



COLORADO

Department of Transportation

Office of the Chief Engineer

4201 E. Arkansas Ave., Room 262
Denver, CO 80222

DATE: September 16, 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 Asset Management 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 \$719 million at July 31, 2015. The actual Fund 400 cash balance at July 31, 2015 was \$631 million - a difference of \$88 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.

The Federal Fiscal Year end close is rapidly approaching and the Financial Management Information System (FMIS), a major application/system used by the Federal Highway Administration (FHWA) to support the automation and integration of public financial management processes, including the authorization and obligation of construction projects, will be shutdown on Sept 25th and will reopen on Oct 25th, 2015. This shutdown normally occurs this time of year and CDOT staff has been working diligently to mitigate its impact. This year, the shutdown period reflects an extended two week period as FHWA transitions from FMIS4 to FMIS5.

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



0.85 from 0.74 last month. Similarly, August's expenditures were close to the monthly amount estimated in our plan achieving a monthly XPI of 0.97.

The PMO Reporting Overview slide provides a status update of the four main programs being reported on by the Program Management Office. The SPI for Flood remains at 0.94 and the RAMP Partnership and Operations program remains at 0.95. Asset Management expenditures for the month of August more than doubled since July as the total number of projects being advertised, constructed, and completed has increased significantly since we last reported on the program.

The FY 2019 Asset Management candidate improvement lists (candidate projects) have been approved. This fall, the regions will be assembling candidate improvements into projects for development. This process is an element of the plan to maintain a four-year rolling list of projects. These lists of projects are published on our public website.

Of the one-hundred six projects in the 2014 Asset Management list, all but two projects are either completed or under construction. The remaining two projects are currently scheduled to advertise this Fall. The 2015 Asset Management list shows ten projects completed and another twelve projects awarded since June when we last reported on the Asset Management program.

The 2016 Asset Management list has two projects completed and forty projects under construction for a total of 42. Maintaining the program as a four-year list allows CDOT the flexibility to move individual projects in order to meet the desired expenditure goal.

The attached RAMP project controls update shows how the program is tracking against the remaining contingency and how the Partnership program is being managed to stay within that amount.

One RAMP Partnership funding request is being made this month. The RAMP project at I-25 and Arapahoe Road requires additional funding for right-of-way costs based on the latest estimates. For more information on this project, please refer to the attached memorandum and this month's budget supplement.

Also attached here is a memorandum for a Construction Modification included for commission action in the budget supplement.

Attachments

1. Attachment A - Cash Balance Detail Memorandum
2. RAMP Partnership Program Controls Update (table)
3. I-25/Arapahoe Road Memorandum
4. Region 2 Surface Treatment Contract Modification Order Memorandum
5. Powerpoint Presentation





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TO: Transportation Commission
FROM: Josh Laipply, Chief Engineer
Maria Sobota, Chief Financial Officer
Richard Zamora, Office of Program Management Director
SUBJECT: Attachment A - Cash Balance Detail Memorandum

Details of Cash Balance Chart

Included in the PMO powerpoint presentation 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 July 31, 2015 was \$719 million. The actual Fund 400 cash balance at July 31, 2015 was \$631 million - a difference of \$88 million. One notable reason why the Fund 400 cash balance decreased more than projected for August 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 July 31, 2015, was \$215 million. The actual ending balance for federal obligation at July 31, 2015, was approximately \$189 million - a difference of \$26 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, FHWA informed all DOTs of a three-month extension to the federal authorization bill (MAP-21). As a result, CDOT received approximately \$83 million in additional obligation limit through September 30, 2015. CDOT is



currently in the process of converting this obligation to cash through federal billings, but did not convert as projected by the end of August.

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 2016 forecast established in July.

The projected Bridge Enterprise Fund (Fund 538) cash balance at July 31, 2015 was approximately \$265 million. The actual Fund 538 cash balance at July 31, 2014 was approximately \$246 million - a difference of \$19 million. The majority of Fund 538 cash is reserved for the I-70 Viaduct project.

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										Sept 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	\$78,000,000	(4,000,000)	Scalable to budget, with CMGC input.	Possible	\$4,000,000	\$0	CMGC (ICE Consultant is part of the project team); Requesting TC Approval for an additional \$4.0M in estimated ROW costs; ICE results for 60% plans evaluated in August; 90% Plans anticipated 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; Planned Advertisement for February 2016.	
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 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 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 was committed to award project in July; TC Approved additional RAMP Contingency funds in May 2015 needed 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	Project team has reevaluated the design; Local Contribution has increased its funding of the other 2 Phases; ICE results were valid; TC Approved additional RAMP Contingency Funds in August 2015; Planned Re-advertisement in September 2015.	
19909	US 550 Sky Rocket Box Culvert Replacement	\$2,000,000	\$1,627,796	372,204	Complete	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR complete; Bid alternates are not being considered at this time; Planned Advertisement in October 2015.	
19908	SH 172 / 151 SIGNALIZATION	\$1,800,000	\$1,729,562	70,438	Complete	Unlikely	\$0	\$0	Project is currently tracking within budget; FOR complete; HazMat and Geology test results could impact project cost; Bid alternates being considered; Project received no contractor bids in August 2015.	
19397	SH 145 AT CR P SAFETY IMPROVEMENTS	\$1,660,194	\$1,676,597 \$1,912,975	(252,781)	Possible	Unlikely	\$0	\$0	Awarded; Project was 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; An ICE is anticipated for this project; Planned Advertisement for 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	\$390,912,462	(\$52,921,493)	(\$600,000)	\$6,710,754	\$32,475,209	\$14,043,450	\$907,921	
		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.



South Program
 Cherry Creek Residency
 3320 South Parker Road
 Aurora, CO 80014

MEMORANDUM

TO: Transportation Commission
FROM: Joshua Laipply, P.E., Chief Engineer
 Maria Sobota, Chief Financial Officer
 Paul Jesaitis, P.E., Region 1 Transportation Director
CC: Scott McDaniel, Richard Zamora
DATE: 3 September 2015
SUBJECT: RAMP Project 1-46, I-25/Arapahoe Road Interchange, STU 0252-492 / 19192

Purpose

Request approval of an additional \$4M of project funds for the project right-of-way (ROW) phase (i.e., RAMP funding from \$50.4M to \$54.4M and total RAMP project funding from \$74M to \$78M). The original ROW estimate for this project was \$4.5M which has been budgeted.

Action

The requested action is approval for \$4M in increased RAMP funding for the project. If approved, \$2M will be immediately budgeted to provide funding needed for approved final ROW plans and clearances. \$2M will not be immediately budgeted but held and available for ROW litigation and damages claims that appear to be likely at this time.

Background

The estimates for other phases of this project remain in reasonable conformance to the original RAMP application. This approval and the additional funding is required to allow for necessary ROW acquisitions, clearances, and subsequently for construction. ROW is on the critical path for this project.

Details

This project is using an alternative delivery method know as Construction Manager/General Contractor (CM/GC). Under CM/GC delivery, CDOT hires a contractor to provide technical construction expertise during project design. The same contractor provides pricing for the actual construction. The contractor can be awarded the construction contract without further competition provided the contractor's pricing is determined to be reasonable via an independent cost estimate.

During design reviews for this project, areas of full depth reconstruction have been minimized wherever possible. Agreement has been reached with the Local Agencies (LAs) to limit aesthetic treatments of walls, in particular. "Betterments" will require local funding if they are incorporated into the final project. More costly Accelerated Bridge Construction (ABC) techniques will be used only in strategically critical times and locations, such as phases that would have major impacts to Arapahoe Road operations.

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As this is not a linear project, there is little opportunity to reduce scope. Limits of construction and the ROW footprint are based on necessary design elements (e.g., where approach grades can physically be achieved, Environmental Assessment (EA) required environmental mitigations, and EA required capacity enhancements that require a wider roadway).

Two key examples of specific elements that have helped contain ROW costs are:

1. The EA anticipated drainage pond facilities that would utilize an open area and private pond in the northeast quadrant. Final design has eliminated this as the property owner appears to be eager to litigate damages. The design team was able to redesign the interior loop ramp ponds to serve the required drainage needs.
2. Coordination with TSM&O staff has led to reduced pavement width (i.e., optimal lane assignments have allowed less total lanes) in the immediate area of the interchange ensuring a minimal ROW footprint.

Budget Comparison

Original RAMP Application Amount	Revised Budget Amount	Variance (\$)	Variance (%)
\$74M	\$78M	\$4.0M	+5.4%

As this request regards the ROW phase, the ICE is not specifically involved. The ROW "ICE" process is the independent Fair Market Value (FMV) process (i.e., in which CDOT conducts independent appraisals and the property owners have the right to do the same). Budgeting the ROW phase based on estimated costs is one of the required prerequisites to begin the FMV process.

Per RAMP guidelines, ROW cost variance will be the responsibility of CDOT. Local Agencies are not willing to contribute additional funds to support the ROW phase at this time. The total commitment percentage of funds provided by or through the local agencies will remain over 30%.

Fund Sources Comparison

RAMP (w/ add. \$4M)	Non-RAMP Match (*)	Non-RAMP (%)
\$54.4M	\$23.6M	30.3%

* Funds generated from LA directly and LA requested funds through DRCOG for the design and the previously anticipated separate Yosemite Street project phases.

According to the August Supplement, the Transportation Commission RAMP Public-Public Partnership Contingency fund is at \$11,524,791. This \$4.0M request would give staff budget authority for the ROW phase of the project, leaving the RAMP Contingency Reserve at \$7,524,791. If there are savings in the ROW phase of the project, any additional RAMP funds will be immediately returned to the RAMP Contingency fund.

Key Benefits & Recommendation

Approval of the additional funds allows the project team and CDOT to absorb the increased costs associated with ROW acquisition and litigation. CDOT staff believes that by adding these funds now, the project team will be able to maintain the project delivery schedule, particularly the ROW and Utility phases, and advertise the project as planned (CAPP Negotiations) in January 2016 with construction beginning in spring 2016.

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STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Region 2 – South Program Engineering
902 N. Erie Avenue
Pueblo, CO 81001
(719) 546-5429 FAX (719) 546-5702



MEMORANDUM

TO: COLORADO TRANSPORTATION COMMISSION

FROM: KAREN ROWE, REGIONAL TRANSPORTATION DIRECTOR *A for K.R.*

CC: JOSH LAIPPLY; RICHARD ZAMORA; BILL SCHIEBEL, MARK ANDREW

DATE: SEPTEMBER 2, 2015

SUBJECT: REGION 2 SURFACE TREATMENT PROJECT STA 094A-033, SA 19015, (SH 94 ELLICOTT EAST TO EL PASO/LINCOLN COUNTY LINE)

Purpose

The purpose of this memorandum is to request an additional \$1,000,000 of Region 2's FY 16 Surface Treatment Allocation be added to the above referenced project to cover an unanticipated Hot Mix Asphalt overrun and to provide for shouldering material along the length of the project to reduce the edge of oil drop off.

Action

Per Policy Directive 703.0, dated August 27, 2014, Appendix C (attached), Transportation Commission approval is needed to supplement the existing project budget since the requested funding amount is both greater than or equal to 15% and greater than or equal to \$500,000. This funding request will cover the additional cost as outlined in the Draft CMO's for the project, attached to this memorandum

Background

The additional funding requested is needed to complete the paving and shouldering operation for the project length. The project was initially scoped and budgeted for an ultra-thin low-volume road treatment consisting of a 1.5" mill and overlay. During the preliminary design phase of the project, the treatment was changed to a 1.5" overlay preceded by "surgical repairs" consisting of full depth patching in areas of evident subgrade failure, and several small leveling course overlays in areas of moderate to severe wheel path rutting. Design proceeded under these recommendations.

Upon start of construction, it became evident that there were numerous locations along the project length where there was a break in the cross slope at the edge of the travel lane. This break was caused by past overlays that only treated the driving lanes, resulting in a drop-off to the existing shoulder in the range of 1 to 3 inches in some locations. In order to preserve the intent of the planned treatment, and to provide a safe roadway upon completion of the paving, the Contractor was directed to place an overlay approximately 1.5" in thickness at the center line, and at the edge of the traveled way, and then carry that cross slope to the edge of pavement. This resulted in the placement of up to 3 to 4 inches of asphalt on the shoulder areas in some locations, and has resulted in an average over-run on the order of 20% in the paving quantity. This has also created a need to provide shouldering material not originally planned in the project to address the now significant edge of oil drop off. Currently, approximately 15 of the planned 18 miles of paving has been completed with HMA placement to original planned quantity. Mainline paving has currently been suspended to allow for bridge work to take place in the remaining 3 miles of planned overlay. As plan quantity has been

placed, the additional funding is needed as soon as possible to avoid any paving related delays to the Contractor.

Details

Asphalt coverage is estimated at 20%, resulting in an additional quantity of approximately 7,000 tons. Shouldering material quantity now needed is estimated to be approximately 3,520 Cubic Yards. In conjunction with the shouldering operation, there is also a need for a Mobile Impact Attenuator truck to shadow the shouldering operation. Estimated cost details are provided below;

CMO Cost Tabulations

Item	Unit Bid Price or Estimated Unit Price	Quantity	Estimated Cost
403 - HMA	\$82.00/ton	7,000 tons	\$ 574,000
304 - ABC Special (Shouldering)	\$43.00/Cubic Yard	3,520 Cubic Yards	\$ 151,400
614 Impact Attenuator Truck	\$16,250/each	1 each	\$ 16,250
Total			\$741,650

With 22.1% Construction Engineering and Indirects added to this amount, the total requested funding amount is \$905,550. **To account for uncertainties in the needed quantity estimates, we are requesting to add an additional \$1,000,000 to the existing project budget.**

Budget Comparison

Current Budget Amount	Revised Budget Amount	Variance (\$)	Variance (%)
\$ 5,381,935	\$6,381,935	\$ 1,000,000	18.6%

Key Benefits

Key benefits to approving the funding request include providing a safer roadway to the traveling public, with improved driveability life. With the addition of the shouldering, the project will have improved safety and greater chance of recovery should a vehicle leave the paved roadway surface. Should the funding request not be approved, the project will have to leave approximately 3 miles of the roadway unpaved and in a poor driveability life condition.

Recommendations

The funding need for this project has been discussed with the Region Surface Treatment Asset Manager as well as the Statewide Surface Treatment Asset Manager, both who are in agreement that the needed funds qualify for Surface Treatment funds. It is proposed that the needed funding be transferred from the Region 2 FY 16 Surface Treatment Allocation with the understanding that in doing so, additional reduction in scope in a future project and/or potentially not funding a project may be needed to account for the funding request. The Region is committed to tracking their Surface Treatment allocation to ensure an accurate accounting of the funds.

Next Steps

If the Transportation Commission approves the funding request, the Resident Engineer will submit a Budget Action Request to the Region 2 Business Office who will work with OFMB to transfer the FY 16 Surface Treatment funds to the project, thus allowing the HMA overlay portion of the project to resume.



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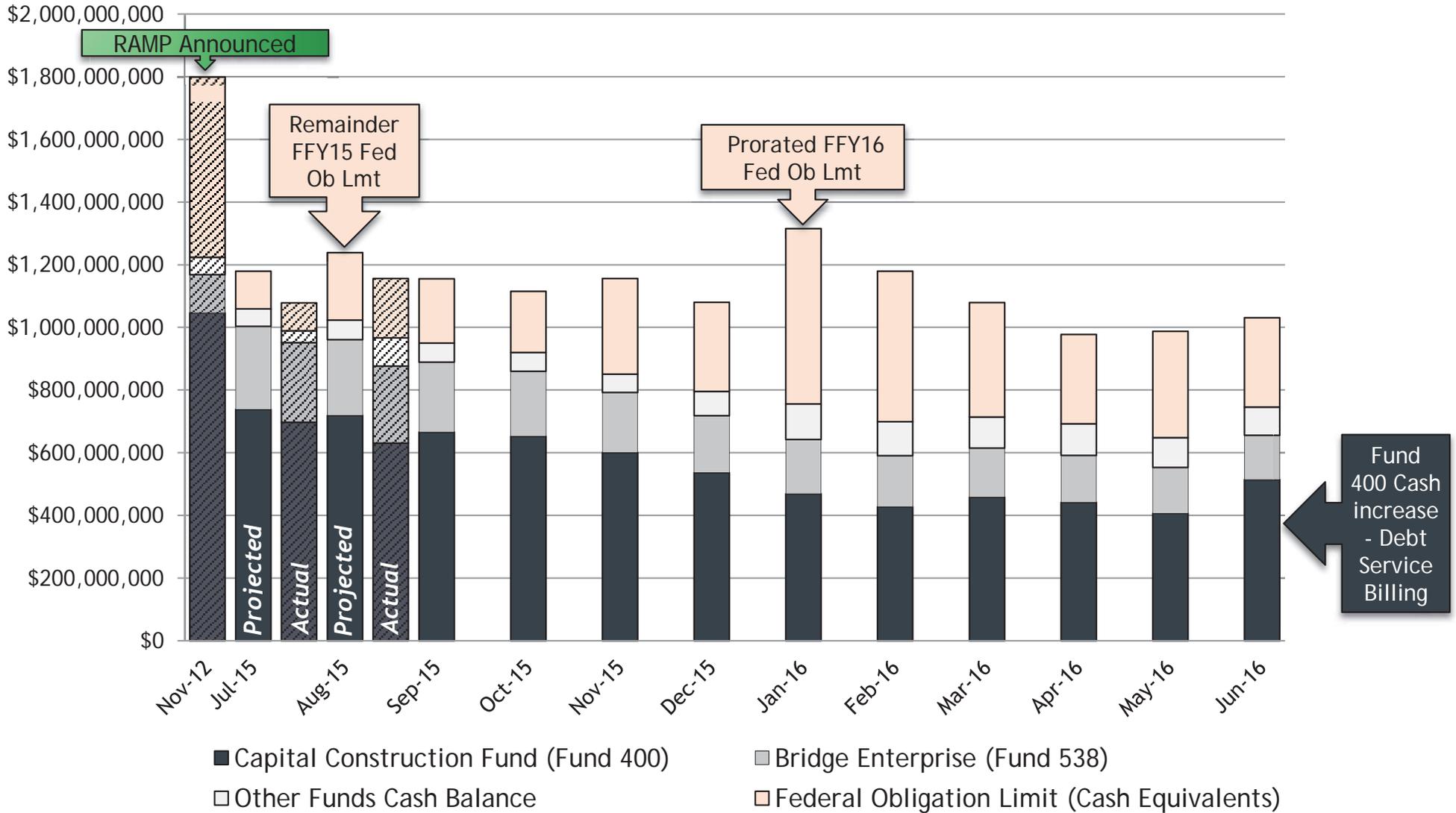


Program Management Update

September 16, 2015



Cash & Federal Obligation Target Balance

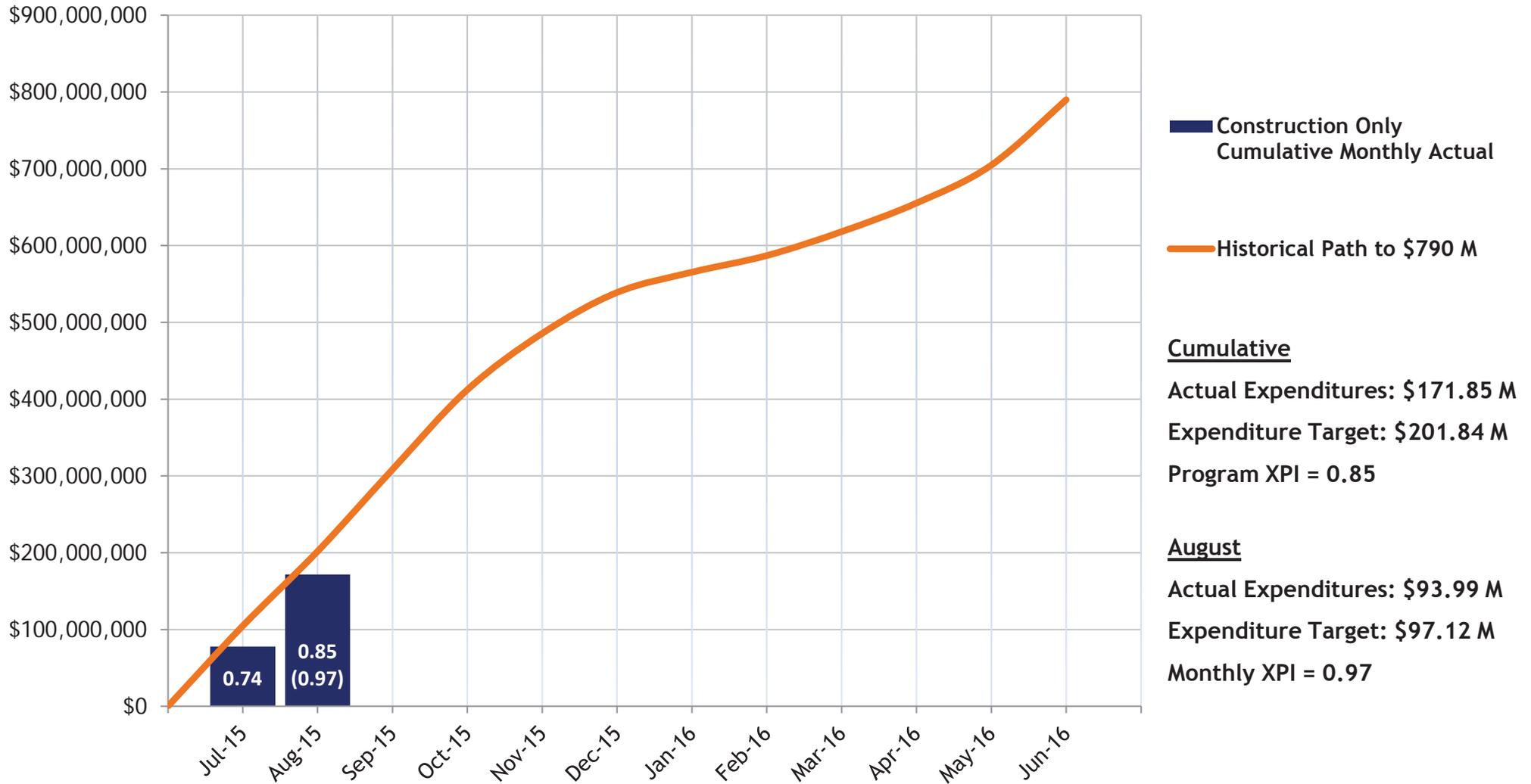


Assumes \$790M in Construction Spending including Indirects and Construction Engineering

As of September 1, 2015



FY 2016 Capital Program Expenditures



As of September 1, 2015



PMO Reporting Overview by Program

Program	Financial Performance (\$Millions)			Precon. Schedule Performance	Quarterly Rotation
	Program Expenditure through 7/17/2015	Program Expenditure through 8/21/2015	\$ Change	SPI	
Flood	\$156.9	\$169.3	\$12.4	0.94	Oct. 2015
RAMP P&O (Overall)	\$272.8	\$311.1	\$38.3	0.95	Nov. 2015
RAMP P&O (Local Agency)	\$33.1	\$49.8	\$16.7	0.92	Oct. 2015
RAMP P&O (CDOT)	\$239.7	\$261.3	\$21.6	0.95	Nov. 2015
FASTER and HSIP	\$470.5	\$491.1	\$20.6	-	Nov. 2015
Asset Management	\$959.4	\$1,065.6	\$106.2	*	Sept. 2015

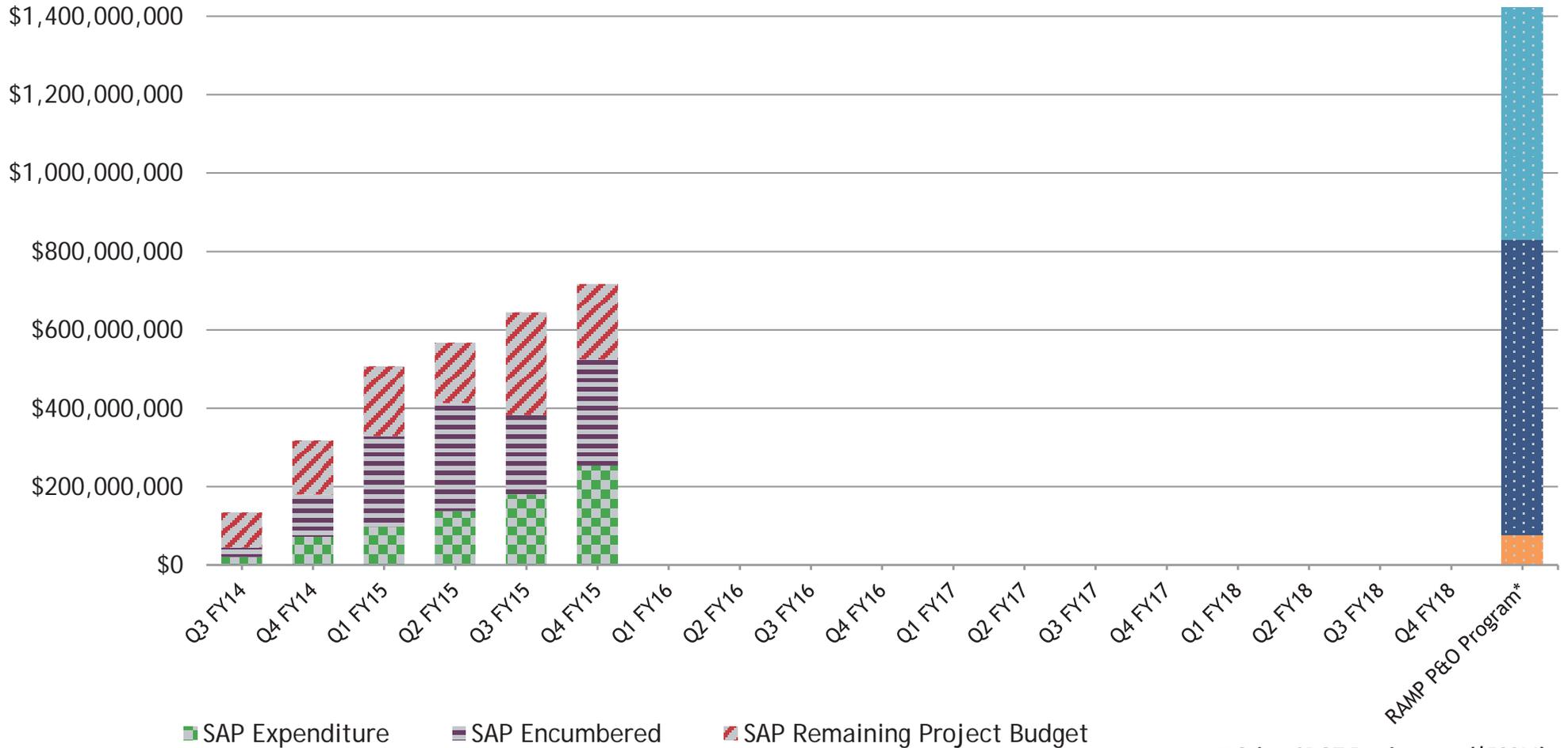
Notes:

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 excluded from SPI calculations)

As of August 21, 2015



Overview of RAMP P&O Program



Note: RAMP Allocation does not include in-kind match nor locally administered cash match

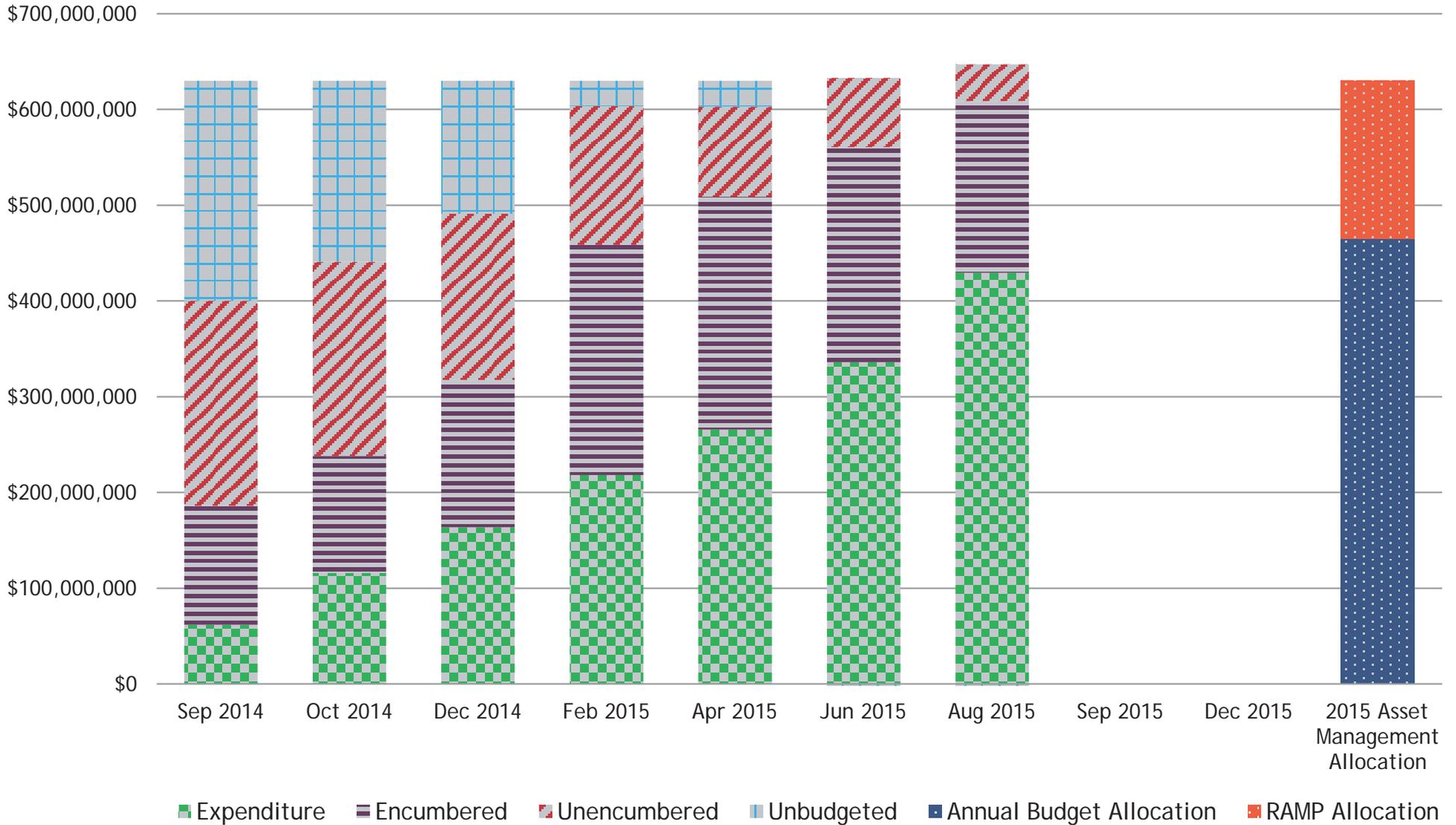
- Other CDOT Funds (\$593M)
- RAMP Funding Allocation (\$753M)
- Local Cash Contribution (\$76M)

As of August 21, 2015



2015 Asset Management Status

2015 Asset Management Financial Status

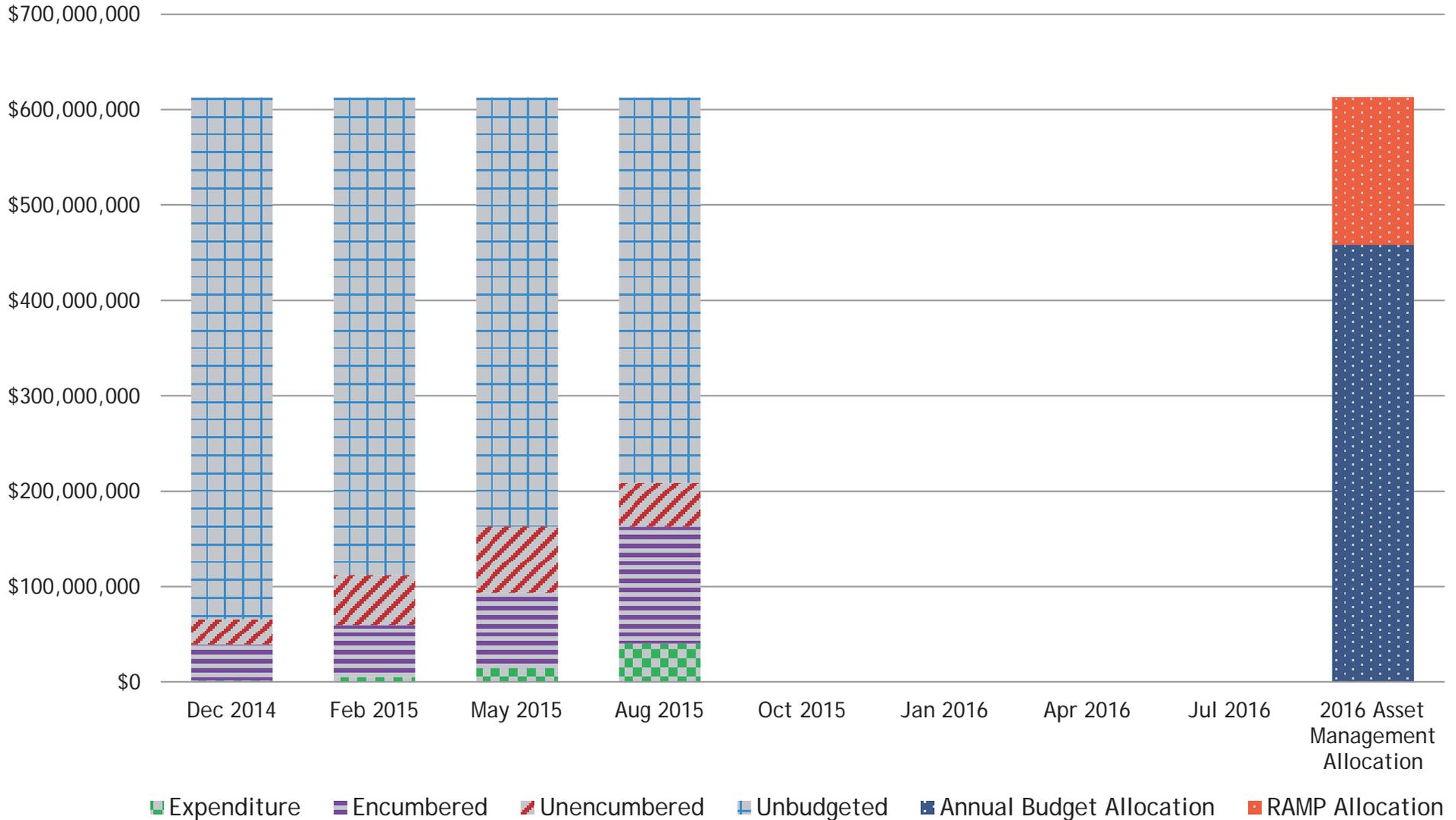


As of August 21, 2015



2016 Asset Management Status

2016 Asset Management Financial Status

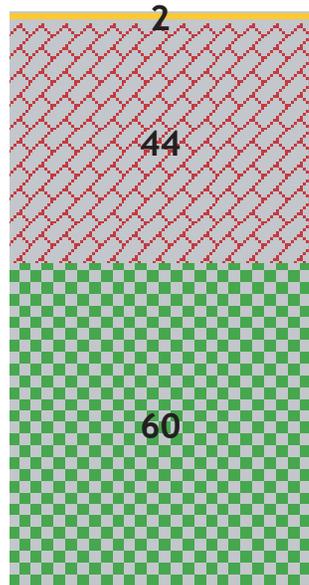


As of August 21, 2015



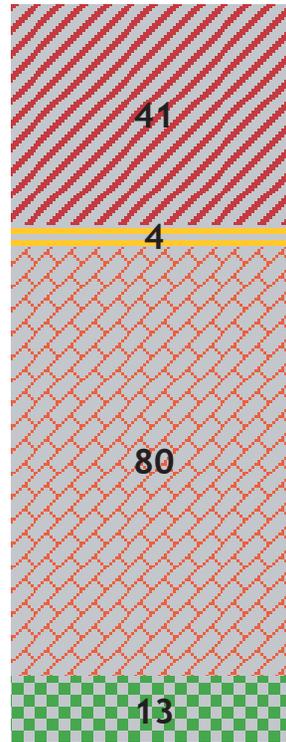
Asset Management Project Status

2014 Asset Management
(106 Total)



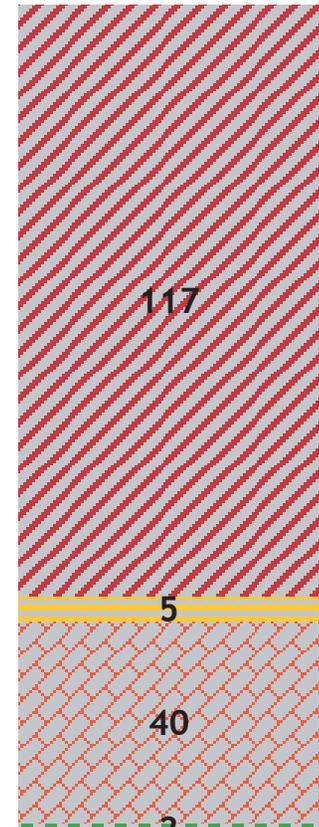
As of Aug 21, 2015

2015 Asset Management
(138 Total)



As of Aug 21, 2015

2016 Asset Management
(164 Projects Total)



As of Aug 21, 2015

Completed
 In Construction
 In Bid/Award
 In Design



Asset Management 4-Yr Program

- Project lists are published on CDOT's website
 - CODOT.gov → Programs & Projects → Projects → Approved Projects List
 - Or www.codot.gov/projects/projects/approved-projects-lists
- Rolling four-year program gives flexibility for delivery
- 2019 Candidate Asset Improvements List has been approved for Regions to assemble into projects
- Publish 2019 project list this fall



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

There is a Region 1 project that requires commission action:

1) I-25 & Arapahoe Road Interchange

- Budget authorization request of \$4,000,000 in ROW funding
- If approved, the remaining RAMP Public-Public Partnership Contingency Reserve will be \$7,524,791.



Closing

- Questions or Comments
- Upcoming topics for next month
 - Update of Cash Balance
 - Updated Expenditure Performance Index
 - Update on Flood and RAMP P&O Programs