for the approval of the Budget Supplement and Director Rogers seconded the motion. He asked for those in favor to signify by stating Aye and asked for those opposed to state no. He stated that the motion had passed unanimously approving the following Resolution.

Resolution #BE-134

Take-out-of-service and write-off previously Transferred "Poor" Bridge Asset and Acceptance of a New Bridge Asset

Approved by the Bridge Enterprise Board of Directors on: June 20, 2013

WHEREAS the General Assembly created the Bridge Enterprise as a government-owned business within CDOT, pursuant to 43-4-805 C.R.S.; 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 purposes of Section 20 of Article X of the Colorado Constitution so long as the Bridge Enterprise retains authority to issue revenue bonds and receives less than ten percent (10%) of its total annual revenue 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 in the state; and

WHEREAS, Section 43-4-805(5)(f), C.R.S. authorizes the Bridge enterprise Board to enter into agreements with the commission, or the department to the extent authorized by the commission, under which the bridge enterprise agrees to finance, repair, reconstruct, replace, and, if any given agreement so specifies, maintain designated bridges as specified in the agreements; and

WHEREAS, the Bridge Enterprise Board previously accepted ownership of previously existing structures (listed on Attachment A) transferred via Board approved resolution from CDOT to Colorado Bridge Enterprise, and the previously existing structures have been demolished and replaced with a new structure that was assigned its own unique Bridge ID.

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board hereby acknowledges that the previously transferred existing structures have been demolished and taken-out-of-service and any remaining book-value (if any) will be written-off CDOT accounting records, and Bridge Enterprise accepts asset ownership of the replacement structures with their new bridge identification numbers as itemized on Attachment A.



Herman Stockinger, Secretary
Bridge Enterprise Board of Directors

Date 6-28-13

Discuss and Act on Resolution to Approve the acceptance of asset ownership of bridges previously transferred from CDOT to the Bridge Enterprise and their assigned new Bridge ID's

Ben Stein mentioned that the list of bridges in the Resolution had been approved for transfer by the Transportation Commission to the Bridge Enterprise in the earlier meeting by Resolution and that the proposed Resolution was for the Bridge Enterprise to accept the transferred bridges.

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

Resolution #BE - 135

Accept Transfer of Assets from CDOT to the Bridge Enterprise

Approved by the Bridge Enterprise Board of Directors on: June 20, 2013

WHEREAS, the following structures are part of the Region 2 bridge plans and are scheduled for rehabilitation activities in Fiscal Year 2014 as part of the Bridge Enterprise program;

Region 2 Structures

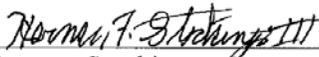
K-18-AX	I 25 ML Northbound over US 50 ML
K-18-R	US50 Business Eastbound over Arkansas River
L-18-AQ	Northern Ave over I 25 ML
L-18-AU	Mesa Ave over I 25 ML
L-18-M	I 25 ML Northbound over Indiana Ave
L-18-W	I 25 ML Southbound over Indiana Ave

WHEREAS, in order to utilize Bridge Enterprise funding for completion of these projects, the ownership of the structures listed above must be transferred to the Colorado Bridge Enterprise; and,

WHEREAS, at the time of the conversion to GASB 34, which required state government to begin capitalization and depreciation of their infrastructure assets, roads, and bridges; the structures listed above were not included in CDOT's Fixed Asset Database, due to the historical cost of these structures falling below the capitalization threshold; and,

WHEREAS, the structures listed above carry no value according to CDOT financial records; and,

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board accepts the transfer of these structures listed above to the Colorado Bridge Enterprise at no cost.



Herman Stockinger, Secretary
Bridge Enterprise Board of Directors

6-28-13
Date

Discuss and Act on Resolution to Approve acceptance of asset ownership of bridges budgeted with FASTER funding and completed within FY'2013

Ben Stein mentioned that the item was a question of Asset Ownership and that a bridge came into service and the Resolution approves the recognition that the bridge is a Bridge Enterprise Bridge.

Chairman Reiff asked if anyone had any questions and if there was any discussion on the item and hearing none, Director Peterson motioned for the approval of the Budget Supplement and Director Aden seconded the motion. He asked for those in favor to signify by stating Aye and asked for those opposed to state no. He stated that the motion had passed unanimously approving the following Resolution.

Resolution #BE-136

Acknowledge New Bridge Asset Funded by Bridge Enterprise

Approved by the Bridge Enterprise Board of Directors on: June 20, 2013

WHEREAS the General Assembly created the Bridge Enterprise as a government-owned business within CDOT, pursuant to 43-4-805 C.R.S.; 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 purposes of Section 20 of Article X of the Colorado Constitution so long as the Bridge Enterprise retains authority to issue revenue bonds and receives less than ten percent (10%) of its total annual revenue 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 in the state; and

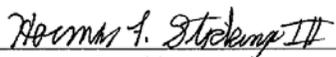
WHEREAS, Section 43-4-805(5)(f), C.R.S. authorizes the Bridge enterprise Board to enter into agreements with the commission, or the department to the extent authorized by the commission, under which the bridge enterprise agrees to finance, repair, reconstruct, replace, and, if any given agreement so specifies, maintain designated bridges as specified in the agreements; and

WHEREAS, Bridge Enterprise no longer transfers an existing Bridge ID that is programmed to be replaced; and currently utilizes an accounting policy that provides FASTER funding directly to the planned replacement structure and newly assigned Bridge ID; and

WHEREAS, the Bridge Enterprise Board previously approved the use of FASTER funding via the monthly budget supplement process to construct the below noted replacement structure which was completed and open to traffic in Fiscal Year 2013; and

New Bridge Enterprise Owned Bridge	Facility Carried over Featured Intersection
G-21-AP	I 70 FRONTAGE RD over DRAW (SR)

NOW THEREFORE BE IT RESOLVED, the Bridge Enterprise Board hereby accepts ownership of the new bridge.



Herman Stockinger, Secretary
Bridge Enterprise Board of Directors

6-28-13
Date

Monthly Progress Report

Chief Engineer Tim Harris presented the April update as follows:

Program Schedule

- Program schedule updated for work complete through May 2013
- May Schedule Performance Index (SPI) = 0.91
 - Reflects a 0.02 INCREASE from previous month
 - April SPI = 0.89
- Over-performing projects
 - 8 projects with \$11.6M in combined Earned Value (EV) greater than planned
 - Increases overall program SPI by 0.04; a 0.01 increase from prior month
- Under-performing projects
 - Non-Railroad projects
 - 3 worst projects with \$14.1M in combined lost Earned Value
 - Reduces program SPI calculation by 0.05; a 0.01 improvement from prior month
 - Railroad projects
 - 11 Railroad projects with \$9.7M in combined lost Earned Value
 - Reduces overall program SPI calculation by 0.03; same as prior month

Major Achievements

- FASTER eligibility increased from 168 to 176
 - Currently ranking structures via Prioritization Plan
- Program Reporting
 - Completed Q3 FY2013 Bond Allocation Plan Update
 - Completed Draft Q3 FY2013 Quarterly Report
- Pilot Preservation Plan
 - Staff Bridge selecting candidate structures
 - Projecting Contractor RFP early summer 2013
- FASTER Lawsuit
 - Trial held May 13th and 14th
- Design Build Procurements
 - Region 2: Ilex Design/Build (Pueblo) RFQ due 6/18/13
 - Total of 8 bridges to be addressed
 - 2 bridge replacements
 - 6 bridges to be rehabilitated
 - Region 6: I 70 over Havana Street, UPRR Design/Build
 - Notice of Short list Selection
 - Lawrence/TSH
 - Wadsworth/Michael Baker
 - Wildcat/Wilson
 - Issue Final RFP AD 6/20/13
- Three Bridges went to AD
 - Region 2
 - K-16-S: SH 120 ML over Draw, UPRR (Florence, CO)
 - M-16-P: SH 69 ML over Milliken Arroyo (Huerfano County, CO)
 - N-17-C: I 25 Business Route over Sull Creek (Walsenburg, CO)
- One Bridge went to Construction

- Region 6
 - E-16-HA: SH 58 ML over Ford Street, Wash (Golden, CO)
- Completed One Bridge
 - Region 1
 - G-21-B: I-70 Frontage Road over Draw (SR) (Elbert County, CO)

Completed FASTER Bridge

- Region 1
 - G-21-B: I-70 Frontage Road over Draw (SR)

Project Highlight for the Pecos Street over I-70

Tony DeVito introduced Paul Jesaitis and Tammy Maurer who gave a presentation about the project.

Adjournment

Chairman Reiff asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, he announced the adjournment of the meeting at 2:00 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: July 3, 2013
TO: Bridge Enterprise Board of Directors
FROM: Ben Stein, CFO
SUBJECT: Second Supplement to the FY 2014 Bridge Enterprise Budget

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

REGION 1

- \$10,402,000 – Establish the construction phase for this project. Construction advertisement is scheduled for August 2013. (18206/10001...)

SH 44 over Bull Seep and South Platte River in Adams County Structures E-17-VB and E-17-VA to replace Structures E-17-ER and E-17-CA

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Second Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
ROW	<i>Bond Proceeds</i>	\$166,500	\$0	\$0	\$166,500	\$0	\$166,500	\$2,323
	<i>Adams County</i>	\$4,250	\$0	\$0	\$4,250	\$0	\$4,250	\$4,250
	<i>Commerce City</i>	\$2,125	\$0	\$0	\$2,125	\$0	\$2,125	\$2,125
	<i>City of Thornton</i>	\$2,125	\$0	\$0	\$2,125	\$0	\$2,125	\$2,125
	Total ROW	\$175,000	\$0	\$0	\$175,000	\$0	\$175,000	\$10,823
Design	<i>Bond Proceeds</i>	\$3,826,594	\$0	\$0	\$3,826,594	\$0	\$3,826,594	\$3,324,820
	Total Design	\$3,826,594	\$0	\$0	\$3,826,594	\$0	\$3,826,594	\$3,324,820
Construction	<i>FASTER Bridge</i>	\$0	\$0	\$0	\$0	\$8,410,500	\$8,410,500	\$0
	<i>Local</i>	\$0	\$0	\$0	\$0	\$1,991,500	\$1,991,500	\$0
	Total Construction	\$0	\$0	\$0	\$0	\$10,402,000	\$10,402,000	\$0
Total Project Budget		\$4,001,594	\$0	\$0	\$4,001,594	\$10,402,000	\$14,403,594	\$3,335,643

REGION 3

- \$10,634,000 – Supplement the design budget for in-house personnel and consultant services to advance preliminary engineering effort to 60% Design Office Review (DOR) level. Additional funds will be requested at a later date for 100% Plans, Specifications, and Estimate (PS&E) level Final Design. See attached letter from the design team for a more detailed explanation. (18158/10001...)

SH 82 ML over I-70 ML, Colorado River and Railroad in Garfield County Structure F-07-V to replace Structure F-07-A

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Second Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
ROW	<i>Bond Proceeds</i>	\$441,000	\$0	\$0	\$441,000	\$0	\$441,000	\$0
	Total ROW	\$441,000	\$0	\$0	\$441,000	\$0	\$441,000	\$0
Design	<i>Bond Proceeds</i>	\$882,000	\$0	\$0	\$882,000	\$1,000,000	\$1,882,000	\$337,680
	<i>FASTER Funds</i>	\$848,300	\$0	\$0	\$848,300	\$9,634,000	\$10,482,300	\$0
	Total Design	\$1,730,300	\$0	\$0	\$1,730,300	\$10,634,000	\$12,364,300	\$337,680
Miscellaneous	<i>Bond Proceeds</i>	\$7,655,357	\$0	\$0	\$7,655,357	\$0	\$7,655,357	\$3,751,148
	<i>FASTER Funds</i>	\$1,270,100	\$0	\$0	\$1,270,100	\$0	\$1,270,100	\$0
	Total Miscellaneous	\$8,925,457	\$0	\$0	\$8,925,457	\$0	\$8,925,457	\$3,751,148
Total Project Budget		\$11,096,757	\$0	\$0	\$11,096,757	\$10,634,000	\$21,730,757	\$4,088,828

REGION 4

- \$150,000 – Increase the utility phase budget for relocation of the City of Fort Collins electrical utilities. (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				Second Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Utilities	<i>Bank of America</i>	\$983,000	\$0	\$0	\$983,000	\$0	\$983,000	\$483,627
	<i>Bond Proceeds</i>	\$0	\$0	\$0	\$0	\$150,000	\$150,000	\$0
	Total Utilities	\$983,000	\$0	\$0	\$983,000	\$150,000	\$1,133,000	\$483,627
Design	<i>Federal-Aid Bridge</i>	\$65,467	\$0	\$0	\$65,467	\$0	\$65,467	\$65,467
	<i>Bond Proceeds</i>	\$551,612	\$0	\$0	\$551,612	\$0	\$551,612	\$363,123
	<i>Bank of America</i>	\$498,388	\$0	\$0	\$498,388	\$0	\$498,388	\$378,388
	<i>FASTER Funds</i>	\$16,367	\$0	\$0	\$16,367	\$0	\$16,367	\$16,367
	Total Design	\$1,131,834	\$0	\$0	\$1,131,834	\$0	\$1,131,834	\$823,345
Total Project Budget		\$2,114,834	\$0	\$0	\$2,114,834	\$150,000	\$2,264,834	\$1,306,972

Resolution No. BE –

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

BRIDGE ENTERPRISE BOARD OF DIRECTORS
Contingency Reserve Fund

Transaction Date	Transaction Description	Amount	Balance
Jul-12	Contingency budget 2013	\$9,302,648	\$18,302,648
Jul-11	Contingency budget 2012	\$9,000,000	

PROJECT: SH 82 GRAND AVENUE BRIDGE FBR 0821-094 (18158)

Date: July 1, 2013
TO: Ben Stein, Acting CFO, Office of Financial Management & Budget
FROM: Joe Elsen, Region 3 Program Engineer – Central Area
Via: David A. Eller, Region 3 Director
SUBJECT: Request for Budget Supplement to Advance Design to 60% Level

Region 3 is requesting a \$10,633,305 budget supplement to take the design of the SH 82, Grand Avenue Bridge to the 60% Design Office Review (DOR) level. The \$10,633,305 value is broken out as \$5,439,031 for consultant and in-house staff directs costs and \$5,194,274 in Indirects at 95.5%.

The purpose of this memo is to explain where the project costs have changed since the scoping level estimate of \$59M (Preliminary Engineering (PE) \$13.8M + Construction \$45.2M).

The SH 82 Grand Avenue Bridge project is one of the most challenging that CDOT Region 3 has initiated both in terms of gaining community acceptance of the alternative, environmental clearance and the technical design. The challenges to clear and design this project are summarized below:

1. The lack of redundancy in the SH 82 transportation network, combined with high volumes that feed the entire Roaring Fork Valley (and the economic engine of Aspen, CO), severely complicates options for managing construction traffic control, and closure periods. All of this is magnified by the lack of viable alternative transportation routes for users. In the case of serious emergency, such as a valley-wide fire, the Grand Avenue Bridge is the only viable state-owned facility to provide an evacuation route to the I-70 corridor.
2. The new vehicular and pedestrian structures will cross the Colorado River, the Union Pacific Railroad (with 22 trains per day), Interstate 70, two Glenwood Springs city streets and the parking lot for the Hot Springs Pool; all require significant care and coordination efforts.
3. The Hot Springs Geothermal Aquifer is an important local resource, which is vital to the economy and the tourism industry of Glenwood Springs. It is both a politically-guarded and sensitive topic within the community. With limited existing information on its exact location and load-bearing potential, it presents several challenges, including geotechnical and local community concerns related to possible impacts to the resource. The existing structure is also Scour-Critical.
4. The implementation of a Context Sensitive Solution (CSS) in Glenwood Springs requires a comprehensive process of community engagement to gain acceptance for the project alternatives, which requires greater public information and outreach effort than a typical infrastructure “improvement” project. The community is somewhat divided in the desire for a bypass route, which creates additional challenges. Some locals have threatened litigation to further their cause of a mobility option or a “SH 82 Bypass” planning process. All of this has required additional work.
5. The need to accommodate business access concerns on the tails of an intense local recession, combined with a lack of viable alternative routes for SH 82 traffic and significant commuter issues, has led to development of innovative “Accelerated Bridge Construction” (ABC) solutions that require more significant engineering resources to design, refine and screen in a level of detail great enough to support alternatives screening and decision-making.

6. Several additional items impact the construction, including environmental resources and economic concerns related to tourism. For example, the spring runoff period of the Colorado River, in conjunction with both spring and fall trout spawning periods, seriously constrain the available construction access to the river. In addition, construction activities need to respect the importance of the summer tourism season.
7. There are several sensitive environmental resources identified during the NEPA phase that will require additional effort to address during the design and construction phases, primarily noise, historic, visual, wetlands, water quality, fisheries, hazardous waste, and economic.
8. The tight physical constraints on every element of the project—as a high-volume, highly visible recreational destination and a vital downtown business area—require high levels of planning and coordination to develop acceptable design and construction solutions.
9. There are risks and constraints at every turn on this project. For example the existing Grand Avenue Bridge also provides important utility infrastructure across the Colorado River including gas, water and communications. These facilities must be relocated prior to construction of the new bridge.

When this project was scoped in 2010, the original estimate was based on the assumption that the build alternative would be in essentially the same location as the existing bridge, with limited need for additional right-of-way, and the NEPA Environmental Assessment process would be relatively straightforward with limited discussion of bypass or relocation alignments for SH 82. Instead, the build alternative covers a much wider range of alignment and construction alternatives, as well as the unanticipated addition of a pedestrian bridge replacement to meet project goals. In summary, 15 build alternatives were brought forward and studied by the consultant team. The process required extensive public outreach to meet the intent of CDOT's CSS policy.

The project's recommended alternative includes an alignment and profile of the SH 82 Grand Avenue replacement bridge, plus additional elements related to the recommended alternative not originally anticipated in early scoping. These additional items include:

- **Replacement of adjacent pedestrian bridge.** A new pedestrian bridge has been found necessary to accommodate affordable utility relocations, meet the multi-modal mobility goals of the project, accommodate needed acceleration lengths for the 116 East on-ramp on I70, and other considerations established by stakeholder input and the project team. The pedestrian bridge design includes accessibility treatments, such as ramps and potentially elevators. The addition of the pedestrian bridge may drive the *total construction cost of the project down* as the focus of the aesthetic treatments will be on the much smaller pedestrian bridge, rather than the Grand Avenue highway bridge. The pedestrian bridge type is still being determined through the CSS process with constructability and risk/cost input from the CM/GC. There is also strong potential for cost-sharing with the utility companies toward the construction cost of the pedestrian bridge.
- **Reconstruction of the SH 82 and I-70 intersection area on the north side.** The recommended alternative realigns the existing bridge touchdown point to the north to be closer to the I-70 westbound exit and provide a more direct connection for vehicles traveling from I-70 to SH 82 through Glenwood Springs, eliminating the circuitous loop that SH 82 traverses today to connect to I-70. The realignment requires the reconfiguration of a complex intersection and interchange movements on the north side of the river that are vital to tie the bridge into the system.
- **Additional geothermal investigation to minimize risk of damage to the geothermal resource.** The project team has identified potential contingency costs involving on-site, stand-by contractors to cap or plug a potential intrusion to the confining layer of Belden Shale or the conveying layer of Leadville Limestone that could result in a release of the pressurized geothermal resource. The knowledge of the geothermal resources is

evolving and meetings are being held with the Hot Springs Lodge and Pool and the project geotechnical and design team.

- **Construction methods for the project have been evolving as the project has progressed.** The new and innovative methods have been driven by the project goal to minimize impacts to the only direct connection to down-valley locations south of Glenwood Springs. These construction methods include new bridge slide and rotation foundations for Accelerated Bridge Construction (ABC) and are more sizeable and complex than earlier scoped with the shorter bridge.
- **Detour improvements necessary for a full bridge closure.** During scoping, suggestions for bridge construction included keeping two lanes of traffic open on the bridge. Through the planning and CSS process, the best solution has been found to be a full, but short-term, closure of the bridge to tear down and reconstruct the new bridge using ABC techniques. The required detour during this time includes improvements to Exit 114 and Midland Avenue through Glenwood Springs to keep traffic movements efficient and minimize delays.

Current CBE Budget Supplement Request:

The current schedule is to take the design from its current “concept level” to 30% plans at NEPA Decision Document (estimated to be May of 2014) to a 60% Design Office Review (DOR) level, and we have obtained FHWA Concurrence regarding permissible activities during the NEPA process; we expect to hold the DOR in August 2014. This project is utilizing the Innovative Contracting Delivery Method of CM/GC, and this method uses a series of iterative risk identification/mitigation sessions along with detailed cost estimating at 30/60/90/100 percent plan levels. Through this effort we expect to be able to keep the costs at the lowest possible level.

The \$10,633,305 Budget Supplement Request (\$5,439,031 consultant/in-house staff direct costs and \$5,194,274 at 95.5% Indirects) will progress the design to 60% which will provide a very clear picture of remaining work effort required for design, utilities, right of way as well as constructions costs.

In 2010 we initiated this project and estimated the PE phase at \$13.8M and construction at \$45.2M, including Indirects. Removing the 95.5% Indirects yields a PE phase estimate of \$7.1M and we assumed the consultant portion would be about \$6.2M and internal/right of way/utility costs of \$0.9 M. This was all based on a replacement of the bridge in its current, existing location.

The existing bridge deck area is 27,040 SF and the area used for the above cost estimate was 42,588 SF as it widened for the most part in place, and the end points were essentially the same.

The current area of the proposed vehicular bridge is about 90,000 SF and the pedestrian bridge is 9,000 SF.

The most recent construction cost estimate is \$65M (without CE & Indirects). This contains a fair amount of contingency, and we plan to actively and aggressively trim ineligible costs from this estimate as well as risk/contingency numbers. We have remaining budget in our constructability consultant and we plan to have an updated cost estimate by the end of August. We also hope to have narrowed down the structure types for the two bridges as well. We should have geotechnical borings underway near the hot springs aquifer and should be able to refine that risk as well.

Using the \$65M number, the percent of Preliminary Engineering cost per construction breaks out as:

Work Task	Amount	Percent of Construction Cost (\$65M)	Comment
NEPA	\$4.6M	7.1%	
Design	\$8.0M	12.3%	
CM/GC	\$0.4M	0.6%	Subtotal Design Effort = 20.6%
ROW/Utils (estimated)	\$5.7M	8.8%	
Total (estimated)	\$18.7M	28.8%	

The above costs are without Indirects, to be able to compare more quickly with other projects. The Indirects related to the \$18.7M PE phase total comes to just over \$13M.

The construction cost of \$65M attracts \$14,365,000 in CE & Indirects charges to total \$79,365,000.

The total project features almost \$21M in Indirects.

The total projected cost of the project, including \$20.9M of Indirects is \$111.1M which constitutes a 1.88 factor increase. The increase in anticipated bridge deck area is 99,000 SF/42,588 SF or a factor of 2.32 in the structure size.

The increase of the project from the initially scoped smaller bridge was consistent with CDOT's CSS process and included CBE throughout the process, including the selection of the preferred bridge alignment (including necessary improvements to Exit 116 connections) and the pedestrian bridge replacement.

The internal staff and consultant staff fully understand the need to control costs and we hope to have improved forecasts in the near future.

copy: Joe Elsen, R3
 Roland Wagner, R3
 Behrooz Far, Staff Bridge
 Region Files, R3

Date: July 1, 2013
TO: Ben Stein, CFO, Office of Financial Management & Budget
FROM: Joe Elsen, Region 3 Program Engineer – Central Area
Via: David A. Eller, Region 3 Director
SUBJECT: Request for Budget Supplement to Advance Design to 60% Level

Region 3 is requesting a \$10,633,305 budget supplement to take the design of the SH 82, Grand Avenue Bridge to the 60% Design Office Review (DOR) level. The \$10,633,305 value is broken out as \$5,439,031 for consultant and in-house staff directs costs and \$5,194,274 in Indirects at 95.5%.

The purpose of this memo is to explain where the project costs have changed since the scoping level estimate of \$59M (Preliminary Engineering (PE) \$13.8M + Construction \$45.2M).

The SH 82 Grand Avenue Bridge project is one of the most challenging that CDOT Region 3 has initiated both in terms of gaining community acceptance of the alternative, environmental clearance and the technical design. The challenges to clear and design this project are summarized below:

1. The lack of redundancy in the SH 82 transportation network, combined with high volumes that feed the entire Roaring Fork Valley (and the economic engine of Aspen, CO), severely complicates options for managing construction traffic control, and closure periods. All of this is magnified by the lack of viable alternative transportation routes for users. In the case of serious emergency, such as a valley-wide fire, the Grand Avenue Bridge is the only viable state-owned facility to provide an evacuation route to the I-70 corridor.
2. The new vehicular and pedestrian structures will cross the Colorado River, the Union Pacific Railroad (with 22 trains per day), Interstate 70, two Glenwood Springs city streets and the parking lot for the Hot Springs Pool; all require significant care and coordination efforts.
3. The Hot Springs Geothermal Aquifer is an important local resource, which is vital to the economy and the tourism industry of Glenwood Springs. It is both a politically-guarded and sensitive topic within the community. With limited existing information on its exact location and load-bearing potential, it presents several challenges, including geotechnical and local community concerns related to possible impacts to the resource. The existing structure is also Scour-Critical.
4. The implementation of a Context Sensitive Solution (CSS) in Glenwood Springs requires a comprehensive process of community engagement to gain acceptance for the project alternatives, which requires greater public information and outreach effort than a typical infrastructure “improvement” project. The community is somewhat divided in the desire for a bypass route, which

creates additional challenges. Some locals have threatened litigation to further their cause of a mobility option or a “SH 82 Bypass” planning process. All of this has required additional work.

5. The need to accommodate business access concerns on the tails of an intense local recession, combined with a lack of viable alternative routes for SH 82 traffic and significant commuter issues, has led to development of innovative “Accelerated Bridge Construction” (ABC) solutions that require more significant engineering resources to design, refine and screen in a level of detail great enough to support alternatives screening and decision-making.
6. Several additional items impact the construction, including environmental resources and economic concerns related to tourism. For example, the spring runoff period of the Colorado River, in conjunction with both spring and fall trout spawning periods, seriously constrain the available construction access to the river. In addition, construction activities need to respect the importance of the summer tourism season.
7. There are several sensitive environmental resources identified during the NEPA phase that will require additional effort to address during the design and construction phases, primarily noise, historic, visual, wetlands, water quality, fisheries, hazardous waste, and economic.
8. The tight physical constraints on every element of the project—as a high-volume, highly visible recreational destination and a vital downtown business area—require high levels of planning and coordination to develop acceptable design and construction solutions.
9. There are risks and constraints at every turn on this project. For example the existing Grand Avenue Bridge also provides important utility infrastructure across the Colorado River including gas, water and communications. These facilities must be relocated prior to construction of the new bridge.

When this project was scoped in 2010, the original estimate was based on the assumption that the build alternative would be in essentially the same location as the existing bridge, with limited need for additional right-of-way, and the NEPA Environmental Assessment process would be relatively straightforward with limited discussion of bypass or relocation alignments for SH 82. Instead, the build alternative covers a much wider range of alignment and construction alternatives, as well as the unanticipated addition of a pedestrian bridge replacement to meet project goals. In summary, 15 build alternatives were brought forward and studied by the consultant team. The process required extensive public outreach to meet the intent of CDOT’s CSS policy.

The project’s recommended alternative includes an alignment and profile of the SH 82 Grand Avenue replacement bridge, plus additional elements related to the recommended alternative not originally anticipated in early scoping. These additional items include:

- **Replacement of adjacent pedestrian bridge.** A new pedestrian bridge has been found necessary to accommodate affordable utility relocations, meet the multi-modal mobility goals of the project, accommodate needed acceleration lengths for the 116 East on-ramp on I70, and other considerations established by stakeholder input and the project team. The pedestrian bridge design includes accessibility treatments, such as ramps and potentially elevators. The addition of the pedestrian bridge may drive the *total construction cost of the project down* as the focus of the aesthetic treatments will be on the much smaller pedestrian bridge, rather than the Grand Avenue highway

bridge. The pedestrian bridge type is still being determined through the CSS process with constructability and risk/cost input from the CM/GC. There is also strong potential for cost-sharing with the utility companies toward the construction cost of the pedestrian bridge.

- **Reconstruction of the SH 82 and I-70 intersection area on the north side.** The recommended alternative realigns the existing bridge touchdown point to the north to be closer to the I-70 westbound exit and provide a more direct connection for vehicles traveling from I-70 to SH 82 through Glenwood Springs, eliminating the circuitous loop that SH 82 traverses today to connect to I-70. The realignment requires the reconfiguration of a complex intersection and interchange movements on the north side of the river that are vital to tie the bridge into the system.
- **Additional geothermal investigation to minimize risk of damage to the geothermal resource.** The project team has identified potential contingency costs involving on-site, stand-by contractors to cap or plug a potential intrusion to the confining layer of Belden Shale or the conveying layer of Leadville Limestone that could result in a release of the pressurized geothermal resource. The knowledge of the geothermal resources is evolving and meetings are being held with the Hot Springs Lodge and Pool and the project geotechnical and design team.
- **Construction methods for the project have been evolving as the project has progressed.** The new and innovative methods have been driven by the project goal to minimize impacts to the only direct connection to down-valley locations south of Glenwood Springs. These construction methods include new bridge slide and rotation foundations for Accelerated Bridge Construction (ABC) and are more sizeable and complex than earlier scoped with the shorter bridge.
- **Detour improvements necessary for a full bridge closure.** During scoping, suggestions for bridge construction included keeping two lanes of traffic open on the bridge. Through the planning and CSS process, the best solution has been found to be a full, but short-term, closure of the bridge to tear down and reconstruct the new bridge using ABC techniques. The required detour during this time includes improvements to Exit 114 and Midland Avenue through Glenwood Springs to keep traffic movements efficient and minimize delays.

Current CBE Budget Supplement Request:

The current schedule is to take the design from its current “concept level” to 30% plans at NEPA Decision Document (estimated to be May of 2014) to a 60% Design Office Review (DOR) level, and we have obtained FHWA Concurrence regarding permissible activities during the NEPA process; we expect to hold the DOR in August 2014. This project is utilizing the Innovative Contracting Delivery Method of CM/GC, and this method uses a series of iterative risk identification/mitigation sessions along with detailed cost estimating at 30/60/90/100 percent plan levels. Through this effort we expect to be able to keep the costs at the lowest possible level.

The \$10,633,305 Budget Supplement Request (\$5,439,031 consultant/in-house staff direct costs and \$5,194,274 at 95.5% Indirects) will progress the design to 60% which will provide a very clear picture of remaining work effort required for design, utilities, right of way as well as constructions costs.

In 2010 we initiated this project and estimated the PE phase at \$13.8M and construction at \$45.2M, including Indirects. Removing the 95.5% Indirects yields a PE phase estimate of \$7.1M and we assumed the consultant portion would be about \$6.2M and internal/right of way/utility costs of \$0.9 M. This was all based on a replacement of the bridge in its current, existing location.

The existing bridge deck area is 27,040 SF and the area used for the above cost estimate was 42,588 SF as it widened for the most part in place, and the end points were essentially the same.

The current area of the proposed vehicular bridge is about 90,000 SF and the pedestrian bridge is 9,000 SF.

The most recent construction cost estimate is \$65M (without CE & Indirects). This contains a fair amount of contingency, and we plan to actively and aggressively trim ineligible costs from this estimate as well as risk/contingency numbers. We have remaining budget in our constructability consultant and we plan to have an updated cost estimate by the end of August. We also hope to have narrowed down the structure types for the two bridges as well. We should have geotechnical borings underway near the hot springs aquifer and should be able to refine that risk as well.

Using the \$65M number, the percent of Preliminary Engineering cost per construction breaks out as:

Work Task	Amount	Percent of Construction Cost (\$65M)	Comment
NEPA	\$4.6M	7.1%	
Design	\$8.0M	12.3%	
CM/GC	\$0.4M	0.6%	Subtotal Design Effort = 20.6%
ROW/Utils (estimated)	\$5.7M	8.8%	
Total (estimated)	\$18.7M	28.8%	

The above costs are without Indirects, to be able to compare more quickly with other projects. The Indirects related to the \$18.7M PE phase total comes to just over \$13M.

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copy: Joe Elsen, R3
 Roland Wagner, R3
 Behrooz Far, Staff Bridge
 Region Files, R3

COLORADO BRIDGE ENTERPRISE

Memorandum

Colorado Bridge Enterprise
4201 East Arkansas Avenue
Denver, CO 80222

DATE: July 3, 2013
TO: Bridge Enterprise Board of Directors
FROM: Ben Stein, CDOT/BE Chief Financial Officer
SUBJECT: Budget Resolution

I have proposed a resolution to delegate authority to the Bridge Enterprise Director to move non-project related budget within and between budget categories so long as the changes net to zero. This is intended to improve efficiency and reduce the number of minor budget revisions brought to the Bridge Enterprise Board.

Resolution Number BE –

Revise Budget Adjustment Policy

Proposed to the Bridge Enterprise Board of Directors on: July 18, 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.

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 budget within and between the approved budget categories, so long as the changes net to zero.

Herman Stockinger

Secretary, Bridge Enterprise Board of Directors

BRIDGE ENTERPRISE
BOARD OF DIRECTORS MEETING



JULY 2013 MONTHLY PROGRESS REPORT

Colorado Bridge Enterprise

7/18/2013

Program Schedule

2

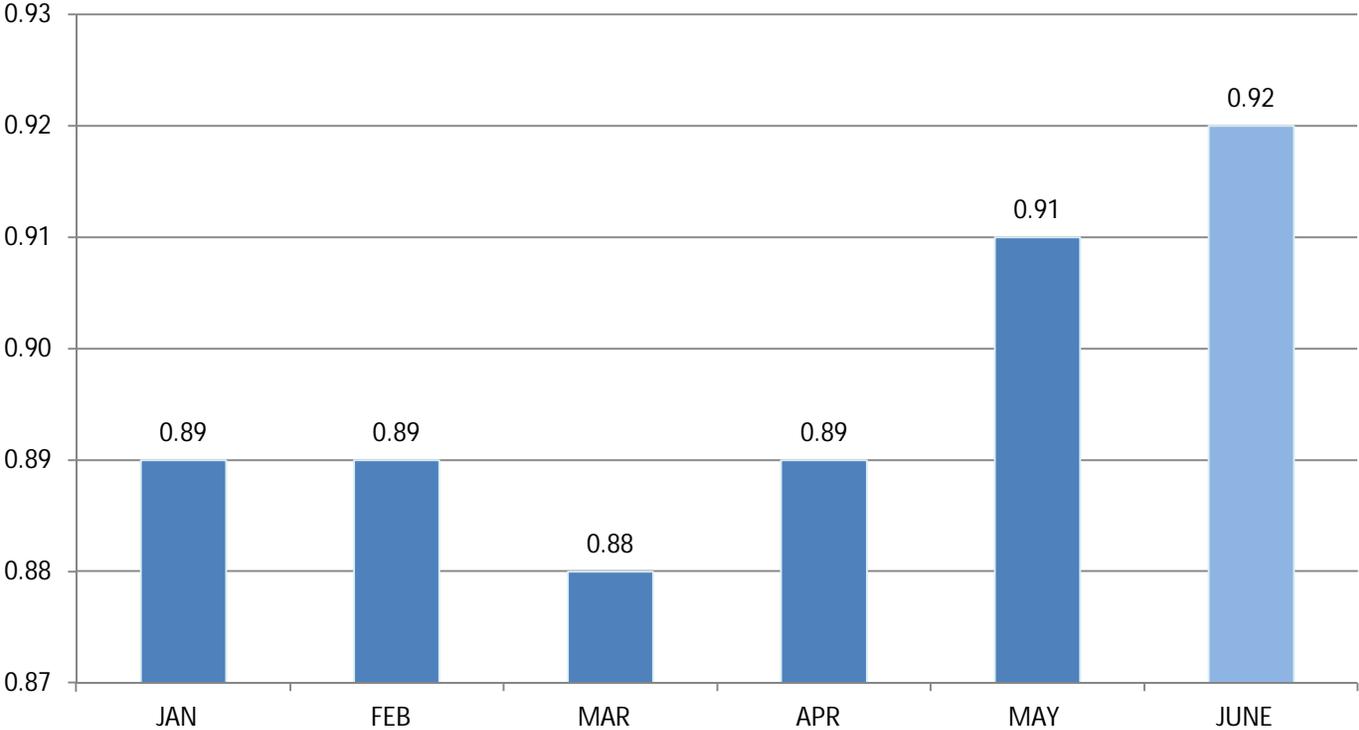
- Program schedule updated for work complete through June 2013
- June Schedule Performance Index (SPI) = 0.92
 - Reflects a 0.01 INCREASE from previous month
 - May SPI = 0.91
- Over-performing projects
 - 9 projects with \$12.7M in combined Earned Value (EV) greater than planned
 - Increases overall program SPI by 0.04
- Under-performing projects
 - Non-Railroad projects
 - 3 worst projects with \$14.8M in combined lost Earned Value
 - Reduces program SPI calculation by 0.05
 - Railroad projects
 - 11 Railroad projects with \$8.5M in combined lost Earned Value
 - Reduces overall program SPI calculation by 0.03

7/18/2013

Program Schedule

3

Program SPI by Month



Program Goal SPI \geq 0.90

7/18/2013

Major Achievements (June workshop – July workshop)

4

- Bond Program increased from 88 to 91 structures
 - ▣ Added 3 bridges Region 2, Ilex Bridge, D/B project
 - K-18-AX: I25 ML Northbound over US 50 Business Route (Pueblo, CO)
 - K-18-R: US 50 Business Route Eastbound over Arkansas River (Pueblo, CO)
 - L-18-AU: Mesa Ave over I25 ML (Pueblo, CO)
- Program Reporting
 - ▣ Completed April 30th, 2013 Bond Allocation Plan Update
 - ▣ Completed Q3 FY2013 Quarterly Report
 - ▣ Issued Q1 FY2014 Maintenance Invoice

7/18/2013

Major Achievements (June workshop – July workshop)

5

- Program submitted award application
 - ▣ 2013 International Road Federation
 - ▣ Excellence in Project Finance & Economics
- Design/Build Procurements
 - ▣ Region 1: US6 Design/Build Project
 - Initiated Contractor Design phase
 - ▣ Region 2: Ilex Design/Build (Pueblo) RFQ due 6/18/13
 - Total of 8 bridges to be addressed
 - 2 bridge replacements
 - 6 bridges to be rehabilitated

7/18/2013

Major Achievements (June workshop – July workshop)

6

- Three Bridges went to AD
 - ▣ Region 1
 - E-17-DC: I 76 ML Eastbound over UPRR (Commerce City, CO)
 - E-17-DU: I 76 ML Westbound over UPRR (Commerce City, CO)
 - F-17-DM: SH 88 ML over Cherry Creek (Arapahoe County, CO)
- Six Bridges went to Construction
 - ▣ Region 1
 - E-17-EX: Peoria Street over I 76 ML (Commerce City, CO)
 - F-16-EJ: US 6 ML over BNSF Railroad (Denver, CO)
 - F-16-EF: US 6 ML over South Platte River (Denver, CO)
 - F-16-EN: US 6 ML over Bryant Street (Denver, CO)
 - F-17-F: US 40 ML Eastbound over Sand Creek (Aurora, CO)
 - F-17-BS: US 40 ML Westbound over Sand Creek (Aurora, CO)

7/18/2013

Major Achievements (June workshop – July workshop)

7

- CM/GC
 - ▣ Region 1: Pecos over I-70
 - Move to take place July 19th to July 21st (50-hour closure)
- Completed Four Bridges
 - ▣ Region 1
 - F-16-DP: I-25 ML over Roadway, RR and South Platte River; Bronco Bridge (Denver, CO)
 - F-16-FL: US 6 ML over SH 95 ML (Denver, CO)
 - ▣ Region 2
 - O-19-J: US 350 ML over Draw (Model, CO)
 - P-19-AD: SH 239 ML over Irrigation Canal (Trinidad, CO)

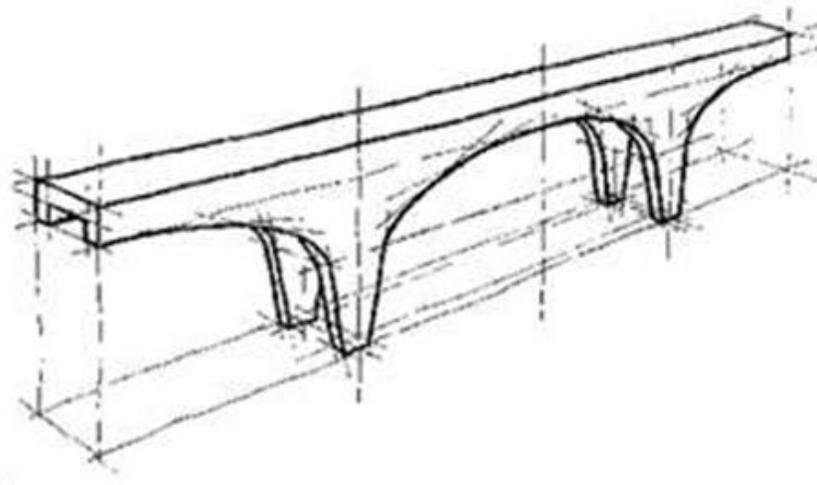
7/18/2013

Completed **FASTER** bridge

8

Region 1

F-16-DP: I-25 ML over Roadway, RR and South Platte River (Bronco Bridge)



Project team to provide photographs of completed structure.

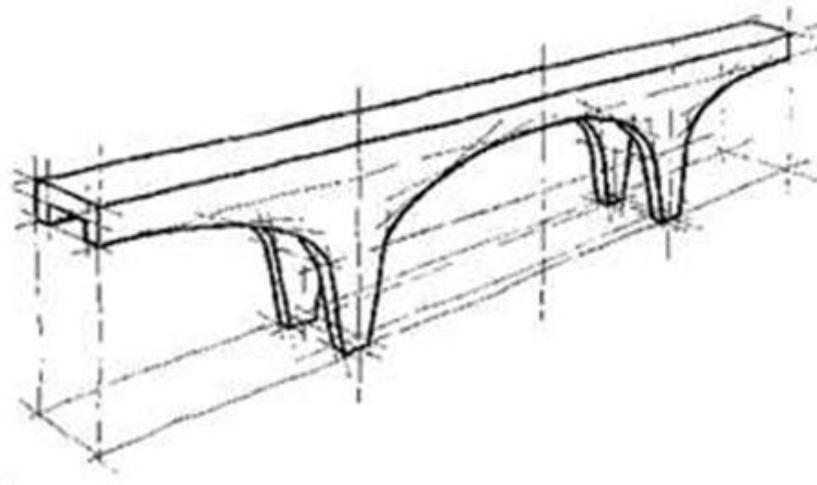
7/18/2013

Completed **FASTER** bridge

9

Region 1

F-16-FL: US 6 ML over SH 95 ML



Project team to provide photographs of completed structure.

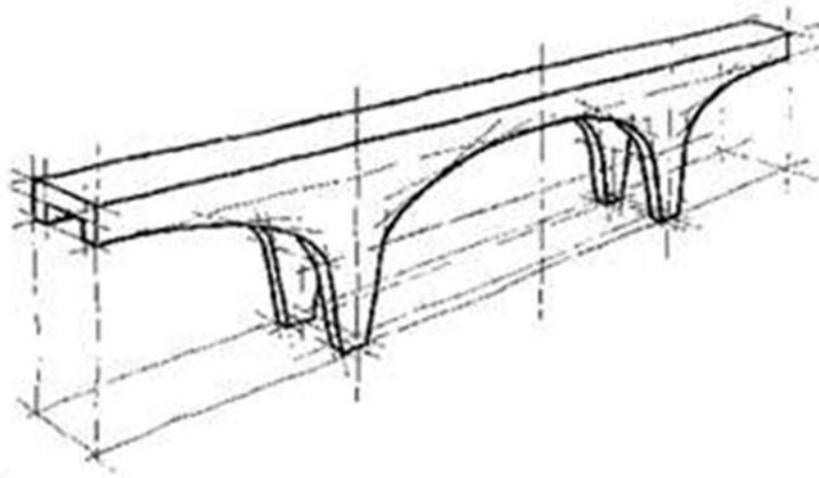
7/18/2013

Completed **FASTER** bridge

10

Region 2

O-19-J: US 350 ML over Draw



Project team to provide photographs of completed structure.

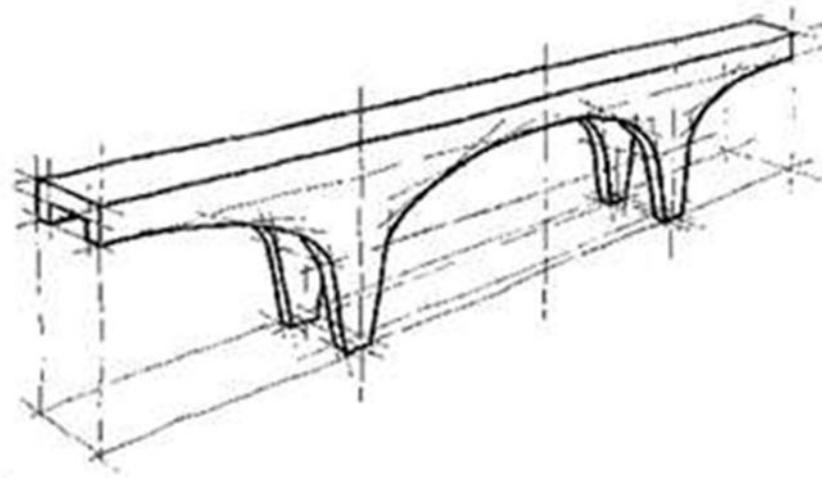
7/18/2013

Completed **FASTER** bridge

11

Region 2

P-19-AD: SH 239 ML over Irrigation Canal



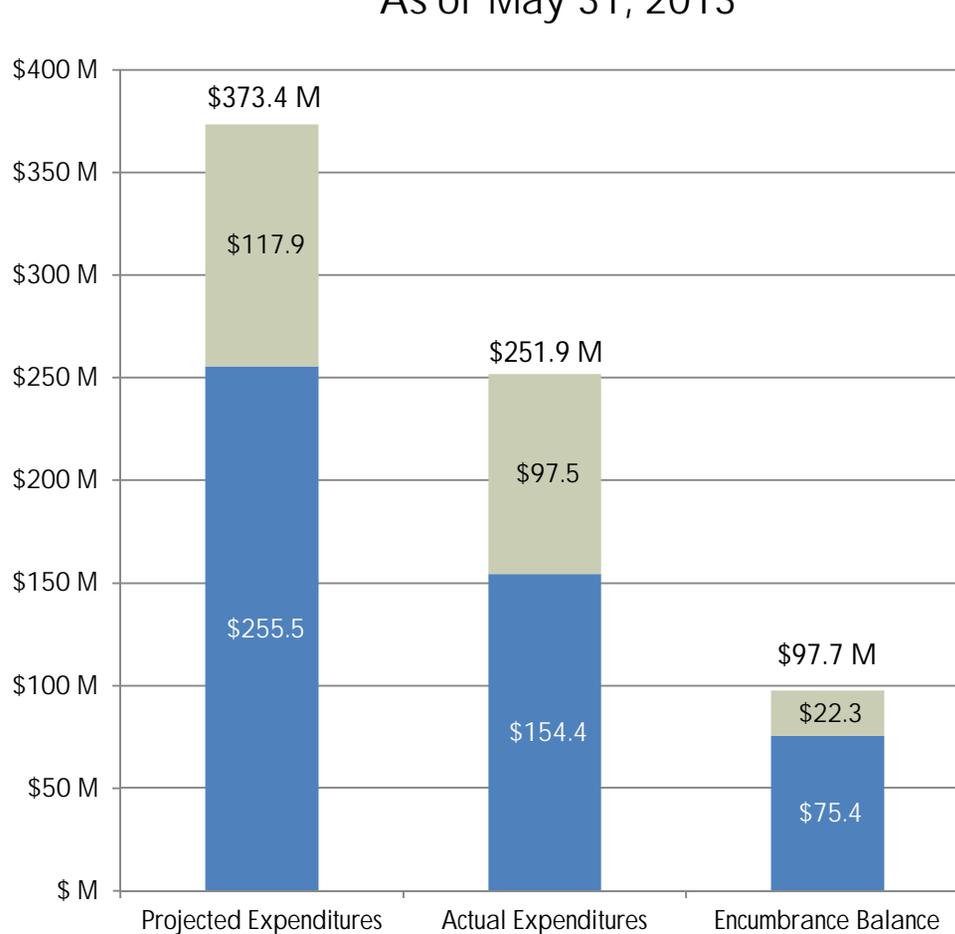
Project team to provide photographs of completed structure.

7/18/2013

Total Program Financial Performance

12

As of May 31, 2013



■ Non-Bond ■ Bond-Only

Changes from Previous Month

Projected Expenditures

- Overall increased by \$12.7M or 3.5%
- Bond-Only increased by \$9.5M or 3.9%

Actual Expenditures

- Overall increased by \$10.0M or 4.1%
- Bond-Only increased by \$11.3M or 7.9%

Encumbrance Balance

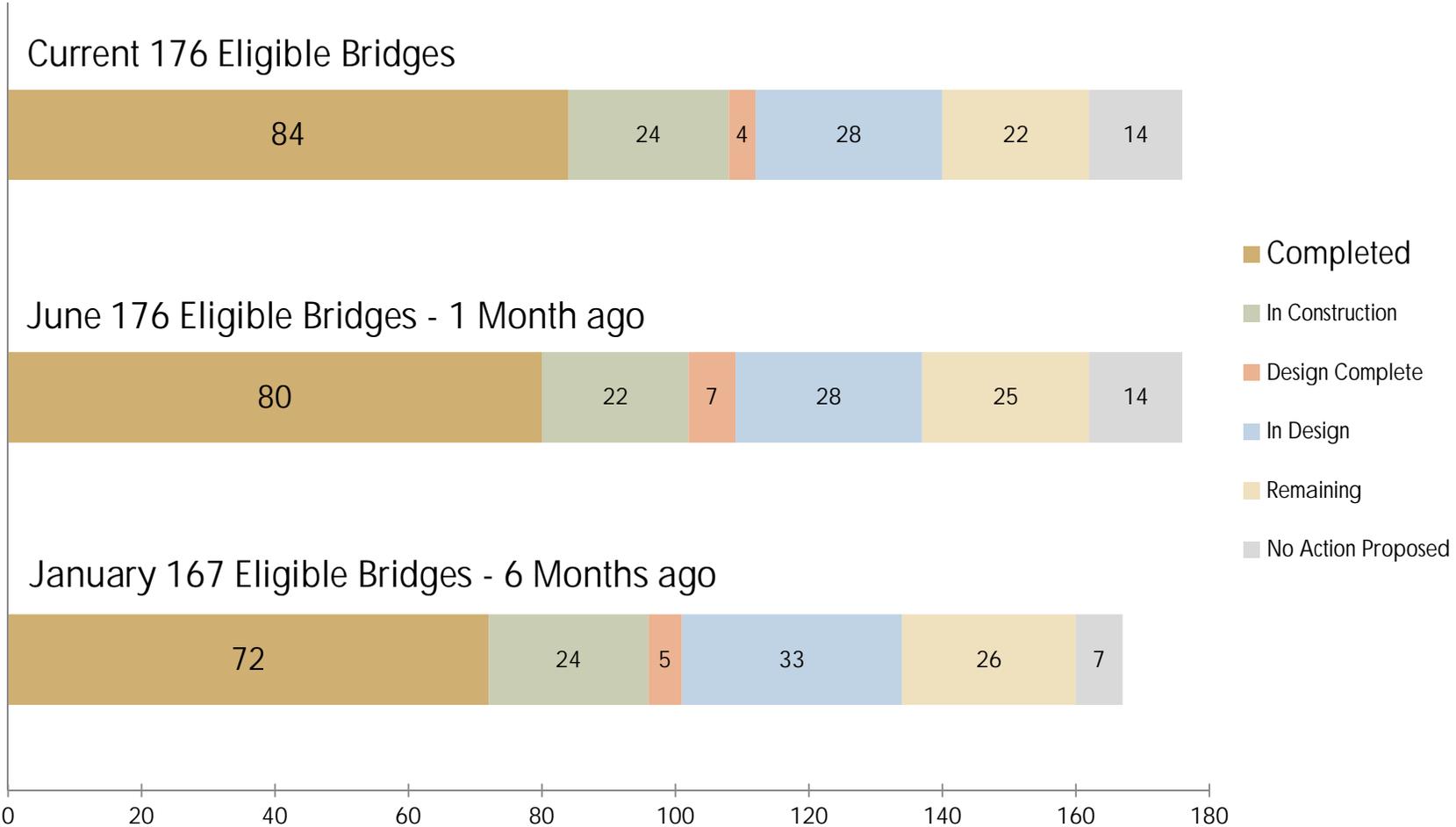
- Overall decreased by -\$19.4M or -16.6%
- Bond-Only decreased by -\$16.0M or -17.5%

Drop in non-bond expenditures due to timing difference; reimbursements were received in May for expenditures made in April.

Encumbrance balances to decrease as expenditures increase; unless new work scope is contracted.

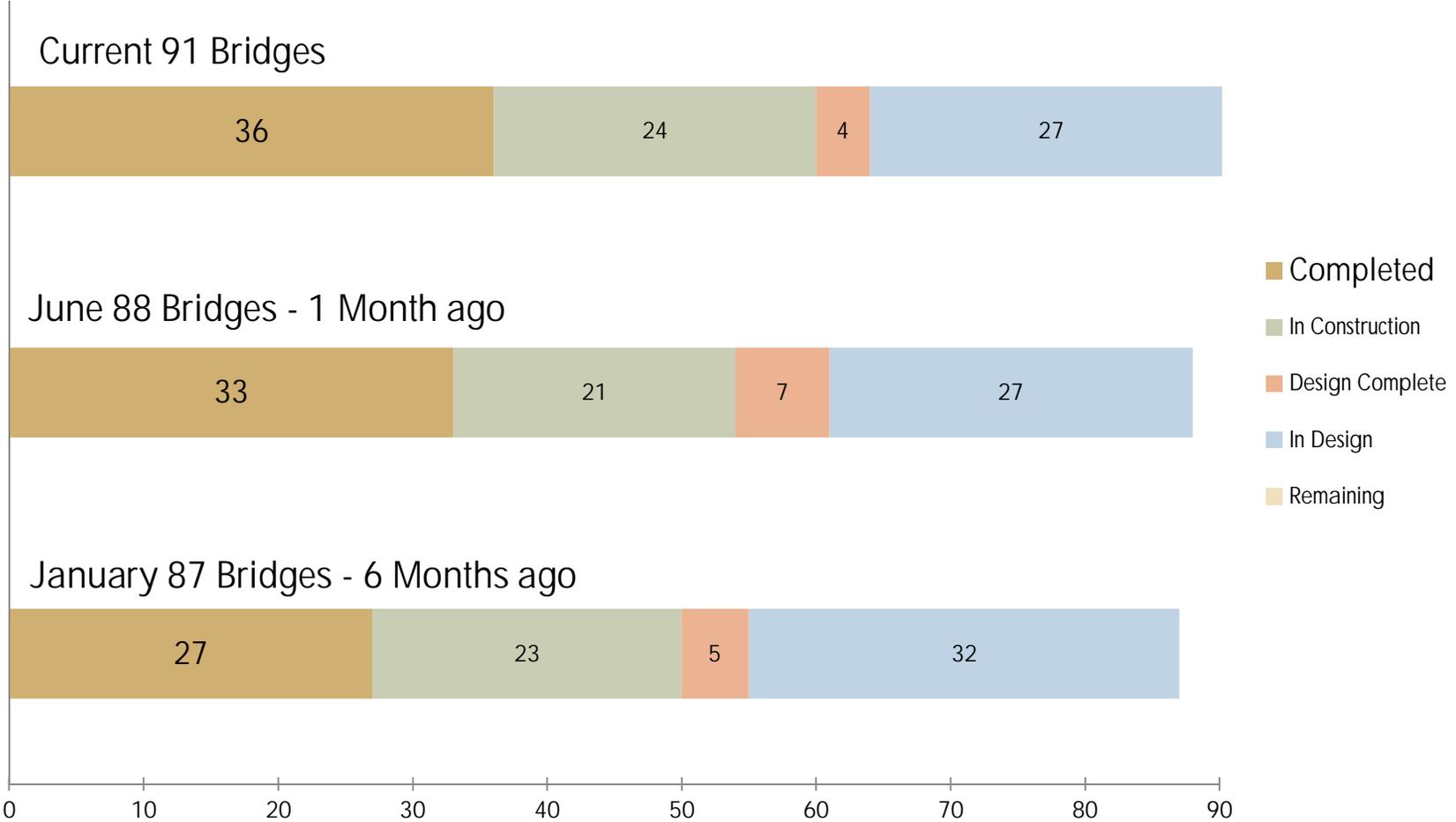
Status FASTER Eligible Bridges

13



7/18/2013

Status \$300M Bond Bridges



7/18/2013

Status of 30 Most Deficient Bridges

15

	2013 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	3	23 ^b
In Construction	11 ^a	5
Design Complete	0	0
In Design	11	1
Remaining	5 ^d	1 ^c
Total Addressed	30	30

^a F-17-BS: US40 ML WBND over Sand Creek began construction phase.

^b F-16-DP: I25 ML over Roadway, RR and South Platte River is complete.

^c	Region	Location	Current Status
E-17-FX	R6/1	I-70 Viaduct	Pending I-70 East FEIS
^d	Region	Location	Current Status
E-17-EW	R6/1	I-70 ML EBND over UP RR	Pending I-70 East FEIS
E-17-DF	R6/1	I-70 ML WBND over UP RR	Pending I-70 East FEIS
E-17-KR	R6/1	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

7/18/2013

Prioritization Plan Un-Programmed Bridges

5 Highest Ranked Structures

16

Prioritization Plan Score	Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Estimated Replacement Cost
40.5	E-17-KR	1	DENVER	I 270ML EBND over I 70ML	\$ 12,500,000
38.0	E-17-EW	1	DENVER	I 70 ML EBND over UPRR; W of QUEBEC ST.	\$ 11,937,000
38.0	E-17-DF	1	DENVER	I 70 ML WBND over UPRR; W of QUEBEC ST.	\$ 11,937,000
36.5	N-17-BN	2	HUERFANO	I25 ML SBND over CO RD 640, BUTTE CREEK	\$ 6,598,000
33.5	G-03-Q	3	MESA	I 70 ML WBND over COLORADO RIVER OVERFLOW	\$ 24,875,000

Notes

- There are currently 22 un-programmed structures; not including bridges designated as No Action Proposed.
- Per the Prioritization Plan, bridges scoring from 30 to 40 are considered "good candidates to program".
- Prioritization Plan score are estimates and may change as work / project knowledge is better defined.
- Estimated Replacement Cost Basis: 1.5 times existing deck area times \$500/sq-ft per CDOT Staff Bridge formula.

7/18/2013

FASTER Q&A

17

Questions & Answers

7/18/2013