

Transportation Commission  
February 19 & 20, 2014  
Meeting Schedule & Agenda  
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  
Les 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 for each topic on the Commission agenda are an estimate and subject to change. Generally, upon the completion of each agenda item, the Commission will immediately move to the next item. However, the order of agenda items is tentative and, when necessary to accommodate the public or the Commission's schedules, the order of the agenda items is also subject to change.

Documents are posted at <http://www.coloradodot.info/about/transportation-commission/meeting-agenda.html> no less than 24 hours prior to the meeting. The documents are considered to be in draft form and for information only until final action is taken by the Commission.

Unless otherwise noted, all meetings are in CDOT HQ Auditorium.

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BRIDGE ENTERPRISE BOARD OF DIRECTORS .....Tab 15

- 1:00 p.m. Call to Order and Roll Call
- 1:00 p.m. Audience Participation  
Subject Limit: 10 minutes; Time Limit: 3 minutes
- 1:00 p.m. Act on Consent Agenda ..... Bridge Enterprise 3  
a) Resolution to Approve Regular Minutes from  
January 16, 2014 (Herman Stockinger)
- 1:05 p.m. Discuss and Act on 7<sup>th</sup> Budget Supplement for FY2014  
(Scott Richrath) ..... Bridge Enterprise 9

- 1:10 p.m. Bridge Enterprise 2013 Annual Financial Statements  
(Scott Richrath) ..... Bridge Enterprise 12
- 1:15 p.m. Program Funding Progression Overview  
(Scott Richrath) ..... Bridge Enterprise 13
- 1:20 p.m. Engineering News-Record Mountain States: Pecos Bridge Article  
(Scott McDaniel) ..... Bridge Enterprise 14
- 1:25 p.m. Monthly Progress Report (Scott McDaniel) ..... Bridge Enterprise 18
- 1:30 p.m. Adjournment

**Bridge Enterprise Board  
Regular Meeting Minutes  
Thursday, January 16, 2014**

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

ALSO PRESENT: Don Hunt, Executive Director  
Gary Vansuch, Director of Process Improvement  
Debra Perkins-Smith, Director of Division of Transportation  
Scott McDaniel, Acting Chief Engineer  
Heidi Humphreys, Director of Admin & Human Resources  
Amy Ford, Public Relations Director  
Scott Richrath, CFO  
Herman Stockinger, Director of Policy and Government Relations  
Mike Cheroutes, Director of HPTE  
Mark Imhoff, Director of Division of Transit and Rail  
David Gordon, Aviation Director  
Ryan Rice, Director of Operations Division  
Darrell Lingk, Director of Office of Transportation Safety  
Tony DeVito, Region 1 Transportation Director  
Tom Wrona, Region 2 Transportation Director  
Dave Eller, Region 3 Transportation Director  
Johnny Olson, Region 4 Transportation Director  
Myron Hora, Acting 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 Aden convened the meeting at 1:00p.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

## **Audience Participation**

The Chairman noted that no members of the audience wished to address the Board of Directors.

## **Act on Consent Agenda**

Chairman Aden 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. Upon vote of the Board, the motion passed unanimously.

## **Resolution #BE-149**

Approval of Regular Meeting Minutes for December 19, 2013.

BE IT SO RESOLVED THAT, the Minutes for the December 19, 2013, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the January 15 & 16, 2014, meeting of the Bridge Enterprise Board of Directors.

## **Discuss and Act on Resolution to Approve the 6<sup>th</sup> Budget Supplement for FY2014**

Scott Richrath stated that there was one request in the 6<sup>th</sup> Budget Supplement. In Region 1, there is a request for \$600,000 to establish the design phase for a deficient bridge that will be replaced as part of the I-70 Peak Period Shoulder Lane project. Tony DeVito described this during this presentation on the Twin Tunnels during the Transportation Commission.

Chairman Aden entertained a motion to approve the 6<sup>th</sup> Supplement to FY2014 budget. Director Gilliland moved to approve the resolution, and Director Reiff seconded that motion. Upon a vote of the Board, the resolution was approved unanimously.

## **Resolution #BE-150**

BE IT SO RESOLVED THAT, the 6th Budget Supplement for FY'2014 is hereby approved by the Bridge Enterprise Board.

## **FASTER Lawsuit Appeal Update**

Kathy Young provided an update for the lawsuit that the TABOR foundation brought against the Bridge Enterprise and against the Transportation Commission. The TABOR Foundation sued alleging that the registration fee associated with FASTER was in fact a tax and should have gone before a vote of the people. They also alleged that the way the Bridge Enterprise valued bridges was incorrect.

The Transportation Commission and the Bridge Enterprise Board of Directors decided to hire Mark Gruskin as outside counsel to formulate their defense. He was retained as a special attorney general.

The case went to a bench trial in May 2013. The judgment was in favor of the Bridge Enterprise on both issues. The TABOR foundation filed an appeal in September 2013, and the brief is due at the end of January 2014. It is a slow moving process.

Director Hunt asked for a timeline. The hope is that the appellate phase will conclude in the beginning of 2015. The Attorney General's office will ask for an expedited decision in the case, but there is no guarantee of that. There is no right of appeal to the Supreme Court, but either side can file a cert to the Colorado Supreme Court. If the Supreme Court accepted it, it would be another year added to the process.

Mr. Gruskin has changed law firms but will continue to work alongside the AG's office for the appellate phase.

Chairman Aden stated that the plaintiff has asked Club 20 and possibly other organizations to file amicus briefs in support of their position in this case.

### **Monthly Progress Report**

Scott McDaniel stated that there is a precedent setting effort that went into the schedule change control board. The December Scheduled Performance Index (SPI) is .93. The previous one was a .90. On paper it looks like an increase, but it is due to a single project. The staff did a baseline adjustment on State Highway 88, Arapahoe Road over Cherry Creek. That project had difficulties meeting its original schedule and was plagued throughout the design phase. It was underperforming throughout the process. Once the design phase was completed, it was advertised and is now into the construction phase. Staff decided to re-establish the baseline to give the construction phase a fair and objective starting point in order to accurately track the construction phase, while acknowledging there had been problems in the design phase.

It is important to point this out for the Board because it could set a precedent for all the projects as to whether this is an appropriate adjustment as CDOT moves into program management for all projects.

Therefore, the apparent .03 increase in SPI is due to one baseline adjustment.

He stated that there were three overperforming projects for a total of \$7.5 million in earned value, which increased the SPI by .02.

He stated that there are still 13 railroad projects with a combined earned value of \$20.3 million which have negatively affected the SPI by .05. They are continuing to try to improve relations and contracting ability with the railroads. Every state DOT, not only Colorado, struggles with getting cooperation from the

railroads. There is both a national and local effort to try to improve that process.

Major achievements include the completion of the legislatively required Annual Report and submitted it by the January 2014 deadline, the completion of the 2013 Year in Review Presentation and the Three Year Financial Plan. The major topic of that is the funding for the I-70 Viaduct and how that will impact the Bridge Enterprise.

The Attorney General gave an update on the FASTER lawsuit.

There have been no bridges advertised or completed this month. As the Bond Program is winding down and the PAYGo program begins, the Commission will need to decide how often it would like to see these updates. There will not be much activity in the coming months. The intent is that the Bridge Enterprise will be rolled into Program Management as a separate portfolio.

Commission Reiff stated that it is probably necessary to see the updates separately as part of Bridge Enterprise, although perhaps not as frequently.

Although Bridge Enterprise did not meet the goals of the Bond Expenditure Program, it was very close. The Bond Council was satisfied with the result.

### **Bridge Enterprise 2013 Year in Review**

Scott Richrath discussed FASTER legislation. He mentioned that earlier Commissioner Gilliland had asked about the impact that funding the I-70 Viaduct project would have on the rest of the program. Approximately 10 bridges become poor every year. Looking out to the future, that number is likely to increase to 20 each year. Poor is defined as a Sufficiency Rating of 50 or less that is either structurally deficient or functionally obsolete.

For calendar year 2013, 99 bridges were completed, which is more than 50% of bridges that were poor. Of the 30 worst, 90% are complete. From a deck area standpoint, there is still a long way to go due to the I-70 Viaduct.

The Bond Program did not quite hit the goal from a dollar delivery standpoint, but it did meet other goals. One goal was to repair or replace 40-50 bridges by the end of the year, and 51 were completed by the end of the year. Looking at year over year, Bridge Enterprise went from 27 to 51, completing two bridges each month. It is unlikely that 24 bridges will be completed in the coming year due to pending decisions on the I-70 Viaduct.

From a financial standpoint, there has been \$350 million of Bridge Enterprise spending to date between bond funding and pay as you go. Total 2013 spending is \$154 million, nearly one half spent in the previous year.

From an economic standpoint, there have been 1400 jobs created as result of Bridge Enterprise activity.

There is a .9 SPI goal, and for the calendar year 2013 the SPI was .93.

There is a prioritization plan in place that was approved by the Board. Even without funding the Viaduct, the deterioration curves show that the Bridge Enterprise is not going to maintain the current rating that exists on the bridge infrastructure. By the year 2030-2034, Colorado edges closer to the national threshold of 10% of less structurally deficient. Bridge Enterprise does not have the luxury of simply replacing a bridge that is poor. There is now a decision flow diagram that each bridge will go through in order to determine whether it will be repaired or replaced. Then the diagram will help determine if the bridge needs to be replaced immediately or can be postponed until a later opportunity as part of a larger project. This will use good asset management techniques and decisions that turn the Enterprise into an optimization resource for the entire state bridge infrastructure.

The goal of the prioritization plan is to prolong the life of the structures. The assumption is that a structure will last approximately 60 years, but it is possible to treat these structures to extend the life to 75 years or more. Undertaking a cleansing system by having maintenance teams remove debris either annually or biannually can extend the life of the joints, support and substructure of those bridges.

The Bridge Enterprise has set a standard and led the initiative in CDOT in SPI monitoring for projects.

FASTER has allowed Bridge Enterprise to pursue innovations. One is the pursuit of alternative contract delivery methods. Bridge Enterprise has done \$360 million worth of work through what had been alternative delivery methods for this Department only 5 or 10 years ago, including design build and construction management delivery. There was a slide-in bridge on Pecos, demonstrating innovation not only in contract delivery but also in project delivery.

The Bridge Enterprise well exceeded its Disadvantaged Business Enterprise goals for 2013.

There is an awards submittal in the process to the International Road Federation, and those results should be returned early in 2014.

The work of Bridge Enterprise has been shared by 56 contractors across the state.

In the year 2014, the Bond Program will be closed out because there are only tens of millions of dollars left to be spent of the original \$300 million. There will be conversations about future bond offerings in the context of the I-70 Viaduct and the pending appeal of the FASTER lawsuit.

Bridge Enterprise is working with AECOM to put together a financial plan that will hinge on the Viaduct and what that will mean to the rest of the

infrastructure. The goal through cash management is to have dollars coming in and going out at an even flow over time rather than large influxes at varying rates. Over the last three years, the pipeline for cash flow has become clearer. The Viaduct is the one issue that can have a large impact on the flow of cash.

Chairman Aden stated that this report highlights the great success of the Bridge Enterprise of the last several years. He thanked everyone involved in the Bridge Enterprise.

Commissioner Gilliland stated that with the asset management program moving forward, optimizing maintenance has been prioritized over replacement. She asked if there is an upgrade plan for the teams who are maintaining the structures, including more employees.

Scott Richrath stated that they have been operating a level baseline from a staffing standpoint. They are trying to push out \$300 million a year of additional program. Most of that will be done through the private sector, including deck seal and joint replacement on several hundred structures that are not yet poor. The hope is to keep the number of bridges that become poor each year at a level that Bridge Enterprise can handle, approximately 10-15 per year.

### **Adjournment**

Chairman Aden asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, Chairman Aden announced the adjournment of the meeting at 1:32p.m.

# STATE OF COLORADO

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## DEPARTMENT OF TRANSPORTATION

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



DATE: February 20, 2014  
TO: Bridge Enterprise Board of Directors  
FROM: Scott Richrath, CFO  
SUBJECT: Seventh Supplement to the FY 2014 Bridge Enterprise Budget

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

**REGION 1**

- **\$840,300** – Establish the utilities phase budget for the Construction and Maintenance (C & M) agreements with BNSF and RTD. The C & M agreements must be executed before the project can go to AD. (18908)

US 287 (Federal) over BNSF at 69th Avenue in Adams County  
 Structure E-16-AA

*Budget Components by Phase, Funding Program, Fiscal Year*

Phase of Work	Funding Program	Current Budget				Seventh Supplement Action	Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced (FY ')	Total			
Design	<i>Bond Proceeds</i>	\$2,016,500	\$299,835	\$0	\$2,316,335	\$0	\$2,316,335	\$1,531,250
	<b>Total Design</b>	<b>\$2,016,500</b>	<b>\$299,835</b>	<b>\$0</b>	<b>\$2,316,335</b>	<b>\$0</b>	<b>\$2,316,335</b>	<b>\$1,531,250</b>
Utilities	<i>FASTER Funds</i>	\$0	\$0	\$0	\$0	\$840,300	\$840,300	\$0
	<b>Total Utilities</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$840,300</b>	<b>\$840,300</b>	<b>\$0</b>
<b>Total Project Budget</b>		<b>\$2,016,500</b>	<b>\$299,835</b>	<b>\$0</b>	<b>\$2,316,335</b>	<b>\$840,300</b>	<b>\$3,156,635</b>	<b>\$1,531,250</b>

*BE is not programming any new projects until the financial liability for the I-70 Viaduct project has been determined. This is an existing project in which the budget for the design phase was approved by the Bridge Enterprise Board at the May 2012 meeting (BE Resolution102). This supplement is only advancing this existing project to the next phase. This structure has a Prioritization Plan score of 40; “a strong candidate to program”.*

**Resolution No. BE-**

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

# COLORADO BRIDGE ENTERPRISE

## Memorandum

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Colorado Bridge Enterprise  
4201 East Arkansas Avenue  
Denver, Colorado 80222

**DATE:** February 20, 2014  
**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott Richrath, CBE Chief Financial Officer  
**SUBJECT:** Colorado Bridge Enterprise 2013 Annual Financial Statements

This memorandum is to inform the Bridge Enterprise (BE) Board that the Colorado Bridge Enterprise 2013 Annual Financial Statements for the year ended June 30, 2013 were audited by CliftonLarsonAllen, LLP under a contract with the State Auditor. No audit findings were reported.

The audit was presented to the State Legislative Audit Committee for its review and acceptance, and the Legislative Audit Committee subsequently released the document for distribution on January 14, 2014.

The documentation is available for review on the CDOT/Bridge Enterprise webpage via the following link: <http://www.coloradodot.info/programs/BridgeEnterprise/financial-statements/cbe-financial-statements-fy2012-fy2013.pdf/view>

If you have any questions regarding these statements please do not hesitate to contact me.

# COLORADO BRIDGE ENTERPRISE

## Memorandum

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Colorado Bridge Enterprise  
4201 East Arkansas Avenue  
Denver, Colorado 80222

**DATE:** February 20, 2014  
**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott Richrath, CBE Chief Financial Officer  
**SUBJECT:** Colorado Bridge Enterprise Program Funding Progression Graph

Scott Richrath will introduce and discuss the following Program Funding Progression Graph, which is intended to show the amount of Bridge Enterprise (BE) program currently committed but not yet completed. The data depicted in the chart is based on figures reported through December 31, 2013.

The blue line shows projects completed and in construction and are primarily bond funded. The red line shows committed projects through FY2016 and are primarily pay-go funded. This represents approximately \$198M as of the close of CY2013.

**COLORADO BRIDGE ENTERPRISE**  
**Memorandum**

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Colorado Bridge Enterprise  
4201 East Arkansas Avenue  
Denver, Colorado 80222

**DATE:** February 20, 2014  
**TO:** Bridge Enterprise Board of Directors  
**FROM:** Scott McDaniel, CDOT Acting Chief Engineer  
**SUBJECT:** Engineering News-Record Mountain States: Pecos Bridge Article

This memorandum is to inform the Board that the Engineering News-Record (ENR) Mountain States Magazine has published an article about the I-70 over Pecos Bridge Replacement.

This item is for your information and is not included for discussion or action.

If you have any questions regarding these statements please do not hesitate to contact me.



# I-70 Bridge Replacement Notches a Number of Firsts

New Pecos Street Bridge incorporates several innovations for CDOT's project team and greatly improves neighborhood access **BY MARK SHAW**

**R**eplacing the Pecos Street Bridge over Interstate 70 in central Denver this year encompassed several firsts for the project owner—the Colorado Dept. of Transportation—the project team and the industrial neighborhoods on either side of the interstate that depend heavily upon the busy interchange.

The project began “as just a standard bridge replacement,” says Tamara Hunter-Maurer, the design and construction engineer for CDOT. The 1965 bridge had outlived its functional life and needed to go, but replacing it would be difficult because the interchange is just west of Denver’s infamous “Mousetrap,” where I-70 and I-25 intersect, creating big traffic loads.

More than 130,000 vehicles a day pass under the bridge along I-70, with heavy trucks traveling the service roads on either side of the freeway to access manufacturing and warehouse sites. “The norm for a freeway intersection would be about 4% heavy-truck traffic. At Pecos, it’s more like 7%,” Hunter-Maurer says.

Furthermore, traffic alignments on the old Pecos Street Bridge and along 48th Street, which runs parallel to the freeway, were awkward. They created a pinch

at the exit ramps and along the bridge, where big trucks had to swing wide and cross into other lanes to get on and off the freeway. The interchange was cramped, even though the old bridge was seven lanes wide.

“It was too wide and not wide enough,” Hunter-Maurer says. “We needed an out-of-the-box solution.”

So CDOT worked with its design engineer, Wilson & Co., and contractor Kiewit Infrastructure Group, both of Denver, to study 15 different alternatives for the interchange. The team decided to design roundabouts at either end of the bridge to better control freeway access and traffic flow. It is CDOT’s first use of roundabouts at a high-volume, urban interchange.

The decision to place the roundabouts on either end of the bridge drove other decisions, including design and construction of the bridge itself. “The roundabouts came first, the bridge later. We were seeking innovation here, bigger improvements than a straightforward bridge swap could achieve,” Hunter-Maurer says.

Because of the potential for big public impacts from traffic disruption in the area, CDOT sought a delivery method that gave the agency more control over traffic flow. CDOT chose to pilot a CM/GC project delivery

**ROUND AND ROUND** The roundabouts built on either end of the bridge improve traffic flow through the interchange and into the neighborhood.



**INCHING  
ALONG** The full  
constructed  
bridge was safely  
moved and put  
in place over one  
weekend in July.

approach—its first such contract on a major highway project—that would also help meet the tight schedule imposed by funding deadlines.

The \$18.2-million project was funded by the Colorado Bridge Enterprise and the Federal Highway Administration. All funds had to be spent by Oct. 1, 2013. CDOT also received a \$4.7-million Highways for Life grant for innovation.

Hunter-Maurer says it was actually the FHWA that suggested another of the project's firsts: to use accelerated bridge construction (ABC). The new structure was built in CDOT's first-ever bridge farm, located a

block from the site and rolled into place intact.

“From the beginning, we saw this project as a candidate for ABC,” Hunter-Maurer says. “One of the biggest factors was the cost to users of numerous delays on I-70 from multiple closures for onsite bridge construction, and the impact on the neighborhood.”

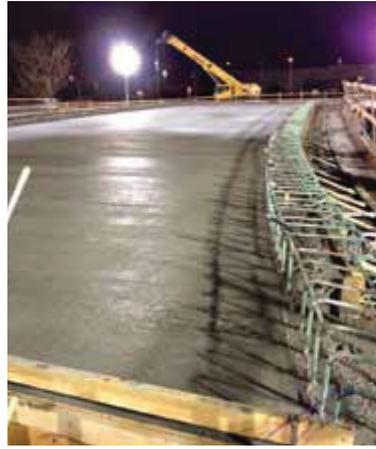
“The other option was a full closure of the freeway over one weekend, about 50 hours, to roll the new bridge into place,” says Dave Paris, project manager for Kiewit.

The team opted for ABC and the single full closure. The new bridge would be designed as a cast-in-place, post-tensioned box structure with a curved, bow-tie shape, another first in the state. A more typical girder-bridge construction would have made it more difficult to achieve the bow-tie curves, which allow more room for the roundabouts on either end, Paris says.

“If the roundabouts were farther apart, we could have built a straighter bridge, but we didn't have the right-of-way space for that,” Hunter-Maurer says. The roundabout on the south side actually extends about 10 ft onto the bridge itself, the first time CDOT has opted for such an alignment. “We got more strength by post-tensioning the bridge,” says Tom Melton, structural director for Wilson & Co.'s West region.

After a year of preparation, it took the team 90 days to

PHOTO COURTESY OF KIEWIT



## AMENITIES

The project also included a separate pedestrian bridge (above). The new vehicle bridge (right) features a unique bow-tie shape to allow room for the roundabouts

plan the details of the bridge move. Demolition of the old bridge began Friday night, July 19, and at noon on Saturday, Netherlands-based heavy-cargo transportation specialist Mammoet started moving the 4.8-million-lb replacement bridge onto I-70. A series of grouped trailers worked like a hydraulic tripod to hold the bridge in “exactly the same plane” throughout the move, Paris says. “It was almost an automated procedure.”

“But engineering involvement during the bridge move was critical because some of our original assumptions [about the move] were not valid,” Hunter-Maurer says. “We had to shift some of the support points around.”

Kiewit had more than 100 people working 2,500 man-hours around the clock to ensure the bridge was set safely. The move required 2,000 tons of imported dirt and 600 steel plates to line the travel pad. They ensured that the bridge stayed level and the freeway surface was not damaged by the massive trailers. The team monitored distortions and deflections closely during the move. The bridge was not physically attached to the trailers. “It was all just gravity,” Paris says.

The new bridge had to be pivoted 180 degrees once it was on the freeway before it could be rolled into place in its final configuration around 1 a.m. on Sunday morning. The freeway opened on time for the Monday morning rush hour. The move went smoothly and safely, with minimal impacts, says Hunter-Maurer. The project was completed on schedule in the fall.

“We were blown away by the number of people who came out to the viewing area to see the move,” says James Brady, Wilson & Co. senior vice president. “There was a real sense of pride in the neighborhood about the project.”

The new bridge and Pecos Street interchange are a “night and day difference” from the previous alignments, Hunter-Maurer says. ■

PHOTOS COURTESY OF KIEWIT

Article reprinted from ENR Mountain States magazine.

BRIDGE ENTERPRISE  
BOARD OF DIRECTORS MEETING



# FEBRUARY 2014 MONTHLY PROGRESS REPORT

Colorado Bridge Enterprise

2/20/2014

# Program Schedule

2

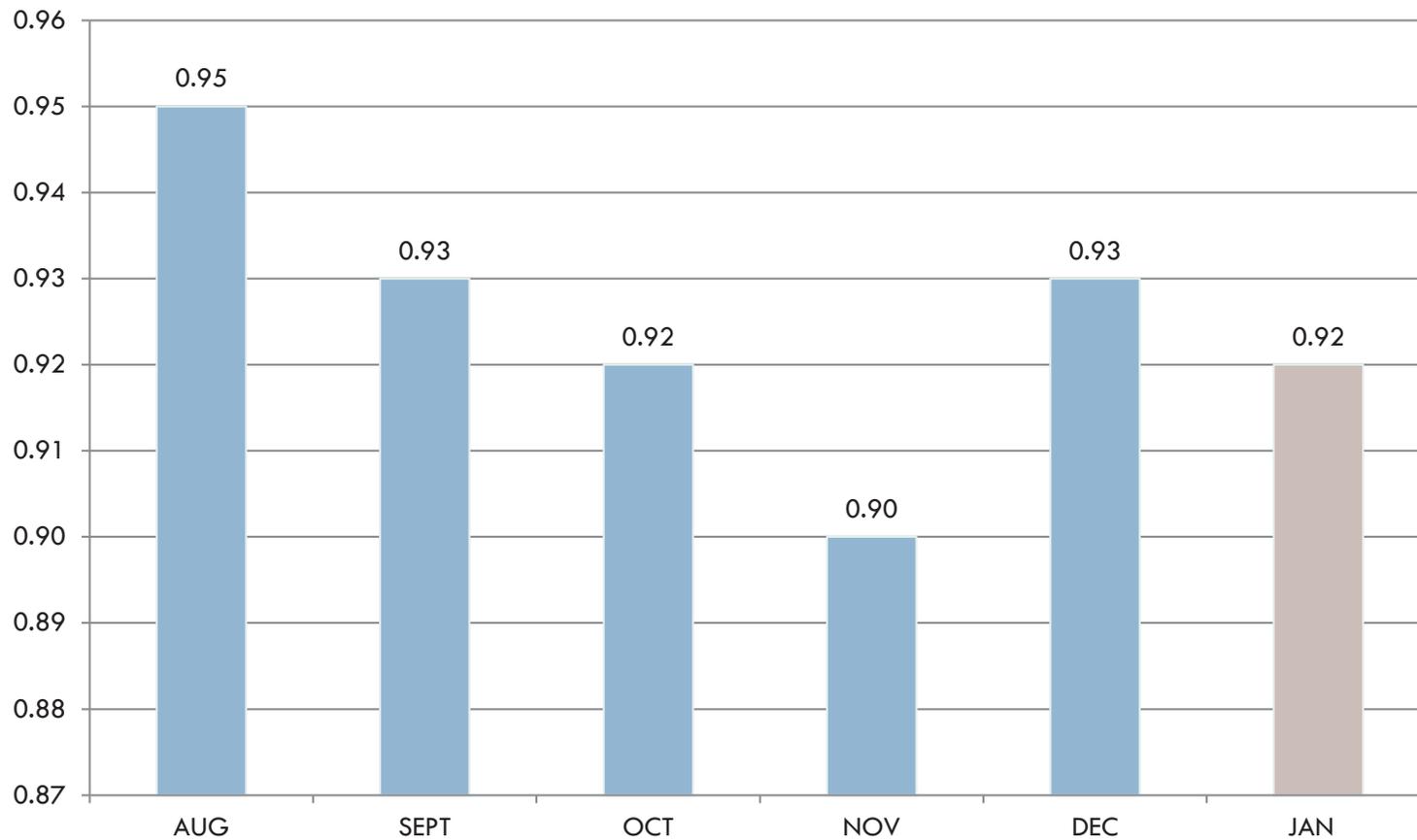
- Program schedule updated for work complete through January 2014
- January Schedule Performance Index (SPI) = 0.92
  - ▣ Represents a 0.01 DECREASE from prior month (December SPI = 0.93)
- Over-performing projects
  - ▣ 3 projects with \$6.8M in combined Earned Value (EV) greater than planned
  - ▣ Increases overall program SPI by 0.02; NO CHANGE from prior month
- Under-performing projects
  - ▣ 13 Railroad projects with \$22.3M in combined lost EV
    - Reduces overall program SPI calculation by 0.06; a 0.01 INCREASE from prior month
  - ▣ No Non-Railroad projects with a significant lost EV (Lost SPI  $\geq$  0.01)

2/20/2014

# Program Schedule

3

## Program SPI by Month



Program Goal SPI  $\geq$  0.90

2/20/14

# Major Achievements (as of end of January 2014)

4

- Current Program Initiatives
  - ▣ State Legislative Audit committee released the CBE 2013 Financial Statements for year ended June 30, 2013
  - ▣ Completed Q1- FY2014 Quarterly Report
  - ▣ Issued Q3 – FY2014 Maintenance Invoice
- Innovative Bridge Projects
  - ▣ Region 1: US6 Design/Build Project
    - Initiated Construction Phase
      - Closure for a Bridge Demolition at Knox Court Feb 14<sup>th</sup> to the 16<sup>th</sup>
      - Closure of Northbound I 25 off-ramp to Eastbound US 6 for 6 months

2/20/2014

# Major Achievements (as of end of January 2014)

5

## □ Bridges to AD

### □ Region 1

- F-17-GO: US 40 ML Eastbound (East Colfax) over Tollgate Creek (Aurora, CO)
- G-17-GA: US 40 ML Westbound (East Colfax) over Tollgate Creek (Aurora, CO)

## □ Bridges to Construction

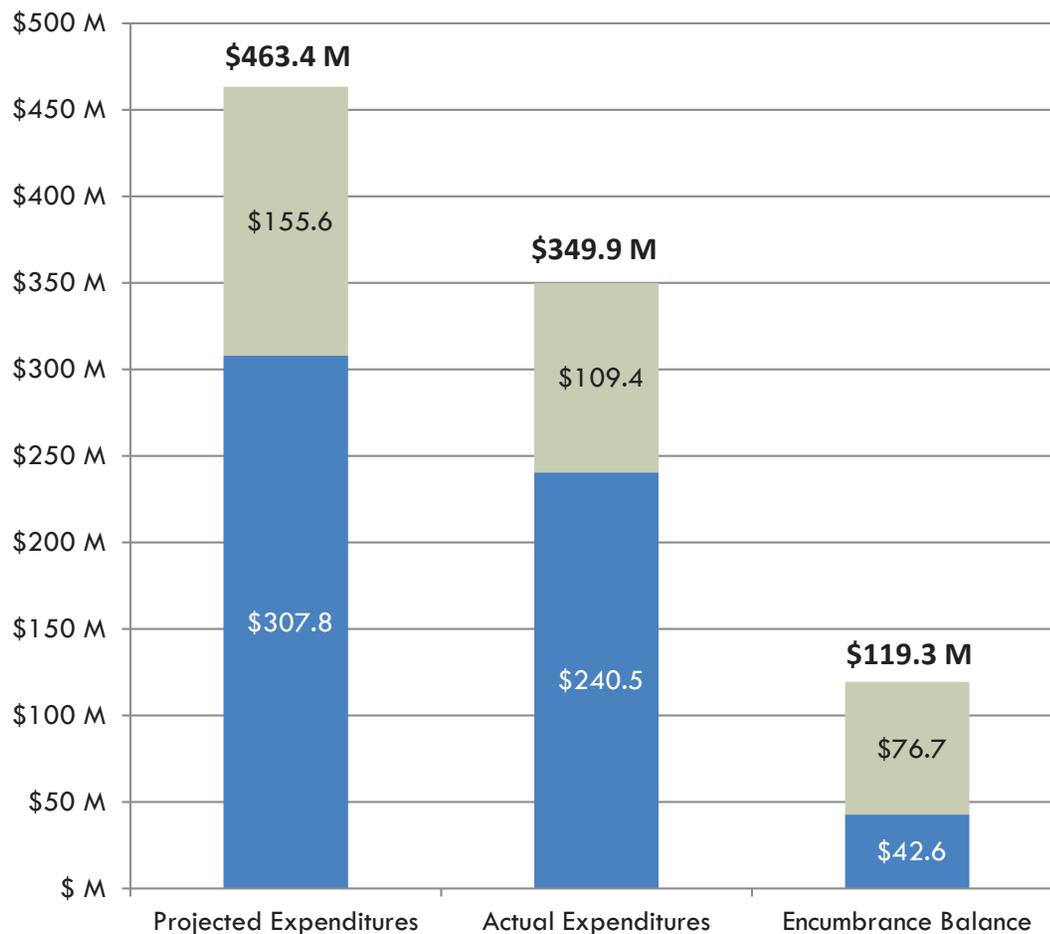
### □ Region 2

- N-17-C: I 25 Business Route over Sull Creek (Walsenburg, CO)

# Total Program Financial Performance

6

As of December 31, 2013



## Changes from Previous Month

### Projected Expenditures

- Overall increased by \$10.1M or 2.2%
- Bond-Only increased by \$6.2M or 2.1%

### Actual Expenditures

- Overall increased by \$12.6M or 3.7%
- Bond-Only increased by \$6.4M or 2.7%

### Encumbrance Balance

- Overall decreased by -\$6.1M or -4.9%
- Bond-Only decreased by -2.7M or -6.0%

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

# Status FASTER Eligible Bridges

7

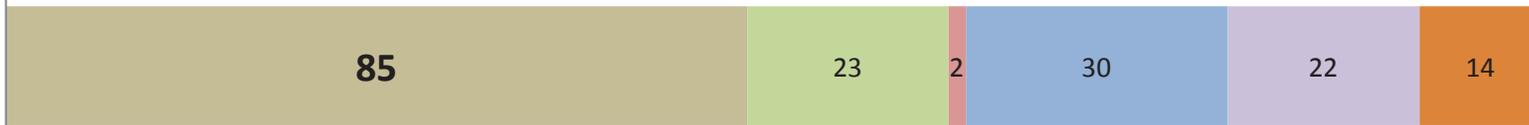
**Current 179 Eligible Bridges**



**January 179 Eligible Bridges - 1 Month ago**



**August 176 Eligible Bridges - 6 Months ago**

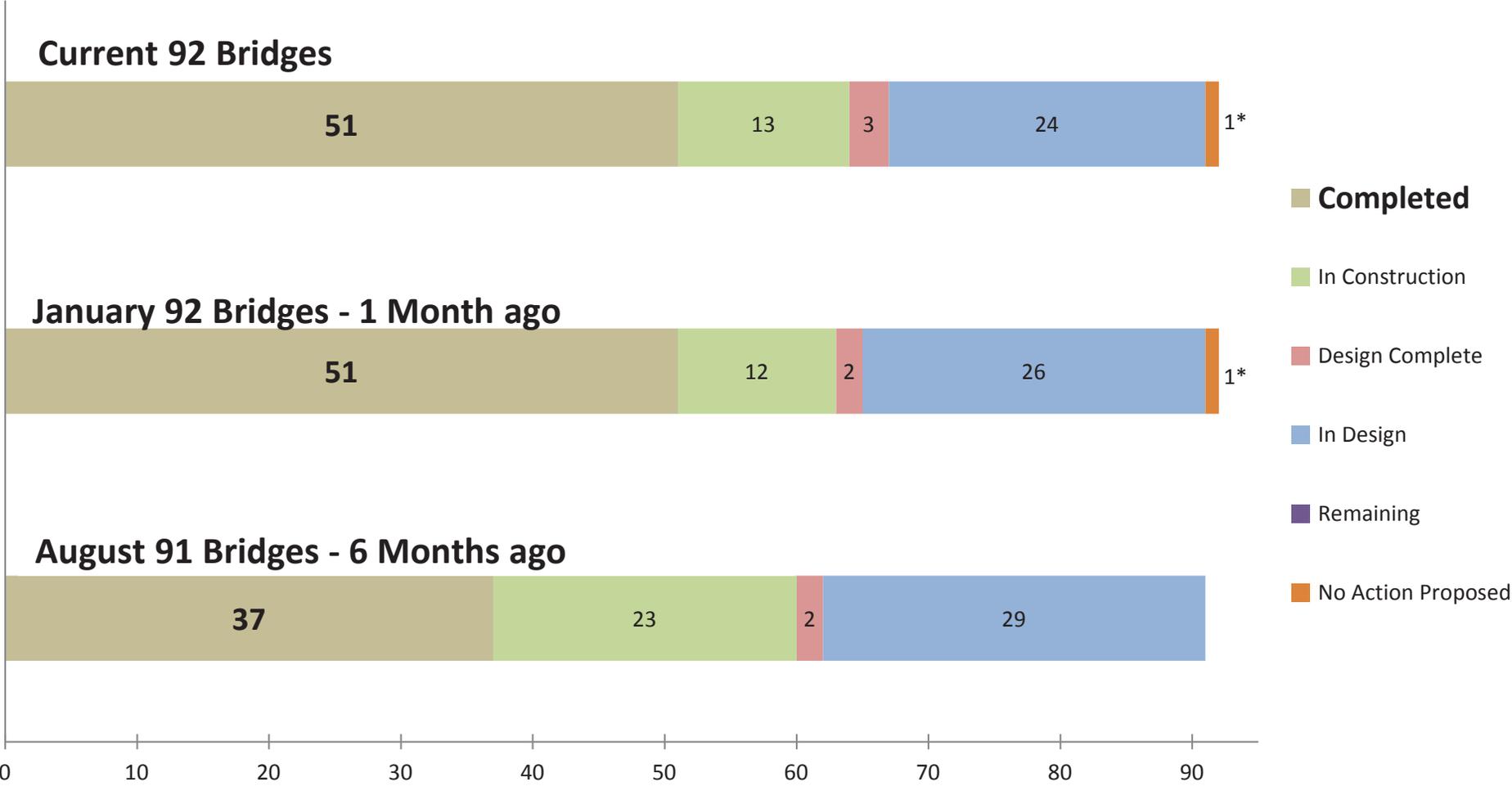


- Completed
- In Construction
- Design Complete
- In Design
- Remaining
- No Action Proposed

0 20 40 60 80 100 120 140 160 180

2/20/14

# Status \$300M Bond Bridges



\* One project was determined in-eligible

\*\* Recognized I-70 Viaduct w/ ROW acquisition

# Status of 30 Most Deficient Bridges

9

	2013 Poor List Bridges Worst 30 Status	Original 128 Bridges Worst 30 Status
Complete	12	27
In Construction	4 <sup>b</sup>	1
Design Complete	0	0
In Design	9	2
Remaining	5 <sup>a</sup>	0
Total Addressed	30	30

<sup>b</sup> One Bridge moved to In Construction: N-17-C

a	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	Pending I-70 East FEIS
C-17-B	R4	SH 60 ML over SOUTH PLATTE RIVER	Currently Not Programmed
K-17-F	R2	SH 96 ML over RUSH CREEK	Currently Not Programmed

2/20/2014

# DBE Participation; through end of CY2013

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- From **3/1/2010 – 12/31/2013**, 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
  - 305 DBE Subcontracts Awarded = \$32,406,935
  - 308\* Total DBE Contracts Awarded = \$39,421,285
  - Overall DBE Participation on BE Contracts = **16.2%**
  - CDOT DBE goal at 13.3%

\* The 308 prime and subcontracts went to 103 individual DBE firms

# FASTER Q&A

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## Questions & Answers

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