



COLORADO

Department of Transportation

Statewide Bridge Enterprise

2829 W Howard Pl., 3rd Floor
Denver, CO 80204

MEMORANDUM

TO: BRIDGE ENTERPRISE BOARD OF DIRECTORS
FROM: JERAD ESQUIBEL, DIRECTOR OF PROJECT SUPPORT
DATE: OCTOBER 18, 2018
SUBJECT: BRIDGE ENTERPRISE FY2018 NEWSLETTER

Purpose:

The Bridge Enterprise (BE) staff has prepared a fiscal year newsletter to update the BE Board of Directors (Board) of significant program highlights and achievements for Fiscal Year 2018.

Background:

In May 2017, Senate Bill (SB) 17-231, "Concerning the Scheduled Repeal of Reports by the Department of Transportation" was passed, repealing a part of SB 09-108 (FASTER) relating to the annual reporting requirement (43-4-805 (6)). The new legislation took effect in August 2017, eliminating the requirement to present the Board with an annual report.

In September 2017, BE staff presented the Board with a recommendation to switch from a calendar year annual report to a fiscal year newsletter presented to the Board in October of each year and received concurrence. BE Staff will continue to present four quarterly reports per fiscal year to the Board which contain detailed information on program progress, financial status, and forecasting.

Action:

This newsletter is for informational purposes only; no action is requested from the Board.





In FY18, Bridge Enterprise (BE) was able to make significant progress addressing "poor" structures statewide. Central 70 allocation levels and timing have enabled BE to accelerate programming of non-Central 70 structures.

Project Highlights

SH 90 over Dolores River (K-01-C)



In August 2017, construction was completed on The Dolores River Bridge (K-01-C). The existing structure was a 64-year-old truss bridge listed on the National Register of Historic Places. The old structure was carefully disassembled for future use as a pedestrian/bike path structure. A temporary bridge was installed during the project to eliminate a 124-mile detour.

Emergency Replacement: SH 59 over I-70 (G-25-K)



April 12, 2018:
 Accident Damages Bridge



April 27, 2018:
 Construction Begins



June 29, 2018:
 Bridge is Open to Traffic



- This project is one of the fastest; if not the fastest bridge replacement using conventional construction methods ever performed in Colorado.
- The project is currently scheduled for completion in Q1 FY2019.

Central 70 Milestones

- November 21, 2017: Commercial Close
- December 21, 2017: Financial Close
- February 9, 2018: Kiewit Meridiam Partners (KMP) announced as preferred proposer
- April 16, 2018: UPRR commenced construction of the 36th Yard Expansion Project (Phase 0)
- April 25, 2018: Completed demolition of Colonial Manor Motel (Colonial)
- May 11, 2018: Submitted the UPRR General and Stage 1 Final PUC Application
- June 15, 2018: Permanent Project Office mobilized at former Pilot location, 3543 E. 46th Avenue, Denver, CO 80216
- June 20, 2018: Began construction of Temporary Wall at Swansea Elementary
- July 10, 2018: Notice to Proceed (NTP) 2 issued by the Department
- July 18, 2018: NTP3 issued by the Department
- August 3, 2018: Groundbreaking Ceremony



Grand Avenue Bridge Ribbon Cutting Ceremony

Bridge Enterprise staff attended the June 22nd Grand Avenue Bridge ribbon cutting ceremony along with project staff, Governor Hickenlooper, and members of the community. The project is now complete.

Governor Hickenlooper revealing partnership plaque



Program Changes

In 2018, CDOT adopted a new “poor” bridge definition that is consistent with FHWA mandates for bridge condition reporting, illustrated in the graphic to the right. In June 2018, the Board approved a resolution to adopt refined program eligibility criteria based on the new CDOT “poor” definition. This resolution allows CBE to more closely align with CDOT and FHWA policy.

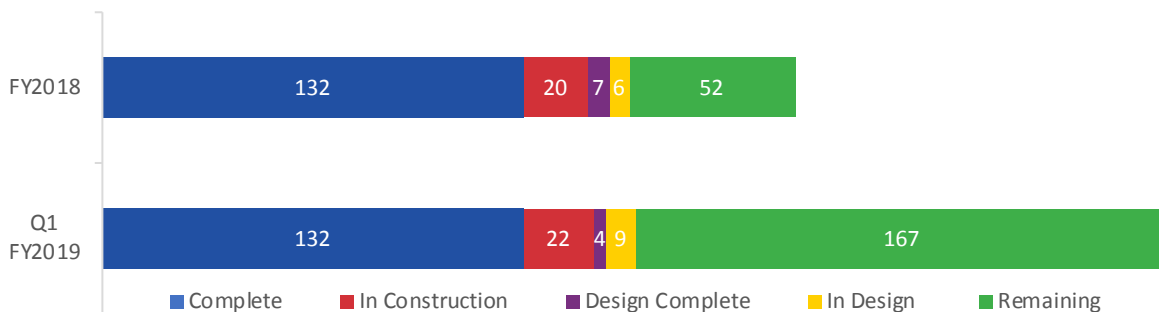
This change has significantly increased the number of eligible BE structures from 217 to 334.

Based on preliminary findings, it appears that some of the projects may be good candidates for major rehabilitations, which may prove to be an effective use to funding when compared to full bridge replacements.

	NBI Rating Scale (from 0 – 9)									
	9	8	7	6	5	4	3	2	1	0
	Good			Fair		Poor				
Deck <i>(Item 58)</i>	≥ 7			5 or 6		≤ 4				
Superstructure <i>(Item 59)</i>	≥ 7			5 or 6		≤ 4				
Substructure <i>(Item 60)</i>	≥ 7			5 or 6		≤ 4				
Culvert <i>(Item 62)</i>	≥ 7			5 or 6		≤ 4				

Bridge Counts

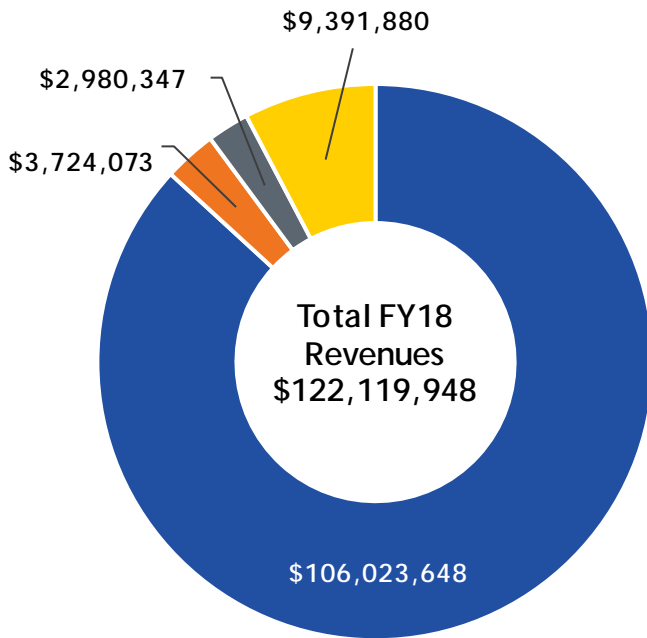
As of the end of June 2018, there were a total of 217 structures considered eligible to receive FASTER funding. Due to refinements to BE eligibility criteria the structure count will increase to a total of 334 in July 2018.



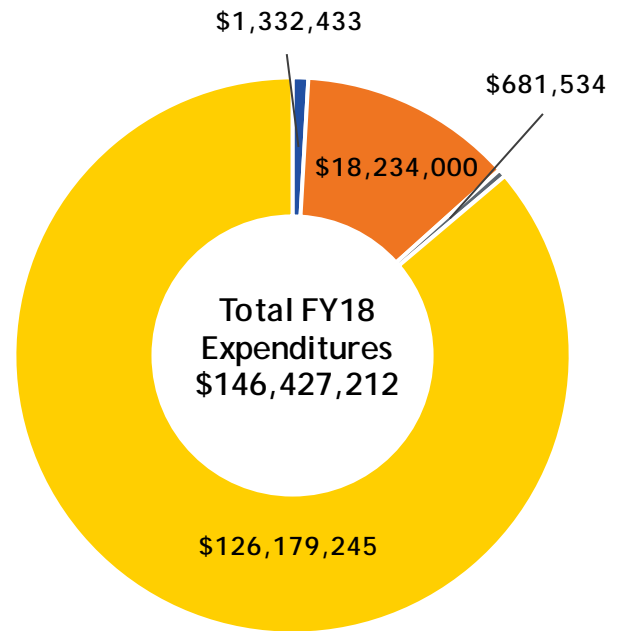


Financial Update

Below are graphs depicting FY18 Revenues and Expenditures. In FY18, revenues were \$122.1M, the vast majority were FASTER funds (\$106.0M). FHWA reimbursements (\$9.4M) and BABs subsidy (\$3.0M) were the primary revenue sources for the debt service on the 2010A Bonds. On the expenditure side there was a total of \$146.4M with \$126.2M attributed to projects. The second largest expenditure was the debt service on the 2010A Bonds at \$18.2M. Program management and admin expenditures were \$1.3M or 0.9% of total program expenditures.



- FASTER Bridge
- Interest Earnings
- BAB's Subsidy
- FHWA Reimbursements



- Program Management
- Debt Service
- Other: Scoping; Maintenance; Preservation
- Projects

By far the largest commitment of BE funds is the \$260.8M towards the Central 70 construction project, bringing the life-to-date project budget to \$488.2M. The construction budget will require advance budgeting from future budget pools as well as FY18 budget. In keeping with resolution BE 15-8-2, BE is striving to program \$300M to non-Central 70 projects during the construction period of FY18 - FY22.