**COMBINED BRIDGE ENTERPRISE AND CDOT FUNDED PROJECTS**

**Background:**

The Bridge Enterprise (BE) and CDOT are two separate entities with two separate funding sources. The BE is funded from an increase in registration fees for vehicles and is a result of legislation passed in Colorado in 2009. CDOT is funded from federal and state highway user taxes on gasoline.

CDOT projects can be set up in Trns\*port to accept several different funding sources. The funding sources are identified in Trns\*port and assigned a priority which defines the order in which each source of funding is spent. There are fundamentally four reasons why BE and CDOT funds cannot be comingled into one project this way.

1. *Tabor* *Legislation* - Tabor legislation prohibits one state governmental entity from giving money to another state governmental entity.
2. *Trns•port Voucher System* - The Trns•port system is set up to pay a contractor for work from a single owner, or CDOT, and is not capable of paying a contractor from two different owners. The Trns•port Shazam/SAP interface that assigns a payment voucher from the Owner (CDOT) to the contractor would have to be modified to accommodate two owners.
3. *Construction Engineering (CE)* - CDOT has a CE pool from which indirect costs such as vehicles, buildings, Staff Services, etc. are funded. The BE will be billed directly for these types of charges. Because BE projects are not subject to the CE rate the CE work will have to be separated into two projects.
4. *SAP* - Numerous forms within SAP would require modification to accept a combination project (i.e. Form 65).

This design bulletin is one of three design and construction bulletins developed to assist the regions with designing and constructing projects while meeting the needs of the business office when handling co-funded BE-CDOT projects. Region personnel must ensure that the work designed and performed is funded from the appropriate source. BE work must be accounted for and paid for separately from other work on the project.

**Guidance:**

1. Preliminary Engineering (PE) charges necessary to design the project must be tracked. Time spent designing the BE work will have to be separated from the time spent designing other work. Contact Darrell Johnson (303-757-9032) in the Business Office for details.
2. Two task orders for consultant design assistance must be issued and tracked so the BE work can be paid for independently from all other work.
3. There will be 2 separate projects created in SAP. The CDOT funded project will be the only project that will be transferred to Trns•port via Trns•port Accessories. This project will be advertised, awarded, and passed to SiteManager for construction administration. However, BE work will have to be clearly identified and separated from other work on the project. The plans must unmistakably define the limits between the BE work and the rest of the project. Categories will be utilized to separate the BE work from the CDOT work as defined in item 5 below.
4. Only one *Summary of Approximate Quantities* **w**ill be required, but tabulations will have to clearly identify differences betwe**en** BE and other work.
5. Categories will be used in transport to identify and separate BE funding from other funding sources. Multiple non-BE funding sources will be handled as they are now by prioritizing the order in which funding sources are spent. Category examples are shown below:

**Bridge Enterprise All Other**

Roadway 0250 0200

Single Bridge 0350 0300

Multiple Bridges 0351, 0352, etc. 0301, 0302, etc.

Field Trailers, etc. 0450 0400

Only bridge items should be categorized using 0350, 0351, 0352, etc. Applying roadway items to the 0350 categories will impact the cost per square foot information in the CDOT Cost Data Book and therefore, they need to be accounted for in the 0250 category.

1. Only one Form 463, 128, and 65 will need to be generated. Contact Darrell Johnson (303-757-9032) in the Business Office for instructions related to the Form 65.
2. Only one 859 schedule will be required.
3. Acquisition of ROW, pre-construction survey, and other design phase work performed by region specialties will have to be accounted for separately. The RE should establish the limits between BE and other work at the scoping meeting to insure that all parties involved with the design are aware of what portions of the project are funded from the BE.
4. Like Items are items required for the BE work, as well as the other work. Like Items that are quantified as 1 EACH, or 1 LUMP SUM need to be analyzed and proportioned so that the total quantity for BE work and the other work equals 1. An example would be mobilization. The RE should determine the percent of the total item applicable to the BE work compared to that applicable to the other work. Decimal equivalents will then be listed in the tabulations for the two categories of work so that the total on the Summary of Approximate Quantities is a value of 1.
5. MCR and Force Account items for the BE work will have to be accounted for separately from the other work. MCR and F/A needs for the BE work will need to be analyzed and assigned a funding category separate from the other work.
6. Only one schedule of materials testing frequencies will be required. However, incentives, disincentives, and price reductions will have to be tracked separately for the two categories of work. Therefore, separate planned force account items will have to be set up for the BE work and the other work.
7. Only one clearancefrom each region specialty unitwill be required for the project. However, preliminary engineering costs associated with gaining the clearance for the BE work must be kept separate from the costs for clearing the other funded work.
8. Only one draw down schedule will be required. However, BE costs need to be tracked separately from the costs of the other funded work.
9. Only one goal for UDBE participation will be needed for the single project.
10. Davis Bacon rules apply similarly to our typical CDOT projects. Davis Bacon rules apply if there are any federal dollars used as a source of funding for any portion of the project.
11. Please contact the Office of Finance and Budget (OFMB) (Darrell Johnson: 303-757-9032) for SAP and Trns•port direction regarding Construction Engineering (CE) rates.

Projects with combined BE and CDOT funding must be advertised as a single contract*.*

If you have any questions, contact your area engineer in the Project Development Branch.