

**Bridge Enterprise Board
Regular Meeting Minutes
Thursday, March 20, 2014**

PRESENT WERE: Doug Aden, Chairman, District 7
Shannon Gifford, District 1
Ed Peterson, District 2
Gary Reiff, District 3
Heather Barry, District 4
Kathy Gilliland, District 5
Kathy Connell, District 6
Sidny Zink, District 8
Les Gruen, District 9
Bill Thiebaut, District 10
Steven Hofmeister, District 11

ALSO PRESENT: Don Hunt, Executive Director
Scot Cuthbertson, Deputy Executive Director
Gary Vansuch, Director of Process Improvement
Debra Perkins-Smith, Director of Division of Transportation
Scott McDaniel, Acting Chief Engineer
Heidi Humphreys, Director of Admin & Human Resources
Barb Gold, Audit Director
Amy Ford, Public Relations Director
Soctt Richrath, CFO
Herman Stockinger, Director of Policy and Government Relations
Mike Cheroutes, Director of HPTE
Mark Imhoff, Director of Division of Transit and Rail
Ryan Rice, Director of Operations Division
Tony DeVito, Region 1 Transportation Director
Tom Wrona, Region 2 Transportation Director
Dave Eller, Region 3 Transportation Director
Johnny Olson, Region 4 Transportation Director
Myron Hora, Acting Region 4 Transportation Director
Kerrie Neet, Region 5 Transportation Director
Kathy Young, Chief Transportation Counsel
Alicia Nolan, FHWA
Vince Rogalski, Statewide Transportation Advisory Committee (STAC)

AND: Other staff members, organization representatives,
the public

Chairman Aden convened the meeting at 11:40a.m. in the CDOT Headquarters building at 4201 E. Arkansas Avenue, Denver, CO.

Audience Participation

The Chairman stated that no members of the audience wished to address the Board of Directors.

Act on Consent Agenda

Chairman Aden stated that the next thing on the Agenda was action on the Consent Agenda. Director Peterson moved for approval of the Consent Agenda. The motion was seconded by Director Hofmeister. Upon vote of the Board, the motion passed unanimously.

Resolution #BE-154

Approval of Regular Meeting Minutes for February 20, 2014.

BE IT SO RESOLVED THAT, the Minutes for the February, 2014, meeting of the Bridge Enterprise Board of Directors are hereby approved by the Bridge Enterprise Board as published in the Agenda for the March 19 & 20, 2014, meeting of the Bridge Enterprise Board of Directors.

Discuss and Act on Resolution to Approve the 8th Budget Supplement for FY2014

Scott Richrath stated that was one project before the Board for their approval. There are no newly eligible bridges being programmed under Bridge Enterprise until decisions about the I-70E corridor have been made, but the Bridge Enterprise is continuing to fund and move ahead on bridges that were deemed poor prior to that decision. This project is one of those structures seeking \$4.67 million for right of way acquisition.

Chairman Aden entertained a motion to approve the 7th Supplement to FY2014 budget. Director Connell moved to approve the resolution, and Director Gilliland seconded that motion. Upon a vote of the Board, the resolution was approved unanimously.

Resolution #BE-155

BE IT SO RESOLVED THAT, the 8th Budget Supplement for FY'2014 is hereby approved by the Bridge Enterprise Board.

Update on US6 Bridges Design/Build Project

Matt Pacheco stated the original project scope included a guaranteed maximum price of \$108 million, including replacement of the following bridges: Federal Blvd Bridges; Bryant Street Bridge; US 6 over the Platte bridge, in which the center line of the bridge must be raised ten feet to accommodate future flood needs; the US 6 over I-25; and the US 6 over the BNSF bridge. Other improvements included in the scope of the project are new pavement throughout the corridor, replacement of the Weir Gulch Box Culvert, and improvements to Barnum Park and the installation of a pedestrian bridge that

connects it to Barnum North Park across US6. The neighborhoods are very excited about this to reconnect the neighborhoods.

He stated that because this is a Design Build Project, there was a guaranteed maximum price. There were additionally requested elements that may have fit within the budget. The consultants included not only all our additionally requested elements but also other additional configuration concepts, so the project became an even better value than had been anticipated. The alternative configuration concepts included in the RFP were the replacement of the Knox Court Bridge, the extension of the pavement reconstruction to Knox Court, extension of the drainage and water quality improvements, the fixed price of \$98.5 million and the completion of the project eleven months ahead of the RFP deadline.

He provided some of the large milestones and the challenges of the project to date. He explained that on a traditional design-build project there is a parallel lagging path where approximately 30% of the design commences the contractor will begin building in order to generate cash to ensure they are fungible throughout the project. On this project the contractor decided to a large majority of that design up front. This created a challenge because the agility of the design was limited. It also put the approvals on a critical path with large packages. Large portions of the project were also held up by smaller issues. There also needed to be significant coordination with local partners. An unexpected challenge was demolition of aging infrastructure.

He stated that an opportunity was the closing US6 on February 14 through the weekend that stemmed from a utility need. There was a high power transmission line that needed to be raised, which cannot be raised at night time. Since the road would have to be closed, they determined to do as much during the weekend closure as possible. There were at least 100 employees on site at the time who managed almost a month's worth of closures in a single weekend.

He stated that the project is on pace to spend about \$180,000 per day, approximately \$5.4 million per month. The goal is for completion of the Barnum East project in Spring 2015 and completion if the overall project in September 2015.

Tony DeVito stated that as they visit through the I-25 corridor there is an expectation that traffic improvements will follow the projects. There is a structure on Santa Fe that is a phased approach project. The emphasis was to fix the structure because it was the fifth worst structure in the state. With 200,000 vehicles per day traveling that corridor, there are a lot of complaints about how Santa Fe and I-25 is operating. As the bottleneck is moved North, there are some short term fixes coming. Ramp meters will restrict some of the movements, and they will use hazard elimination funding to restripe the lanes. The ultimate fix is to work with the railroad to relocate that railroad.

Commissioner Reiff stated that there are 200,000 vehicles a day that travel this corridor. CDOT has created a situation where there is worse traffic after an improvement than before. With the advent of the 6th Avenue Bridge Project, the problem has been exacerbated. The Commission needs to find a solution to the problem because the current situation is untenable. There is worse traffic today than there was two years ago. The traveling public is being inconvenience substantially. There are 200,000 cars a day, and CDOT has made it worse travel experience for the public.

Monthly Progress Report

Scott McDaniel stated that there was an SPI in January of .92. The actual SPI today is .91. The packet lists the underperforming projects as 13, but there are actual 12 railroad projects. The Grand Avenue Bridge in Glenwood Springs is not considered a railroad project because even though it could be impacted by the railroad, it is not currently being impacted by the railroad.

The highlight is that the SPI dropped to .91.

Other Matters

Chairman Aden stated that there were no other matters for the Board.

Adjournment

Chairman Aden asked if there were any more matters to come before the Bridge Enterprise Board and hearing none, Chairman Aden announced the adjournment of the meeting at 12:00p.m.