



DATE: November 18, 2015
TO: Transportation Commission
FROM: Josh Laipply, Chief Engineer
Maria Sobota, Chief Financial Officer
Richard Zamora, Office of Program Management Director
SUBJECT: Program Management Workshop

Purpose

The Program Management Workshop provides the Transportation Commission with an update on the delivery of programs and significant projects. This month there is a focus on the Safety and RAMP Partnership & Operations Program.

Details

A primary performance objective related to the integration of Cash Management and Program Management is a reduction of the cash balance. Total program spending has a significant impact on CDOT's cash balance. Included in the PMO deck is a bar chart projecting the impact of total program spending for Fiscal Year 2016 on individual cash fund balances and federal cash equivalents.

The Capital Construction Fund (Fund 400) was projected to be \$653 million at October 31, 2015. The actual Fund 400 cash balance at October 31, 2015 was \$574 million - a difference of \$79 million.

The attached memorandum give further details of the accounts in the total cash balance, along with details of the impacts of the Federal continuing resolutions for highway funding on our cash balance.

We are continuing to monitor program delivery at the statewide level using the expenditure performance index (XPI) to evaluate actual construction expenditure performance as compared to planned. This month the cumulative XPI has risen to 0.91 from 0.89 last month. October expenditures were close to the monthly amount estimated in our plan, achieving a monthly XPI of 0.94.

The PMO Reporting Overview slide provides a status update of the four main programs being reported on by the Office of Program Management. The Schedule Performance Index (SPI) for the RAMP Partnership and Operations program decreased from 0.96 to 0.88.

The RAMP Partnership and Operations Program continues to show steadily increasing monthly expenditure totals. The attached RAMP Partnership program

controls update shows how the program is tracking against the remaining contingency and how CDOT is managing the Partnership program to stay within that amount.

There are no RAMP Partnership funding requests this month that require commission action. However, RAMP Partnership project #1-37 (Federal Boulevard from 6th to Howard) is tracking with schedule delays due to right of way relocations. This is a locally delivered partnership project and, under the terms of the Intergovernmental agreement, any additional costs are the obligation of the local partner (City and County of Denver). The Transportation Commission needs to be informed that the project will complete beyond the target completion date for RAMP (December 2017). Real estate market conditions have changed since the original project scoping and are making it difficult for the local partner to find suitable relocation properties. The current schedule shows completion thirteen months beyond the target (January 2019) and region staff are working with the local to identify ways to get the project back closer to the original schedule. For more information on this project, please refer to this month's budget supplement.

The Safety program focuses on projects with HSIP and FASTER Safety funds within the Fiscal Year Range (2010-Present). The slide provided is a snapshot of how these two safety programs are performing at delivering projects.

Attachments

1. Attachment A - Cash Balance Detail Memorandum
2. RAMP Partnership Program Controls Update (table)
3. Powerpoint Presentation
4. SH 82 - Grand Avenue Bridge Memorandum and Slide Presentation



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Department of Transportation

Division of Accounting and Finance

4201 East Arkansas Avenue, Room 262
Denver, CO 80222-3400

DATE: November 18, 2015
TO: Transportation Commission
FROM: Maria Sobota, Chief Financial Officer
SUBJECT: Attachment A - Cash Balance Detail Memorandum

Details of Cash Balance Chart

A primary performance objective related to the integration of Cash Management and Program Management is a reduction of the cash balance. Total program spending has a significant impact on CDOT's cash balance. Included in the PMO deck is a bar chart projecting the impact of total program spending for Fiscal Year 2016 on individual cash fund balances and federal cash equivalents.

The cash balance in the chart is split out by fund with the Capital Construction Fund (Fund 400) being the most relevant as its activity includes the receipt of Highway User Tax Fund (HUTF) transfers, receipt of FHWA reimbursements, and the majority of CDOT's construction spending. The projected Fund 400 cash balance at October 31, 2015, was \$653 million. The actual Fund 400 cash balance at October 31, 2015, was \$574 million - a difference of \$79 million. One notable reason why the Fund 400 cash balance decreased more than projected for October is that CDOT currently does not have a significant amount of federal obligation limitation to convert to cash.

The federal obligation, which is CDOT's authorization to bill FHWA for reimbursement of expenditures, is an important driver of cash balance increases and decreases. In general, CDOT begins to spend down the Fund 400 cash balance when the federal obligation has been exhausted. This is because as long as CDOT has federal obligation available, it will receive reimbursement for approximately 80 percent of any qualifying expenditures. The projected ending balance for federal obligation at October 31, 2015, was \$195 million. The actual ending balance for federal obligation at October 31, 2015, was approximately \$149 million - a difference of \$46 million.

The timing and amount of federal notices received impact CDOT's Fund 400 cash balance. In a normal year CDOT receives federal obligation of approximately \$500.0 million for the entire year in October. Due to the Continuing Resolution impacting FHWA, CDOT has been receiving its federal obligation in prorated amounts. In late July, CDOT received approximately \$83 million in obligation limit through September 30, 2015. In early October, CDOT received an additional \$37

million in obligation limitation through October 29, 2015. CDOT is currently in the process of converting this obligation to cash through federal billings.

There is still a possibility that federal cash reimbursements may slow in upcoming months due to FHWA restrictions, which would result in a decreased Fund 400 cash balance. We will continue to stay on top of any decisions made that may impact the cash balance and report on any changes related to the revised Fiscal Year 2016 forecast established in July.

The projected Bridge Enterprise Fund (Fund 538) cash balance at October 31, 2015, was approximately \$208 million. The actual Fund 538 cash balance at October 31, 2015, was approximately \$235 million - a difference of \$27 million. The cash balance is needed to commit to Central 70 milestone payments during construction to limit CBE's long term debt obligation.

Included in Other Funds are cash balances related to Aeronautics, HPTE, and the State Infrastructure Bank, among other smaller funds. Other Funds generally do not fluctuate significantly from month to month.

RAMP Partnership Program Controls Update

RAMP Partnership Program Controls Update										Nov 2015
PCN	Project Name	Original TC Approved Budget [A]	Current Forecasted Cost Estimate [C]	Total Project Cost Variance [A-C]	Prelim. Scalable Review	Additional Non-CDOT Contribution	Additional RAMP Contingency	Additional CDOT Contribution	Project Controls Comments	
19192	I-25/ARAPAHOE RD INTERCHANGE	\$74,000,000	\$80,000,000	(6,000,000)	Scalable to budget, with CMGC input.	Possible	\$6,000,000	\$0	CMGC (ICE Consultant is part of the project team); TC approved an additional \$6.0M in estimated ROW costs in September; ICE results for 60% plans evaluated in August; 90% Plans reviewed in November, Planned Construction in 2016.	
19954	US 160 Turnouts	\$1,015,000	\$493,898	521,102	Estimated (\$600,000)	Unlikely	\$0	\$0	Project scope has been scaled back to a single decel lane; Alternatively, both decel lanes would cost over \$2.1 million; Scaled project is within original budget; FOR complete; Planned Advertisement in December 2015.	
19906	US50/Dozier/Steinmeier Intersection Improvement & Signal Improvements (companion Ops project 2-9)	\$2,500,000	\$2,500,000	0	Completed	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR Level Estimate complete; Additional Local Contribution unlikely; Project is not scalable; Planned Advertisement in November/December 2015.	
18331 19039	I-25 AND CIMARRON EXPRESSWAY	\$95,000,000	\$113,624,588	(18,624,588)	Completed (\$11,500,000)	\$2,050,000	\$2,531,138	\$14,043,450	Awarded; Apparent successful proposer was selected in February; TC Approved additional RAMP Contingency funds; \$2.5 M in savings from bid opening returned to RAMP Contingency.	
19056 19751	US 50 / SH 45 Interchange, Wills to Purcell - Pueblo (companion Ops project 2-10)	\$11,200,000	\$11,075,452	124,548	Bundled Projects	\$0	\$0	\$0	Awarded; Total Project Cost (RAMP + Surface Treatment) is \$13,426,152.	
19094	I-70 Simba Run Underpass (Vail Underpass)	\$20,800,000	\$30,100,000	(9,300,000)	Completed	2,730,000	\$6,570,000	\$0	CMGC project; Additional Local Contribution approved by Town of Vail at matching percentage; TC Approved additional RAMP Contingency Funds in June 2015; Planned Advertisement in December 2015.	
19930	SH 9 - Frisco to Breckenridge: Iron Springs Alignment and Vail Pass Multi-use Path Devolution	\$21,985,000	\$27,487,269	(5,502,269)	Completed (\$4,200,000)	1,012,454	\$4,489,815	\$0	ICE complete; Additional Local Contribution approved by Summit County partners at matching percentage; TC Approved additional RAMP Contingency Funds in July 2015; Planned Advertisement for December-March 2015.	
19911	I-70 Exit 31 Horizon Drive Roundabouts	\$5,000,000	\$6,095,000 \$6,312,300	(1,312,200)	Complete	\$105,000 + \$496,300 Local Match (\$308,000 Utility Co)	\$423,000	\$0	Awarded; Additional Local Contribution (\$496k) was committed to award project in July; TC Approved additional RAMP Contingency funds in May 2015 to advertise the project in June 2015.	
19910	SH 9 CO River South Wildlife & Safety	\$46,000,000	\$52,627,747	(6,627,747)	Completed (\$4,200,000)	Completed	\$6,627,747	\$0	Awarded; Increased Local Contribution; TC Approved additional RAMP Contingency funds needed to Award.	
12372 18401 19561 20632	US 287: Conifer to Laporte Bypass (Phase 1 - SH1 to Laporte Bypass) (Phases 2 & 3 - Local Agency)	\$36,000,000	\$43,833,509	(7,833,509)	Completed (\$800,000)	Completed	\$7,833,509	Local Agency is contributing to the other 2 Phases	Apparent Low Bidder Selected; Bid Savings realized; Local Contribution increased its funding of the other 2 Phases; TC Approved additional RAMP Contingency Funds in August 2015; Project Let on Nov 5th.	
19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$2,000,000 \$1,908,753	91,247	Complete	Unlikely	\$0	\$0	Awarded; Bid savings realized (\$250k); Advertised in October 2015; Project Let on Oct 29th.	
19908	SH 172 / 151 SIGNALIZATION	\$1,800,000	\$1,729,562	70,438	Complete	Unlikely	\$0	\$0	In Bid/Award; Project is currently tracking within budget; FOR complete; Project received no contractor bids in August 2015; ReAdvertised; Letting on Nov 19th.	
19397	SH 145 AT CR P SAFETY IMPROVEMENTS	\$1,660,194	\$1,676,597 \$1,912,975	(252,781)	Possible	Unlikely	\$0	\$252,781	Awarded; Project awarded at 3% above the Engineer's Estimate; Savings realized during the design phase; Used additional FASTER funds per original application.	
18972	US 285 Antonito Storm Drainage System Replacement	\$2,742,429	\$3,343,337	(600,908)	Bundled Projects	Completed	\$0	\$0	Awarded; Local in-kind contribution increased by \$350,000; Bundled with \$7.0 mil SUR project for bidding economy.	
19411	SH 62 Ridgeway Street Improvements (pending approval of local match)	\$13,791,257	\$13,463,955	327,302	In-progress	Unlikely	\$0	\$0	Project is currently tracking within budget; Scalability is on-going during design; FOR complete; Independent Cost Estimate (ICE) complete; Planned Advertisement in December 2015.	
19643	US 24 Enhancement Project in Buena Vista	\$2,497,090	\$2,780,174	(283,085)	Possible (3 options)	Unlikely	\$0	\$0	Scalability and Local Contribution under region review; Project to be bundled with \$8 mil SUR project; Further reduction of scope and FA items possible; Planned FOR in September 2015; Planned Advertisement in April 2016.	
Subtotals		\$337,990,970	\$393,193,419	(\$55,202,450)	(\$600,000)	\$6,710,754	\$34,475,209	\$14,296,231	\$879,745	
		Total Original	Total Forecast	Total Variance	Total Scope Reduction	Total Local Contribution	Total RAMP Contingency	Total CDOT Contribution	Remaining Projected Liability	

Legend:

Project Awarded (blue)
Cells updated since last month (yellow)

Per resolution TC-3209, Establishment of the RAMP Program Project Controls, the table above includes those RAMP Public-Public Partnership CDOT administered projects that were un-awarded as of December 2014.



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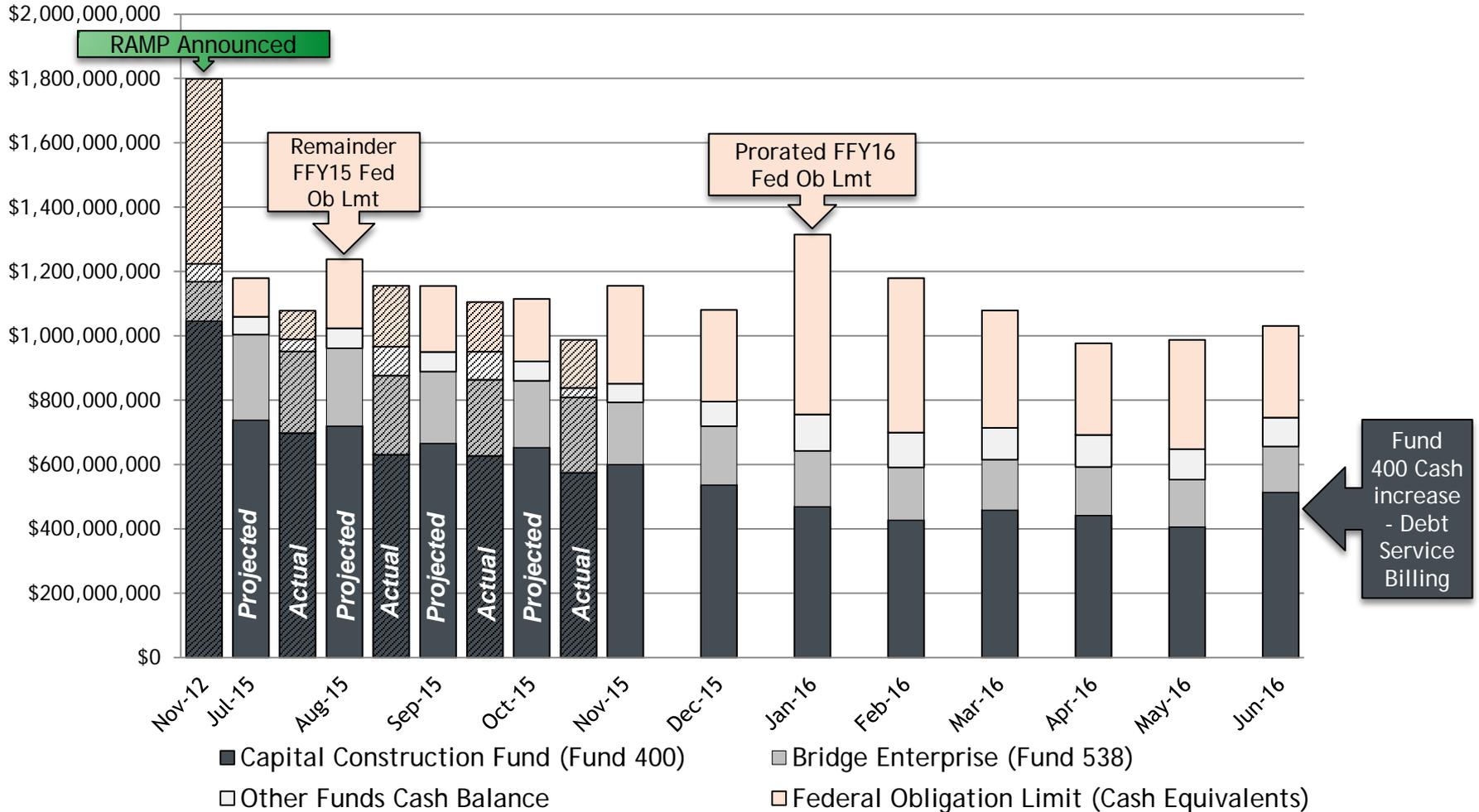


Program Management Update

November 18, 2015



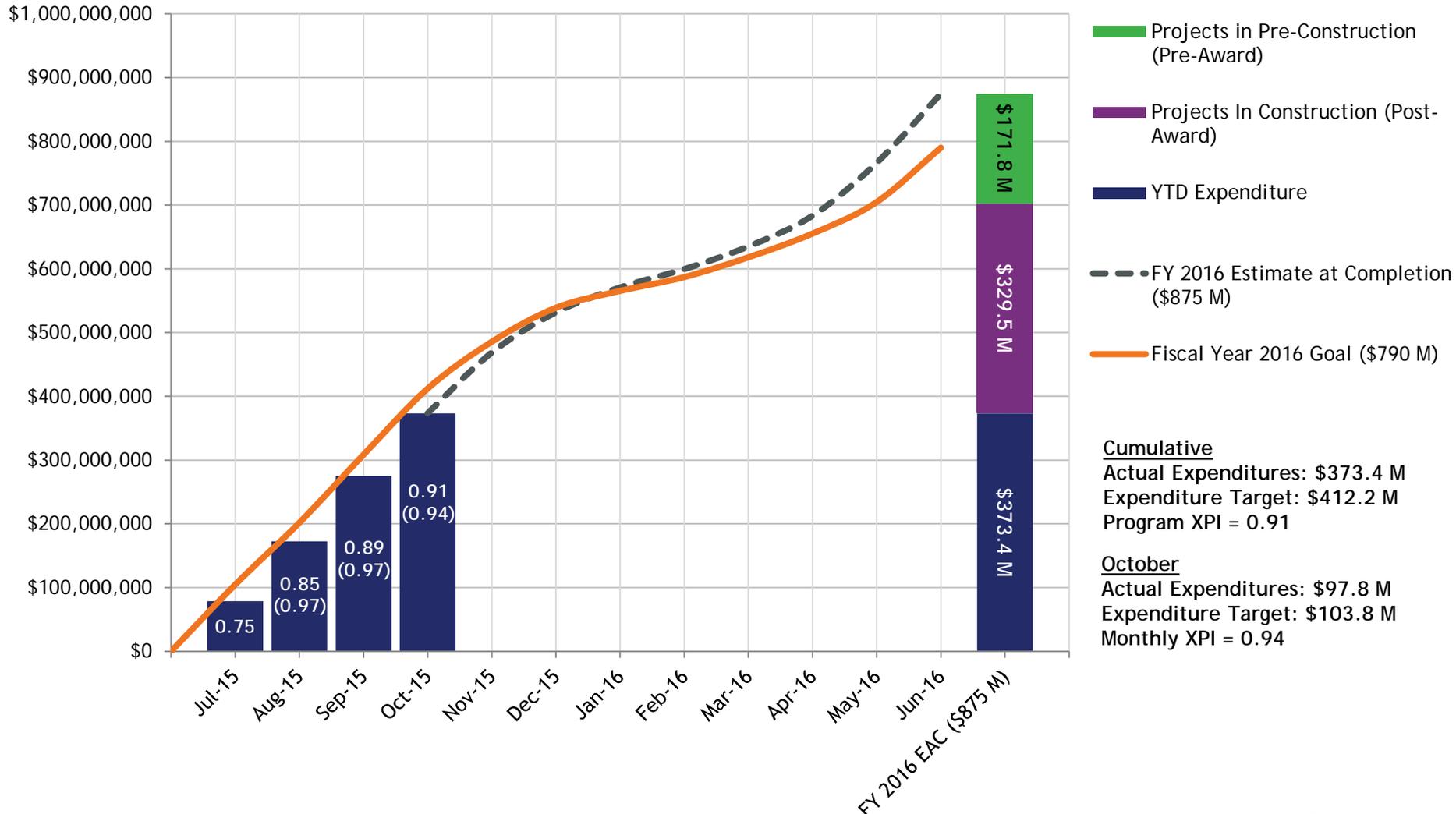
Cash & Federal Obligation Target Balance



Assumes \$790M in Construction Spending including Indirects and Construction Engineering



FY 2016 Capital Program Construction Expenditures





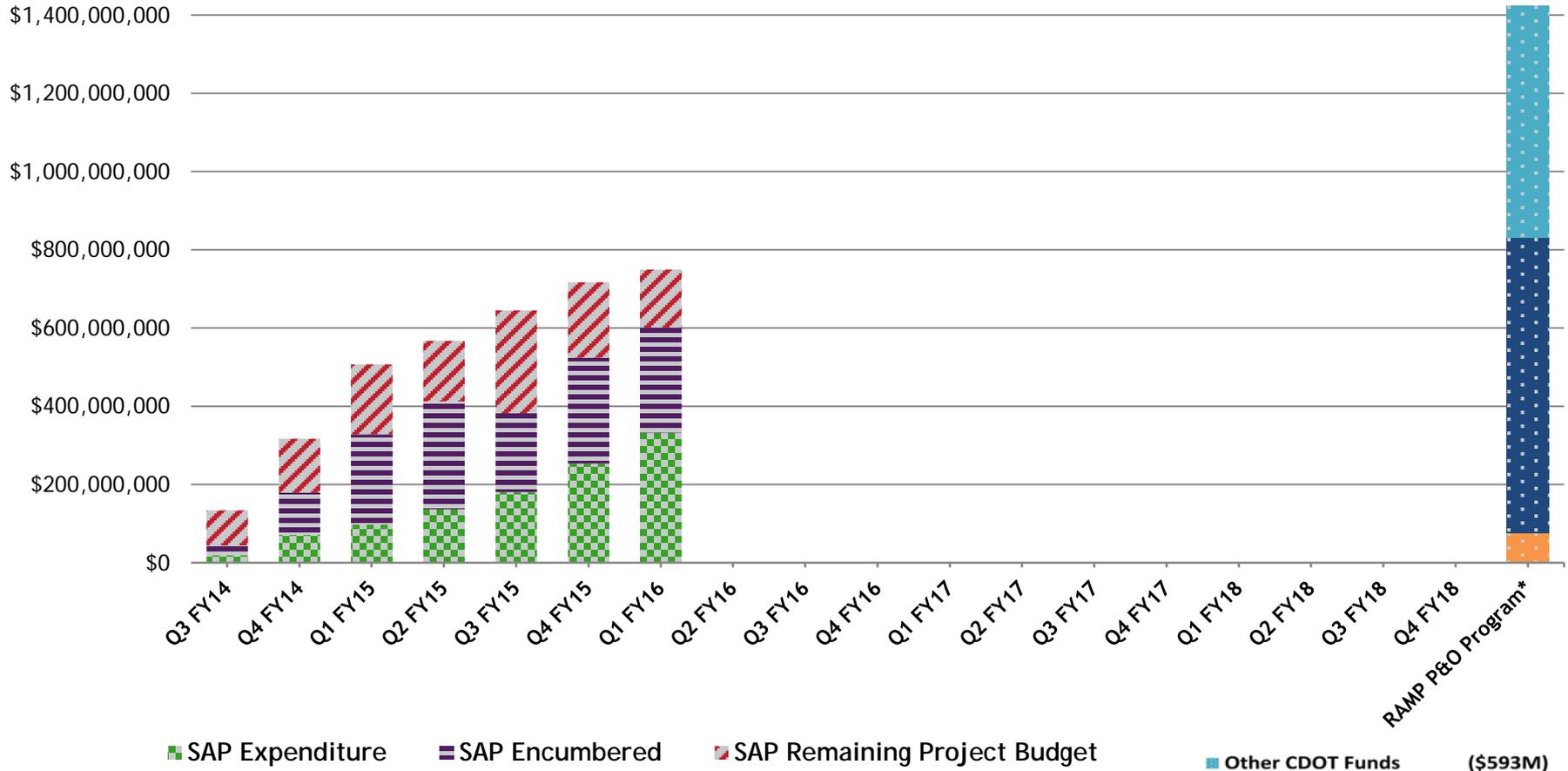
PMO Reporting Overview by Program

Program	Financial Performance (\$Millions)			Precon. Schedule Performance	Quarterly Rotation
	Program Expenditure through 9/18/2015	Program Expenditure through 10/16/2015	\$ Change	SPI	
Flood	\$170.2 ‡	\$171.7 ‡	\$1.5	0.95	Jan. 2016
RAMP P&O (Overall)	\$332.3	\$357.8	\$25.5	0.88	Nov. 2015
RAMP P&O (Local Agency)	\$49.8	\$52.4	\$2.6	0.78	Jan. 2016
RAMP P&O (CDOT)	\$282.5	\$305.4	\$22.9	0.90	Nov. 2015
FASTER and HSIP	\$507.7	\$528.6	\$20.9	*	Nov. 2015
Asset Management	\$1,143.6	\$1,181.0	\$37.4	**	Dec. 2015

- Notes:
1. SPI's shown are for Preconstruction.
 2. * FASTER and HSIP funds are used on projects in multiple programs and as a result, an SPI is not provided for these programs.
 3. ** Asset Management expenditures are a combination of Fiscal Year 2014, 2015, 2016 and include MLOS and Roadway Equipment.
(Note: MLOS and Road Equipment are included in expenditures and as a result, are excluded from SPI calculations)
 4. ‡ Flood totals do not include fiscal year Cost Center expenditures



Overview of RAMP P&O Program



■ SAP Expenditure
 ■ SAP Encumbered
 ■ SAP Remaining Project Budget
 ■ Other CDOT Funds (\$593M)

*Note: RAMP Allocation does not include in-kind match nor locally administered cash match
 ■ RAMP Funding Allocation (\$755M)

■ Local Cash Contribution (\$76M)



Managing within the Established RAMP Program Controls (TC-3209)

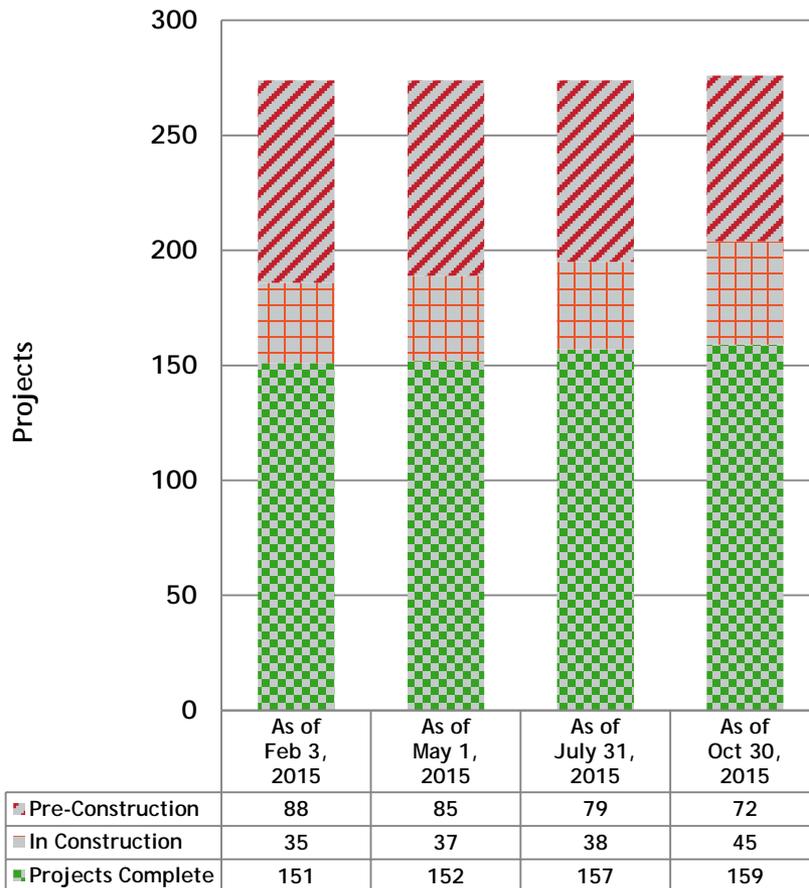
There are no RAMP projects requiring commission action this month.

- ✓ The remaining RAMP Public-Public Partnership Contingency Reserve is \$5,524,791.
- ✓ The remaining RAMP Operations Contingency is \$2,454,472.

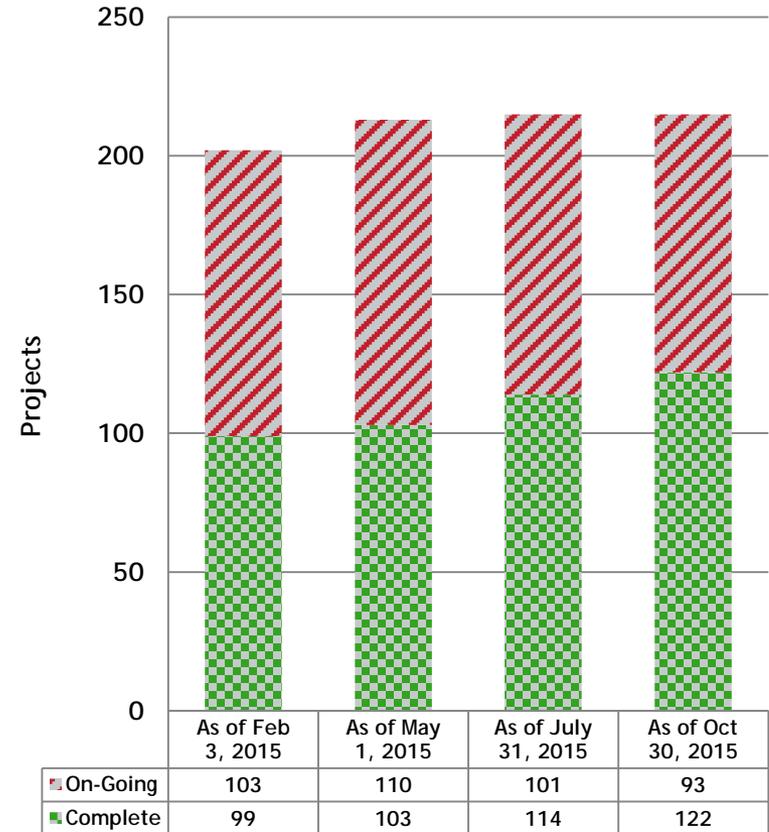


Safety Program Project Status

FASTER Program



HSIP Program



* Completed Projects Within Fiscal Year Range (2010 – Present)



Closing

- Questions or Comments
- Upcoming topics for next month
 - Update of Cash Balance
 - Updated Expenditure Performance Index
 - Update on Asset Management



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Department of Transportation

Region 3

Region Director
222 S 6th Street, Room 317
Grand Junction, CO 81501

MEMORANDUM

DATE: November 10, 2015
TO: Bridge Enterprise Board of Directors
FROM: David Eller, Region 3 Director
SUBJECT: SH 82, Grand Avenue Bridge - Update on OPCC No. 5 Pricing and Path Forward

Purpose

Collectively the following four projects are commonly referred to as the Grand Avenue Bridge Project:

1. 18158 Grand Avenue/SH 82 Vehicle Bridge (GAB);
2. 21122 Grand Avenue Pedestrian;
3. 21116 Grand Avenue Safety Improvements Project; and
4. 20588 US 6 Surface Treatment Project

Region 3 has sought guidance from the Colorado Bridge Enterprise (CBE) Board at multiple times during project development. In September of 2014, Region 3 presented to the CBE a funding plan to supplement the previously established BE project budget. Region 3 and the GAB Project Team/stakeholders have obtained additional funding commitments of approximately \$17.3 M from other funding sources within CDOT Programs (~ \$9.9 M, includes RPP, Faster, Operations, Signal Asset) as well as funding from multiple Local Agencies (\$6.3 M) and Utility Companies (~\$2.0 M). Value Engineering has been a continuous activity in the CMGC process, and the project has had 4 specific events to reduce costs through scope elimination, deferral or reduction, the most recently between OPCC 4 and OPCC 5 resulted in ~\$2.7 M in cost reductions.

The efforts to date to secure additional funding sources and reduce costs through scope modifications have significantly benefited the project, however according to our Independent Cost Estimate (ICE) we currently anticipate the project will still need additional CBE funding to award if the CMGC CAP negotiations are successful.

Action

The GAB project is using the Construction Management/General Contractor (CMGC) procurement method. The GAB project is 100% designed and has completed Opinion of Probable Construction Cost (OPCC) No. 5 and is currently in the Contractor Agreed Price (CAP) process. The CAP process requires the Contractor's and the ICE's project cost to be within 5% of the projects previously established a 5% variance as the threshold to award.

The OPCC No. 5 ICE for CBE elements on the GAB has identified that we will likely be slightly over the current budget. Region 3 will be requesting additional CBE funding at the November 19, 2015 Board Meeting, but would like to do so through a "walk on" action to keep our current Cost Estimates confidential during CAP negotiations with the contractor.

Background/Project Details

The SH 82 Grand Avenue Bridge has a sufficiency rating of 43.2 and is Scour-Critical. When this project was initiated we contemplated a bridge replacement in essentially the same location as the existing structure. The project utilizes Accelerated Bridge Construction (ABC) techniques helping to limit traffic delays during construction for the 26,000 vehicles that use the SH 82 structure daily. Right-of-Way (ROW) acquisition was considered minimal, and we assumed a fairly straight forward Environmental Assessment (EA) process. The need for the replacement of the pedestrian bridge was not immediately clear at project initiation.

Region 3, in concert with the Federal Highway Administration (FHWA), identified the EA project logical terminus and developed a draft Purpose and Need:

“The purpose of the project is to provide a safe, secure, and effective multimodal connection from downtown Glenwood Springs across the Colorado River and I-70 to the historic Glenwood Hot Springs area. The importance of the bridge to the local and regional transportation network underscores the following two project needs:

- (1) Improve multimodal connectivity between downtown Glenwood Springs and the Roaring Fork Valley with the historic Glenwood Hot Springs pool area and I-70; and
- (2) Address the functional and structural deficiencies of the bridge.”

Through the planning process we incorporated the Chief Engineer Policy Memo #26, Context Sensitive Solutions (CSS) approach, and it was determined that building the new structure in the proposed location, using ABC techniques, provided a better project as it offered opportunities to create a more direct, safer and effective connection between I-70 and SH 82, and minimized impacts to the Glenwood Springs community. Policy Memo #26 further states: “CSS requires the flexibility to consider alternative solutions that can benefit a broad range of stakeholders, while recognizing the fiscal constraints and the limits of CDOT’s mission as a transportation agency.”

The Preferred Alignment (Alternative 3) was identified in December of 2012, with the unanimous vote of the Glenwood Springs City Council as well as strong support from affected stakeholders and agencies. This alignment was chosen based on extensive stakeholder input and it vastly improves both pedestrian and vehicular operations and safety in this tourist environment that is vital to the State economy. This alignment, however, does have higher costs due to the longer alignment and needed connections to the local system. In addition, the ROW costs were significantly higher than anticipated when it was determined that neither CDOT nor the City of Glenwood Springs owned the ROW in which the current structure resides, but rather the existing structure is in a transportation easement.

A pedestrian bridge replacement was also included as the most effective and efficient method to address the needs to relocate critical utilities before the demolition, address multi-modal needs in accordance with PD 1602, and enable implementation of I-70 safety improvements related to the Eastbound On-Ramp that are currently in conflict with the superstructure of the existing pedestrian bridge. Approximately \$1.5 M revenue from affected utilities has been committed to the new pedestrian bridge and funding for the Eastbound On-Ramp has been provided through Faster Safety to complete this portion of added scope.

Key Benefits

The existing bridge was designed over 60 years ago for two-lane usage, including multi-modal sidewalks on each side. It is now Functionally Obsolete and Scour Critical. A 7 foot

deep scour hole was found in a 1992 inspection, two feet below the bottom of the 5-foot deep footing at river center.

The Safety Assessment report chronicles multiple sideswipe accidents owing to the 9 foot, 4-1/2 inch lanes: for a similar roadway over a 5 year period, the expected number of side swiipe accidents per mile per year would be 10.51. The observed number for GAB is 38.77 showing this section has a much higher total accident rate.

The planned bridge also improves operations for this congested section of SH 82, a section that carries about 84% of all vehicles in and out of the Roaring Fork Valley. The project creates a more direct, effective connection between I-70 and SH 82 by eliminating existing signals at 6th and Pine and separating the pedestrian movement at 6th & Laurel while reducing overall delay and potential for backups onto I-70.

Options and Recommendations

Based on the CMGC Contract and environmental constraints the practical options available include:

1. Providing the CMGC Contract Requirements are met and the CAP is within 5% of the ICE, increase the CBE funding and proceed with CMGC project award.
2. Maintain current CBE funding and elect to Advertise the project through Design/Bid/Build process.

If CMGC Negotiations are not successful, or the CBE Board elects to hold the current budget, then the project will need to use the Design Bid Build (DBB) Procurement process, and by contract CDOT is required to advertise the same scope of work. The DBB procurement process will require that the project be delayed at least one year due to repackaging of the Plans, Specifications and Estimate (PS&E), and environmental constraints of the project that restrict working activities in the Colorado River - requiring river work to start in the winter.

The risks associated with delay include: Construction Cost Escalation; loss of other CDOT and/or outside agency funding; increased design costs required for repackaging the PS&E for DBB; loss of Stakeholder Support; loss of key Consultant CM staff identified for the project; and additional risk with project award to a Contractor who has not been involved in the project development and may not understand the complexity and context of the project resulting in additional difficulties during construction.

Region 3 respectfully asks that Option 1 be exercised to increase the potential for the GAB project to be awarded in December 2015, and minimize the risk of possible delay and the costs associated with a delay.

Attachments

PowerPoint Slides



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Grand Avenue Bridge Project



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Grand Avenue Bridge

- Built in 1953 as a 2-lane bridge with shoulders
- Currently 4 lanes, narrow, no shoulders, 26,000 ADT
- Only 1 of 2 options over the Colorado River
- Utility corridor across Colorado River





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History of Project



- Main Issues:
 - ◆ Lane Width (9.4' lanes)
 - ◆ Vertical Clearance - RR, I 70 and 7th St.
 - ◆ Pier adjacent to I-70
 - ◆ Scour Critical Pier in Colorado River
 - ◆ Load Capacity = Functionally Obsolete.
SR = 43.2
- Project Delivery in 1990s failed due to local opposition





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CDOT and CSS

- CDOT has committed to CSS approach on the I-70 Mountain Corridor.
- Guidelines would be consistent with the principles of CSS and CDOT's Policy Memo 26 and, along with the historic context, would guide the development of Tier 2 undertakings on the corridor.

Context statement
Vision
Goals / Purpose and Need
Evaluation Criteria
Alternative Screening
Public comment





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Public Involvement

- 3,000+ Stakeholders involved
- 5 Public Open Houses (avg. 90 attendees)
- 10 Stakeholder Working Group meetings
- 30 meetings with business owners
- 30 meetings with public officials
- 20 civic group meetings





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Purpose and Need

- Improve Multimodal Connectivity
 - ◆ Narrow Lanes
 - ◆ Inadequate Bike/Ped Facilities
 - ◆ Traffic Congestion
- Address Functional and Structural Deficiencies of Bridge
 - ◆ Vertical/Horizontal Clearance
 - ◆ Scour Issue
 - ◆ Bridge Width
 - ◆ Pier Location
 - ◆ Load Capacity



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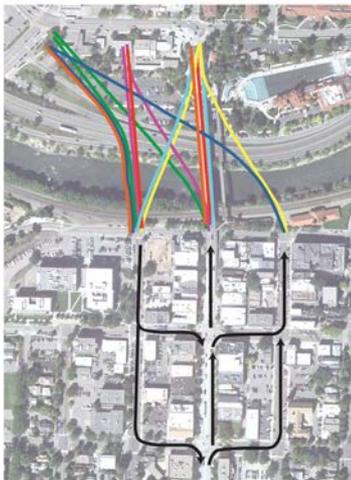
Alternatives

SH 82 Grand Avenue Bridge Environmental Assessment
Alignments Being Evaluated



4-Lane Two-Way Bridge Alternatives

- Alternative 1 – Align to Pine
- Alternative 2 – Align to Maple
- Alternative 3 – Align to Exit 116 / Laurel / 6th
- Alternative 4 – Align to Laurel & Pine (2 bridges)



One-Way Couplet (Paired) Alternatives

Using Grand Avenue and Colorado Avenue:

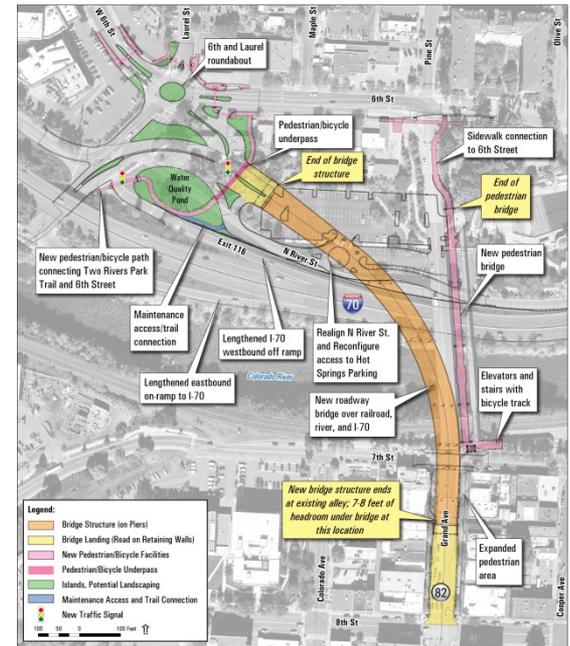
- Alternative 5 – Colorado & Laurel – Grand & Pine
- Alternative 6 – Align Colorado & Grand with Pine
- Alternative 7 – Align Colorado & Grand with Maple
- Alternative 8 – Colorado & Maple - Grand & Pine
- Alternative 9 – Align Colorado & Grand with Laurel

Using Cooper Avenue and Colorado Avenue:

- Alternative 10 – Align Colorado & Cooper with Pine
- Alternative 11 – Align Colorado & Cooper with Laure



Screening

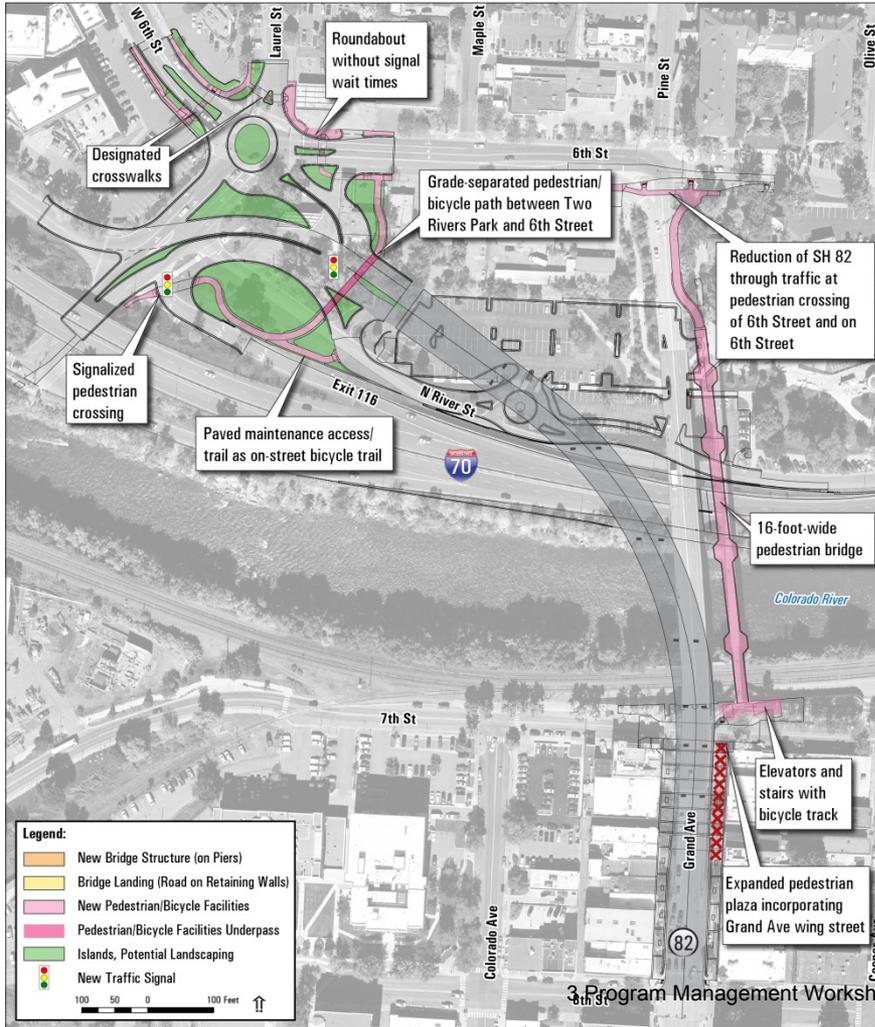


Preferred Alternative



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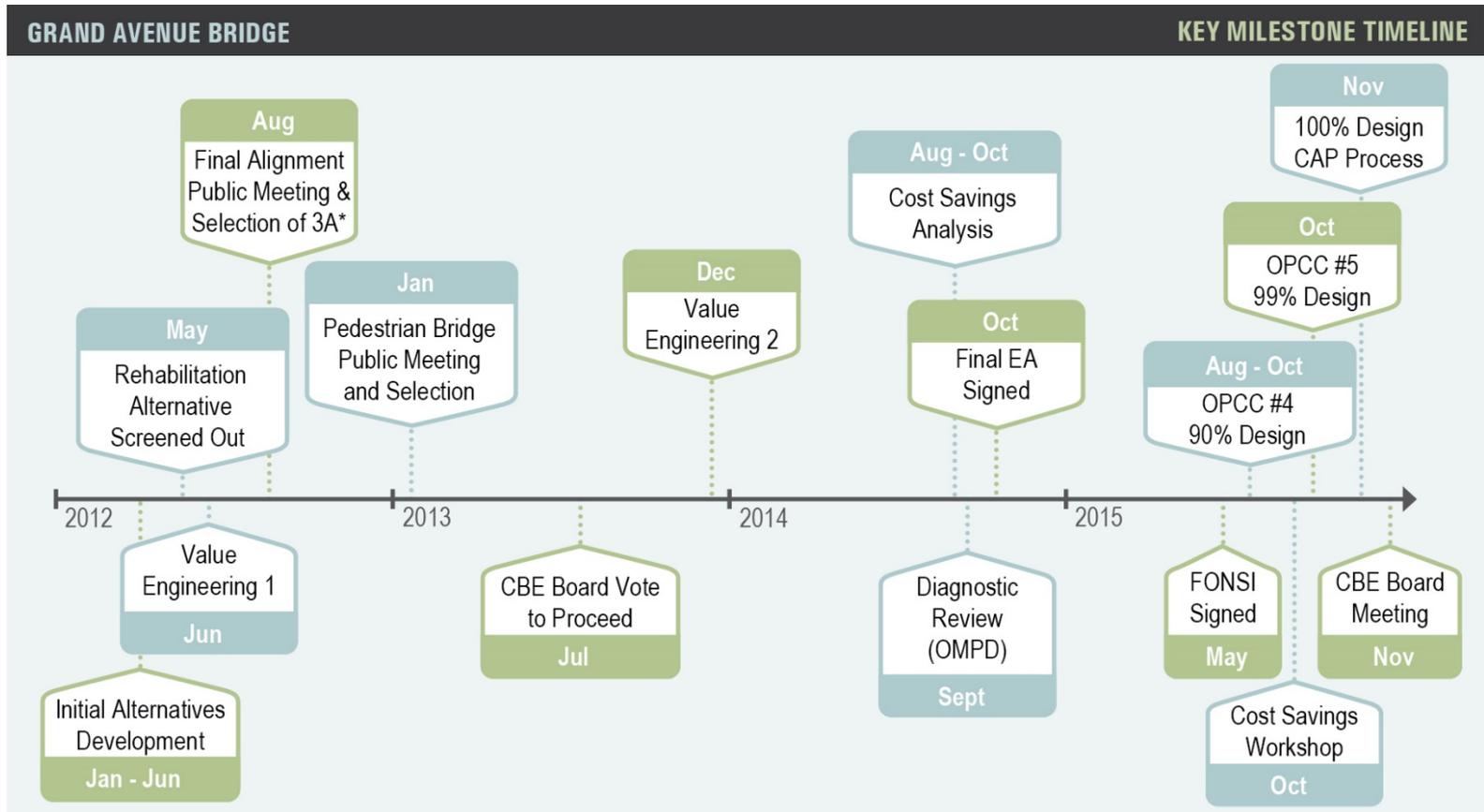


Project Elements

- Pedestrian Bridge Replacement
- ◆ Utility Relocation
- ◆ Aesthetics-Historic Character
- ◆ Bike/Ped Connectivity
- ◆ I-70 EB Acceleration Lane



Value Engineering & Cost Control



*Public preferred alignment 3 by 4:1 and 3A by almost 4:1 over next favored. Evaluation showed 3A best met criteria



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Mitigation Commitments

- Accelerated Construction
 - ◆ SH 82 bridge critical to local and regional traffic
 - ◆ Grave concern about extended bridge closures
 - ◆ Accelerated construction incorporated to mitigate adverse effects to businesses & travelling public during certain phases of project



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Funding Sources and Partnerships

Colorado Bridge Enterprise

ST: I-70 & SH 82 Tie-Ins, US 6 Resurfacing

SGA: Signal replacements

FSA: Safety improvements at I-70 Exit 114 & 116, 6th & Laurel roundabout

Utility Companies: Utility relocation onto new ped bridge

Glenwood Hot Springs: Effluent outfall sewer replacement

Eagle County: General (non-specific) project contribution

City of Glenwood Springs: Enhancements and betterments

Garfield County: Pedestrian bridge

RPP: General (non-specific) project contribution



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Accountability & Milestones

- To reduce impacts and provide accountability to our customers, the following key milestones are contained in the construction contract.
 - ◆ South causeway construction by 3/1/2016
 - ◆ Installation of temporary ped bridge walkway by 3/1/2016
 - ◆ Removal of existing ped bridge by 4/30/2016
 - ◆ New pedestrian bridge opened for public use by 3/1/2017
 - ◆ New SH 82 bridge opened for public use in late fall 2017 in accordance with Lane Rental Specification (\$25k daily disincentive)
 - ◆ SH 82, I-70 and local street connectivity completed by 12/1/2017
 - ◆ Project completion by 6/30/2018