

MEMORANDUM

TO: THE BRIDGE AND TUNNEL ENTERPRISE BOARD OF DIRECTORS
FROM: JEFF SUDMEIER, CHIEF FINANCIAL OFFICER
DATE: AUGUST 19, 2021
SUBJECT: FIRST SUPPLEMENT TO THE FISCAL YEAR 2021-22 BRIDGE AND TUNNEL ENTERPRISE BUDGET

Purpose

This month the Bridge and Tunnel Enterprise (BTE) Board of Directors (Board) is being asked to approve a budget supplement for the initiation of the construction phase for the Eastern Plains Timber Bridge Replacement Program - Package One. The project will replace BTE eligible structures: US 36 ML over Draw (F-19-E); US 40 ML over Draw (F-20-J); and I-70 Service Road over Draw (F-20-L). This request is a follow up to the design phase supplement for the Eastern Plains Bridge Replacement Program that was approved in January 2021.

Action

Staff is requesting Board approval of Proposed Resolution #BTE-21-8-2, the first budget supplement to the Fiscal Year 2021-22 BTE budget.

Background

Region 4:

The construction phase budget is being established for the replacement of: US 36 ML over Draw (F-19-E) in Arapahoe County; US 40 ML over Draw (F-20-J) in Arapahoe County; and I-70 Service Road over Draw (F-20-L) in Elbert County. The bridge bundle will be the first package of bridges to be advanced to construction using construction manager/general contractor (CM/GC) project delivery as part of the Eastern Plains Timber Bridge Replacement Program. The bridges in this bundle are essential to the local population for mobility and serve as critical infrastructure that supports intra and interstate commerce. The replacement of these rural bridges will benefit the entire state of Colorado by improving mobility and safety along important corridors and help maintain the economic vitality of rural areas of the state. The replacement of the three BTE eligible structures is being combined with the CDOT funded replacement of a non-BTE eligible fourth structure, G-21-A. All four structures are being combined into one construction package due to their geographic proximity and similar replacement structure type to achieve overall cost savings due to economies of scale.

F-19-E and F-20-L are Top Tier structures in the January 2021 Prioritization Plan and F-20-J is a Second-Tier structure. All three structures are currently rated in “poor” condition due to a number of severe defects. Structure F-19-E is approaching ninety years of service life and is a burden on CDOT maintenance resources due to its spalling concrete deck, exposed rebar, rotten wooden stringers, and the ongoing monitoring of the temporary wooden bents (substructure units). Structure F-20-L is also nearly ninety years old and requires frequent repairs and occasional closures. The deck of structure F-20-L is characterized by

frequently repaired potholes, split and rotted stringers, and rusted out bridge rail anchor bolts. Structure F-20-J has similar negative characteristics and age as the other structures in the bundle. The structure has undergone closures and maintenance for repairs that include the patching of holes through the deck, repair of split and rotting timbers, and anchor bolt replacements.

Eastern Plains Package One
 (Old F-19-E New F-19-EA) (Old F-20-J New F-20-JA) (Old F-20-L New F-20-LA) (SAP Project # 24367/1000...)
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget	BTE Supplement Action				Revised Budget	Expended To-Date
			Year of Budget			Total Request		
			FY 2022	FY 2023	FY 2024			
Construction	<i>FASTER Bridge Funds</i>	\$ -	\$ 11,187,400	\$ -	\$ -	\$ 11,187,400	\$ 11,187,400	\$ -
	Total Construction	\$ -	\$ 11,187,400	\$ -	\$ -	\$ 11,187,400	\$ 11,187,400	\$ -
Total Project Budget		\$ -	\$ 11,187,400	\$ -	\$ -	\$ 11,187,400	\$ 11,187,400	\$ -
			Year of Expenditure			Total Request		
			FY 2022	FY 2023	FY 2024			
			\$11,144,874	\$42,526	\$0		\$11,187,400	

Next Steps

- 1) Approval of this budget supplement will allow the three BTE eligible structures to proceed to CAP negotiations.
- 2) Staff will bring additional budget supplement requests to the BTE Board as subsequent packages in the Eastern Plains bridge replacement program are ready to advance to construction. Evaluations are ongoing to determine the most cost-effective strategy for packaging the six remaining structures.

Attachments

Attachment A: Proposed Resolution #BTE-21-8-2.



COLORADO
Department of Transportation
Region 2

REGION TRANSPORTATION DIRECTOR
5615 Wills Boulevard
Pueblo, CO 81008

DATE: August 19, 2021
TO: Transportation Commission
FROM: Richard Zamora
Region 2 Transportation Director
SUBJECT: Use Region 2 SB267 Saving to Fund Kiowa County Bus Storage Facility

Purpose

The purpose of this memorandum is to request approval from the Transportation Commission for using \$350,000 Region 2 SB267 saving to fund the Kiowa County Bus Storage Facility project.

Action

Per Policy Directive 703.0, dated August 27, 2014, Appendix C states that Transportation Commission approval is needed if a project is not on the TC approved project list under a specific funding category. The Transportation Commission is being asked to approve this funding request so that CDOT can fund the project.

Background

The Kiowa County Bus Storage Facility is on the Southeast TPR's top 20 priority project list with an initial cost estimate of \$200,000. It is also on the 10-year development plan year 5-10 list. A suitable building is on the market right now. The County asked Region 2 to fund the project, so they can get the building acquired immediately.

Details

Kiowa County's current estimate to purchase the building and perform the necessary renovations is \$350,000. Between project bid savings and project closure savings, Region 2 has enough SB 267 funding available to advance this important transit investment in southeastern Colorado. Please find the attached Region 2 SB 267 tracking sheet.



Options

Staff requests that the Transportation Commission take one of the following options:

1. Approve the budget for the project. Use the budget savings from other closed SB267 projects within the Region to provide \$350,000 in SB267 funding for the Kiowa County Bus Storage Facility project.
2. Decline the request and delay the project. The project is not scalable.

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 and the Contract Unit to complete the necessary steps to fund the project.

Attachments

R2 SB 267 Tracking Sheet



