

STATE OF COLORADO

DEPARTMENT OF TRANSPORTATION

Division of Accounting and Finance
4201 East Arkansas Avenue
Denver CO 80222
(303) 757-9793



DATE: November 21, 2013

TO: Transportation Commission

FROM: Scott Richrath, Chief Financial Officer

SUBJECT: Sixth Supplement – FY 2014

This supplement budgets projects for FY '14 unless otherwise noted in the explanations on the following pages. The project requests are consistent with the FY 2012 through FY 2017 STIP. Funds are available from the Regions' allocations unless otherwise indicated.

The Transportation Commission Contingency Reserve Fund (TCCRF) balance is fluctuating daily as flood relief projects are awarded. In order to provide the Transportation Commission with the most current financial status of its contingency fund, the reconciliation report will be removed from this packet and mailed to you as part of the new Emergency Relief supplement one day before the Transportation Commission's monthly budget meeting.

Budget actions requested:

Region 1

- \$500,000 – FASTER Safety Program – *I-25 (Lincoln to Broadway) and I-225 (I-25 to Parker Road): TREX Latent Defect Issues – Safety* – This action budgets the design phase of work for the design and review of remedies to address defects discovered along the TREX corridor which present a significant safety hazard to the traveling public. The primary known defect is corrosion of the anchor bolts of coping panels along walls in CDOT and Regional Transportation District (RTD) row of way. The corrosion also severely limits the capacity to maintain the 75-year design life. An independent cost estimate (ICE) was conducted on 10/16/2013 by CDOT staff to determine the estimated design, review, and construction costs for this project. The summary of itemized costs follows. The TREX project is unusual in that it is covered under existing insurance policies; however, the insurance deductible is \$500,000. CDOT management has concurred with the plan to initially budget the known deductible amount in order to begin the necessary design work. (19869/1000186450)

Design and Review costs	\$ 99,234
Construction costs	\$1,000,000
Traffic Control costs	\$ 50,000
	<u>\$1,149,234</u>

I-25 and I-225: TREX Defect Repairs

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Supplement Request		
Design	<i>FASTER Safety</i>	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0
	Total Design	\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0
Total Project Budget		\$0	\$0	\$0	\$500,000	\$0	\$500,000	\$500,000	\$0

- \$3,721,000 – FASTER Safety – *US 287(120th Avenue)/Lowell Interchange* – Reconstruction – This budgets the ROW and construction phases of work for intersection improvements which will consist of additional turn lanes, minor widening, and traffic signal replacement. Construction is scheduled for December 2013. (18337/1000186451)

US 287(120th Avenue)/Lowell Interchange

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Request		
ROW	<i>FASTER Safety</i>	\$0	\$0	\$0	\$85,000	\$0	\$85,000	\$85,000	\$0
	Total ROW	\$0	\$0	\$0	\$85,000	\$0	\$85,000	\$85,000	\$0
Design	<i>FASTER Safety</i>	\$540,000	\$0	\$540,000	\$0	\$0	\$0	\$540,000	\$462,162
	Total Design	\$540,000	\$0	\$540,000	\$0	\$0	\$0	\$540,000	\$462,162
Construction	<i>FASTER Safety</i>	\$0	\$0	\$0	\$3,636,000	\$0	\$3,636,000	\$3,636,000	\$0
	Total Construction	\$0	\$0	\$0	\$3,636,000	\$0	\$3,636,000	\$3,636,000	\$0
Total Project Budget		\$540,000	\$0	\$540,000	\$3,721,000	\$0	\$3,721,000	\$4,261,000	\$462,162

Region 4

- \$2,900,000 – Surface Treatment Program – *I-25: Harmony Road South (MP 259 – 265.5)* – Rubblization and Overlay – This action is required to supplement the construction phase of work to meet the engineer’s estimate. Construction advertisement is scheduled for November 2013. (17800/1000186479)

I-25: Harmony Road to South Lake - Rubblization and Overlay

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Request		
Construction	<i>Federal-aid</i>	\$10,788,333	\$0	\$10,788,333	\$0	\$2,645,090	\$2,645,090	\$13,433,423	\$0
	<i>State HUTF</i>	\$1,039,683	\$0	\$1,039,683	\$0	\$254,910	\$254,910	\$1,294,593	\$0
	Total Construction	\$11,828,016	\$0	\$11,828,016	\$0	\$2,900,000	\$2,900,000	\$14,728,016	\$0
Total Project Budget		\$11,828,016	\$0	\$11,828,016	\$0	\$2,900,000	\$2,900,000	\$14,728,016	\$0

- \$4,000,000 – FASTER Safety – *US 287: SH 1 to La Porte Bypass* – Reconstruction – This action is required to supplement the ROW and utility phases of work. The preconstruction activities are in the final stretch, and the region is striving for a spring 2014 advertisement date. Once certain aspects of ROW acquisition and utility relocations are determined, a scheduled ad date can be set. RAMP Public-Public Partnership will fund 50% of the \$36 million future construction project. (12372/1000186478)

US 287: SH 1 to La Porte Bypass

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Request		
ROW	<i>Federal-aid</i>	\$3,710,930	\$0	\$3,710,930	\$0	\$0	\$0	\$3,710,930	\$3,306,024
	<i>State HUTF</i>	\$319,070	\$0	\$319,070	\$0	\$0	\$0	\$319,070	\$319,070
	<i>FASTER Safety</i>	\$0	\$500,000	\$500,000	\$1,300,000	\$0	\$1,300,000	\$1,800,000	\$416,290
	Total ROW	\$4,030,000	\$500,000	\$4,530,000	\$1,300,000	\$0	\$1,300,000	\$5,830,000	\$4,041,384
Utility	<i>Federal-aid</i>	\$12,419	\$0	\$12,419	\$0	\$0	\$0	\$12,419	\$0
	<i>State HUTF</i>	\$2,581	\$0	\$2,581	\$0	\$0	\$0	\$2,581	\$0
	<i>FASTER Safety</i>	\$0	\$0	\$0	\$2,700,000	\$0	\$2,700,000	\$2,700,000	\$0
	Total Utility	\$15,000	\$0	\$15,000	\$2,700,000	\$0	\$2,700,000	\$2,715,000	\$0
Design	<i>Federal-aid</i>	\$3,823,176	\$0	\$3,823,176	\$0	\$0	\$0	\$3,823,176	\$3,598,161
	<i>State HUTF</i>	\$623,686	\$0	\$623,686	\$0	\$0	\$0	\$623,686	\$576,544
	<i>Senate Bill 1</i>	\$245,138	\$0	\$245,138	\$0	\$0	\$0	\$245,138	\$245,138
	Total Design	\$4,692,000	\$0	\$4,692,000	\$0	\$0	\$0	\$4,692,000	\$4,419,843
Total Project Budget		\$8,737,000	\$500,000	\$9,237,000	\$4,000,000	\$0	\$4,000,000	\$13,237,000	\$8,461,227

Region 5

- \$2,350,617 – Surface Treatment Program, FASTER Safety, and ITI – US 50 / US 285: Poncha Springs – Intersection Improvements – This action budgets the construction phase of work. Construction advertisement is scheduled for December 2013. (19082/1000186684)

US 50 / US 285: Intersection @ Poncha Springs

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Request		
Design	<i>Federal-aid</i>	\$298,045	\$0	\$298,045	\$0	\$0	\$0	\$298,045	\$253,366
	<i>State HUTF</i>	\$61,955	\$0	\$61,955	\$0	\$0	\$0	\$61,955	\$61,955
	Total Design	\$360,000	\$0	\$360,000	\$0	\$0	\$0	\$360,000	\$315,321
Construction	<i>Federal-aid</i>	\$331,160	\$203,226	\$534,386	\$562,972	\$0	\$562,972	\$1,097,358	\$0
	<i>State HUTF</i>	\$68,840	\$42,245	\$111,085	\$117,028	\$0	\$117,028	\$228,113	\$0
	<i>FASTER Safety</i>	\$0	\$0	\$0	\$1,670,617	\$0	\$1,670,617	\$1,670,617	\$0
	<i>Town of Poncha Springs</i>	\$0	\$100,000	\$100,000	\$0	\$0	\$0	\$100,000	\$0
	Total Construction	\$400,000	\$345,471	\$745,471	\$2,350,617	\$0	\$2,350,617	\$3,096,088	\$0
Total Project Budget		\$760,000	\$345,471	\$1,105,471	\$2,350,617	\$0	\$2,350,617	\$3,456,088	\$315,321

Staff Branches – Property Management

- \$300,000 – Advance of FY 2015 Property Management Budget – Crook Maintenance Facility Replacement – The advancement of FY 2015 property funds is being requested to accelerate the project in this fiscal year. Total replacement cost of the facility is estimated at \$900,000. (/10001...)

Crook Facility Replacement
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Supplement Request		
Miscellaneous	<i>Property Program</i>	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total Miscellaneous	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0
Total Project Budget		\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$0

- \$2,000,000 – Advancement of FY 2015 Property Management Budget – Region 4 Administration Headquarters Facility Relocation – The advancement of FY 2015 property funds is being requested to complete a site analysis for this project. Full project cost is anticipated to be \$19 million. It is the Department’s intent to seek certificates of participation (COP) for the full cost of the project, at which time the FY 2015 property budget will be reimbursed for this advancement of funds. (/10001...)

Region 4 Administration Headquarters Facility Relocation
Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Supplement Request		
Miscellaneous	<i>Property Program</i>	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0
	Total Miscellaneous	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0
Total Project Budget		\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$0

RAMP
Responsible Acceleration of Maintenance and Partnerships

Operations

Region 1

- \$3,250,000 – Strategic Corridor Program – *I-70: Eastbound Peak Period Shoulder Lane (Empire Junction to Twin Tunnels)* – Reconstruction – This action takes the design effort from 20% to final design. Construction is scheduled for July 2014. The RAMP program comprises 59% of the total project budget to-date. (19474/1000186449)

I-70: Eastbound Peak Period Shoulder Lane (Empire Junction to Twin Tunnels)

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget			Sixth Supplement Action			Revised Budget	Expended To-Date
		Prior Years	FY 2014	Total	FY 2014	Advanced FY 2015	Total Request		
Design	<i>Federal-aid</i>	\$1,368,150	\$729,680	\$2,097,830	\$2,964,325	\$0	\$2,964,325	\$5,062,155	\$234,257
	<i>State HUTF</i>	\$131,850	\$70,320	\$202,170	\$285,675	\$0	\$285,675	\$487,845	\$0
	Total Design	\$1,500,000	\$800,000	\$2,300,000	\$3,250,000	\$0	\$3,250,000	\$5,550,000	\$234,257
Total Project Budget		\$1,500,000	\$800,000	\$2,300,000	\$3,250,000	\$0	\$3,250,000	\$5,550,000	\$234,257

Public – Public Partnership

Region 3

- \$3,500,000 – Strategic Corridor Program – *I-70: Eagle Interchange - Phase 2* – Reconstruction – This action augments the region’s contribution to the construction phase of work. Construction advertisement is scheduled for November 2013. The RAMP program comprises 35.40% of the total project budget to-date. Note: There is a previously executed Interagency Agreement (IGA), demonstrating the local agency’s commitment to this project. (19459/1000186416)

I-70: Eagle Interchange - Phase 2

Budget Components by Phase, Funding Program, Fiscal Year

Phase of Work	Funding Program	Current Budget				Sixth Supplement Action				Revised Budget	Expended To-Date
		Prior Years	FY 2014	Advanced		Total	FY 2014	FY 2015	Total Request		
				FY 2015	FY 2016						
Construction	<i>Federal-aid</i>	\$149,458	\$0	\$1,517,762	\$1,550,011	\$3,217,231	\$3,500,000	\$0	\$3,500,000	\$6,717,231	\$0
	<i>Town of Eagle</i>	\$3,037,365	\$0	\$0	\$0	\$3,037,365	\$0	\$0	\$0	\$3,037,365	\$0
	Total Construction	\$3,186,823	\$0	\$1,517,762	\$1,550,011	\$6,254,596	\$3,500,000	\$0	\$3,500,000	\$9,754,596	\$0
Total Project Budget		\$3,186,823	\$0	\$1,517,762	\$1,550,011	\$6,254,596	\$3,500,000	\$0	\$3,500,000	\$9,754,596	\$0

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

**Sixth
Supplement**

Fiscal year 2013-2014

Dated: November 21, 2013

COLORADO DEPARTMENT OF TRANSPORTATION

STATE OF COLORADO

RESOLUTION NO. TC –

**“BE IT RESOLVED, That the Sixth Supplement to the Fiscal Year 2013-2014
Budget be approved by the Commission”**

		<i>PROGRAM DETAILS</i>				<i>CURRENT</i>	
<i>STIP</i>	<i>ROUTE</i>	<i>PROJECT DESCRIPTION</i>	<i>COUNTY(S)</i>	<i>PHASE(S)</i>	<i>BUDGET</i>	<i>SUPPLEMENT</i>	
<u>Property Management</u>							
<u>Region 4</u>							
		Crook Maintenance Facility Replacement - Advance FY 2015			M	\$ -	\$ 300,000
		Region 4 Administration Headquarters Facility Relocation - Advance FY 2015			M	\$ -	\$ 2,000,000
							\$ 2,300,000
<u>Reconstruction</u>							
<u>Region 1</u>							
SSP4126	070A	I-70: Eastbound Peak Period Shoulder Lane	19474	Clear Creek	D	\$ 2,300,000	\$ 3,250,000
<u>Region 3</u>							
SSP4326	006E/070F/070A	I-70: Eagle Interchange - Phase II	19459	Eagle	C	\$ 6,254,596	\$ 3,500,000
<u>Region 4</u>							
SR46606	287C	US 287: SH 1 to La Porte Bypass	12372	Larimer	R,U,D	\$ 9,237,000	\$ 4,000,000
							\$ 10,750,000
<u>Safety</u>							
<u>Region 1</u>							
SSP4127	025A/225A	I-25 & I-225: TREX Defect Repairs	19869	Arapahoe/Denver/Douglas	D	\$ -	\$ 500,000
SDR7065	287C	US 287(120 th Avenue)/Lowell Interchange	18337	Adams	R,D,C	\$ -	\$ 3,721,000
<u>Region 5</u>							
SR56689	050A/285B	US 50 / US 285: Poncha Springs	19082	Chaffee	D,C	\$ 1,105,471	\$ 2,350,617
							\$ 6,571,617
<u>Surface Treatment</u>							
<u>Region 4</u>							
SR45218	025A	I-25: Harmony Road to South Lake	17800	Larimer	C	\$ 11,828,016	\$ 2,900,000
							\$ 2,900,000
Grand Total						\$	<u>22,521,617</u>

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DEPARTMENT OF TRANSPORTATION

Maintenance & Operations Branch
Property Management Section
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TO: Transportation Commission

FROM: Scott Richrath
CDOT - Chief Financial Officer

DATE: November 21, 2013

SUBJECT: **New Region 4 HQ Building Project Approval Request**

Requested Action

Provide project and initial budget approval for the new Region 4 Headquarters Building Project.

Property Management is requesting to advance \$2M of FY 15 Property Management Capital Construction Budget for the Region 4 Headquarters Relocation Project on the November 21, 2013, TC Meeting Agenda. The selected Design-Build Team has agreed to hold their fee proposal until December 31, 2013. The \$2M budget advancement will allow CDOT to engage the design-build firm by the December 31, 2013, deadline, purchase the property required for the project, complete design documents upon Johnny Olson's return from the incident command center and negotiate the GMP construction contract. A cash flow analysis for the project has been attached to this memo. The remainder of the project budget will be requested in March 2014, and will be based on the negotiated GMP contract rather than Project Estimates. This approach gives CDOT time to evaluate the impacts of the flood and determine if the project should be funded with cash or Certificates of participation in March.

Project Background

CDOT engaged an outside consultant team to evaluate the Headquarters Complex in Denver along with the Region 2 and Region 4 Headquarters Buildings in order to determine the feasibility of providing Class B working conditions for CDOT staff. The costs of bringing each of the existing locations up to a Class B facility was compared to purchasing existing buildings currently on the market or build to suit options. The reports issued by the consultant team identified life safety hazards and operational inefficiencies at the existing Region 4 headquarters (R4 HQ). As a result of the reports, R4 was determined to be the highest priority replacement project by Senior Management.

On May 16, 2013, CDOT Property Management and R4 presented a summary of the project to the Transportation Commission (TC). Many of the Commissioners had visited the existing R4 HQ in the past and viewed the life safety hazards first hand. The TC committed to providing funding for this project once a final site selection had been made.

Program and Site Selection

The existing R4 HQ consists of two distinct programs. The first is the administrative and engineering staff. The second is the regional heavy duty maintenance shop and supply room (Shop). R4 recently purchased a 54 acre parcel in Gilcrest. The Gilcrest parcel is being used to build a new building to consolidate two maintenance patrols and a bridge crew (Patrol Building). The Gilcrest parcel is large enough to accommodate the Shop as well as the Patrol Building. The consultant team, Senior Management and R4 Management determined the collocation of the Shop and the Patrol Building would create additional functional efficiencies (shared wash bays, shared equipment, flexible use of all available maintenance bays, etc.) than if the shop was co-located with the administrative building.

Two sites have been evaluated for the construction of the new building that would house the administrative and engineering staff (Admin HQ). One site for the Admin HQ is located on the north side of Business 34 and would require the acquisition of a five acre parcel that adjoins the existing Greeley West Maintenance Yard (West Yard). The additional five acres would be used to relocate some of the existing West Yard buildings north, away from the immediate Business 34 frontage. The new Admin HQ would then be built south of the maintenance functions and screen the maintenance functions from the

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view of the traveling public. The other site is approximately one quarter mile east of the West Yard on the south side of Business 34 in the Promontory Business Park.

Initial cost estimates, based on a rough site plan created by the consultant team indicated a \$2.1M cost premium to complete the improvements required to construct the Admin HQ at the West Yard Site. CDOT has recently selected a design-build team for the project. The selected design-build firm asked if they could provide an analysis of the two sites to help CDOT make a decision between the two sites. The design-build team was able to re-work the West Yard site plan in a way that allowed CDOT to keep one of the maintenance buildings in place that was originally planned to be demolished and reconstructed, eliminate five acres of site grading and 122,770 sf of pavement and reduce the amount of money needed to solve drainage issues on the site. The new site plan was estimated by the consultant team using the same unit costs as the previous site plan. As currently planned the premium to construct the Admin HQ at the West Yard has been reduced to \$855,735.

Commissioner Peterson, the design-build team, Region 4 Management and Region 4 Staff all believe the West Yard Site is worth the \$855,735 premium for the following reasons:

- Based on higher landscaping maintenance requirements and total property needed to complete the project at Promontory, it is estimated that the West Yard will cost \$371,706 less to maintain over a ten year time period, discounted to current year dollars at 3%.
- The site is highly visible to the traveling public. The new administrative building will present a more attractive entrance to the City of Greeley, address the City of Greeley's request to "clean up" the existing West Yard site, and project a more positive image of CDOT.
- The West Yard entrance is located at a signalized intersection. The signalized intersection provides for safer, easier access for employees and constituents than the right in right out intersection at the Promontory site.
- The Promontory site is bounded on two sides by future residential development, both of which have the potential to provide a pool of future, long term complaints about normal CDOT operational activities.
- Although the Promontory site is within a business park, it is removed from the existing office buildings. The West Yard shares an intersection with the main office tenants of the Promontory Business Park. The West yard actually more effectively leverages the campus feel of a business park than the Promontory site.
- Development of the Promontory Site will require review and approval by an architectural review board. The West Yard will allow flexibility to explore the use of more cost effective, energy efficient materials than may be allowed at the Promontory site, especially for the light duty bays that will be required to maintain the 100+ white fleet vehicles on site.
- The New, efficient site plan allows for safe separation of administrative and maintenance activities. It also allows for future growth of either function if it is ever required.

Impacts of Project Delay

Johnny Olson, Region 4 RTD, is currently managing the flood recovery efforts. His time is 100% dedicated to flood recovery projects. Design of the Admin HQ should not proceed until Mr. Olson has time to dedicate to the building project. There are four major reasons why it is critical not to delay the approval of this project:

- Current projections for escalation are 0.5% per month this year, with 0.8% per month forecast for Q1 2014. This translates into \$158,000 additional cost per month on this project in 2014.
- A determination has been made to demolish the Evans Residency as a result of flooding damage. Insurance will pay for temporary lease space for the employees from this building, but only for a limited time. CSP has momentum to move and they will have money on hand from insurance and emergency funds to help pay for their portion (\$1.2M) of the new building. If this project is put on hold, new space will have to be identified to buy or lease for the CDOT and CSP Evans Staff. Initial estimates indicate that a replacement of the Evans Facility would cost approximately \$3.5M. The Evans share of the new building, as a result of consolidation, is only about \$2.4M.

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The flood does not impact the initial capital cost of the new building project, because the new building was already programmed to include the Evans Staff at either the Promontory or West Yard site. CDOT did plan to sell the Evans Facility upon completion of the new building. At this time it is unclear whether insurance/FEMA reimbursements will equal the anticipated sales price of the Evans Facility. Any insurance/FEMA funds received from the Evans facility will be used to offset the new building project costs.

- Although there is a lot of priority re-building to do in Region 4, the needs of the existing R4 staff have not changed. The existing facility is still functionally obsolete and contains life safety hazards for the workers.
- The selected design-build firm has agreed to honor the terms of their general conditions and fee proposal through December 31, 2013. The general conditions and fee proposal is \$2.4M and includes all of the design fees, overhead costs and administrative oversight on the project from initiation through completion. The design-build firm has also created a total project budget estimate. Unit costs and labor rates for that budget estimate are not locked until the Guaranteed Maximum Price Contract is signed thirty days after the completion of Design Development, anticipated to be 90 days after contract execution. If a delay to the project were required, the Design-Build team would have to justify any variations to the control estimate, including the 0.8% per month forecast for Q1 2014 escalation.
- If a contract is not executed by December 31, 2013, CDOT would be required to re-advertise the project and re-do the lengthy selection process.
- CDOT negotiated letters of intent to purchase both the Promontory property and the property adjacent to the West Yard. The letters of intent have expired, but discussions with both property owners indicate that the negotiated purchase prices will be honored. Final purchase contracts must still be negotiated.

Attachments

Project Budget Estimate Design Start December
Project Budget Estimate Design Start March
Monthly Cash Flow Analysis with Admin Design Start in December
Monthly Cash Flow Analysis with Admin Design Start in March
10 Year Operation Expense Analysis

Project: CDOT Region 4 BTS & Relocation Location: Region 04 - Greeley, CO	TOTAL PROJECT COST		
	WEST YARD (REVISED) 04 NOV 13	PROMONTORY 02 MAY 13	DELTA WEST YARD ABOVE OR (BELOW) PROMONTORY
<u>Project Cost Summary</u>			
Land Purchase Price	490,050	871,200	(381,150)
Land Purchase	490,050	871,200	(381,150)
Sitework (Allowance)	2,727,335	3,042,578	(315,243)
New BTS Administration Building	6,712,020	7,010,935	(298,915)
Core & Shell: CSP Offices	w/ Above	w/ Above	
New Light Duty Equipment Building	274,126	338,935	(64,809)
Relocate West Yard Paint Building	Excluded		
Relocate West Yard Traffic Building	187,489		187,489
Demo & Build New West Yard Sand & Deicer Storage	363,346		363,346
West Yard Equipment Relocation	157,520		157,520
West Yard Paving at New Storage Yard	325,664		325,664
LEED Certifications (minimum) (at Admin Bldg only)	533,668	533,668	
Tenant Finish: CSP Offices	242,289	242,289	
New Maintenance Building	2,279,276	2,392,154	(112,878)
Scope, Equipment, and Location Adjustments	1,237,185	1,237,185	
Hard Costs of Construction	15,039,917	14,797,744	242,173
Design, Engineering, Prof Fees & Material Testing	1,429,750	1,158,389	271,361
Contingency	793,865	987,854	(193,989)
Permits & Tap Fees - Allowance	327,455	262,461	64,994
Office Relocation Costs	80,545	80,545	
IT Equipment Relocation	49,162	49,162	
Furnishings, Fixtures & Equipment	792,645	792,645	
Soft Costs - Administrative Project	3,473,422	3,331,056	142,366
Design, Engineering, Prof Fees & Material Testing	512,117	w/ Above	
Contingency	340,228	w/ Above	
Permits & Tap Fees - Allowance	w/ Above	w/ Above	
Office Relocation Costs	Excluded	Excluded	
IT Equipment Relocation	Excluded	Excluded	
Furnishings, Fixtures & Equipment	Excluded	Excluded	
Soft Costs - Maintenance Project	852,345		852,345
TOTAL PROJECT COSTS:	19,855,735	19,000,000	855,735

Inputs & Calculations (Escalated to 2015)		
	West Yard	Promontory
Building Area	42,500 sf	42,500 sf
Op Ex Cost	3.73 sf/yr	3.73 sf/yr
Subtotal (Building)	158,525	158,525
Site Area	479,160 sf	696,960 sf
Op Ex Cost	0.08 sf/yr	0.08 sf/yr
Business Park Fee	0.00 sf/yr	0.02 sf/yr
Subtotal (Site)	38,333	70,757
Start Date	1-May-15	1-May-15
End Date	30-Apr-25	30-Apr-25

Anticipated Operating Expenses (by Year)							
	West Yard			Promontory			Delta West Yard Over (Under) Promontory
Year	Building	Site (11 AC)	Total	Building	Site (16 AC)	Total	
2015 - 2016	158,525	38,333	196,858	158,525	70,757	229,282	(32,424)
2016 - 2017	163,281	39,483	202,764	163,281	72,880	236,160	(33,397)
2017 - 2018	168,179	40,667	208,846	168,179	75,066	243,245	(34,399)
2018 - 2019	173,225	41,887	215,112	173,225	77,318	250,542	(35,431)
2019 - 2020	178,421	43,144	221,565	178,421	79,637	258,059	(36,493)
2020 - 2021	183,774	44,438	228,212	183,774	82,027	265,800	(37,588)
2021 - 2022	189,287	45,771	235,059	189,287	84,487	273,774	(38,716)
2022 - 2023	194,966	47,145	242,110	194,966	87,022	281,988	(39,877)
2023 - 2024	200,815	48,559	249,374	200,815	89,633	290,447	(41,074)
2024 - 2025	206,839	50,016	256,855	206,839	92,322	299,161	(42,306)
Total	1,817,311	439,443	2,256,754	1,817,311	811,147	2,628,459	(371,705)
NPV (2.6%)	1,572,468	380,237	1,952,706	1,572,468	701,863	2,274,331	(321,626)

Note: CDOT projected operational expenses do not include property taxes.

Greeley Comps (Escalated to 2015)		
Building	Site	Total
3.73 sf/yr	0.08 sf/yr	\$3.81 sf/yr

Projected Building Operational Expenses (Escalated to 2015)				
Utilities	Custodial	Maintenance	Security	Total
37%	22%	29%	12%	100%
1.38 sf/yr	0.82 sf/yr	1.08 sf/yr	0.45 sf/yr	3.73 sf/yr

Projected Site Operational Expenses (Escalated to 2015)				
Snow Removal & Maintenance	Grounds & Softscape			Total
31%	69%			100%
0.02 sf/yr	0.06 sf/yr			0.08 sf/yr

- Notes:
1. Above costs are operational expenses only and do not include capital replacement/renewal.
 2. Operating expense comps are inflated by 3% per year from 2013 data.

Project: CDOT Region 4 New Admin & Maint HQ Location: R4 - Greeley, CO & Gilcrest, CO	WEST YARD ESTIMATE 04 NOV 13
<u>Project Cost Summary</u>	Total Project Cost
Land Purchase Price (5 AC - Stanley Property)	490,050
Land Purchase	490,050
Sitework	2,727,335
New BTS Administration Building	6,712,020
Core & Shell: CSP Offices	w/ Above
New Light Duty Equipment Building	274,126
Relocate West Yard Paint Building	Excluded
Relocate West Yard Traffic Building	187,489
Demo & Build New West Yard Sand & Deicer Storage	363,346
West Yard Equipment Relocation	157,520
Paving at New West Yard	325,664
LEED Certification (minimum) (at Admin Bldg only)	533,668
Tenant Finish: CSP Offices	242,289
New Maintenance Building	2,279,276
Scope, Equipment, and Location Adjustments	1,237,185
Escalation - Administrative Start in March	336,546
Hard Costs of Construction	15,376,463
Design, Engineering, Professional Fees & Material Testing	1,429,750
Contingency	793,865
Permits & Tap Fees - Allowance	327,455
Office Relocation Costs	80,545
IT Equipment Relocation	49,162
Furnishings, Fixtures & Equipment	792,645
Soft Costs - Administrative Project	3,473,422
Design, Engineering, Professional Fees & Material Testing	512,117
Contingency	340,228
Permits & Tap Fees - Allowance	w/ Above
Office Relocation Costs	Excluded
IT Equipment Relocation	Excluded
Furnishings, Fixtures & Equipment	Excluded
Soft Costs - Maintenance Project	852,345
TOTAL PROJECT COSTS:	20,192,281

		FY 13/14										
Description		Amount	Sep-13	Oct-13	Nov-13	Dec-13	Jan-14	Feb-14	Mar-14	Apr-14	May-14	Jun-14
Administrative Project	Land Purchase Price	490,050			50,000		440,050					
	Sitework (Allowance)	2,727,335										
	Administrative Building	6,712,020										
	Tenant Finish CSP Offices	242,289										
	Light Duty Eqmt Bldg	274,126										
	Building Relocations at West Yard	1,034,019										
	LEED Certification	533,668								80,050	80,050	80,050
	Permits & Tap Fees	327,455										163,728
	Professional Fees	1,429,750	23,829	23,829	23,829				214,462	214,462	214,462	214,462
	Contingency	793,865										
	Office Relocation Costs	80,545										
	IT Equipment Relocation	49,162										
	Furnishings, Fixtures & Equipment	792,645										
Escalation due to Delay	336,546							841	841	841	841	
Maintenance Project	Maintenance Building	2,279,276									56,982	113,964
	Scope, Equipment, and Location Adjustme	1,237,185								247,437	371,156	247,437
	Professional Fees	512,117	8,535	8,535	8,535	76,818	76,818	76,818	76,818	76,818	8,535	8,535
	Contingency	340,228									8,506	17,011
Monthly Cost			32,364	32,364	82,364	76,818	516,868	76,818	292,121	619,609	740,532	846,029
Cumulative Cost		20,192,281	32,364	64,729	147,093	223,911	740,779	817,596	1,109,718	1,729,326	2,469,859	3,315,888

Project On Hold

GMP Price Locked - Maint

GMP Price Locked - Admin

FY 13/14	3,315,888
FY 14/15	15,025,679
FY 15/16	1,850,713

Project Key:	Initiation	Design	Sitework	Construction	Move-In
Escalation Assumptions: 0.8% per month for hard construction costs; 0.2% per month for design and professional fees.					

		FY 14/15												
	Description	Amount	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15
Administrative Project	Land Purchase Price	490,050												
	Sitework (Allowance)	2,727,335	545,467	818,200	545,467				409,100			409,100		
	Administrative Building	6,712,020		167,800	335,601	335,601	1,342,404	1,342,404	671,202	671,202	335,601	335,601	335,601	167,800
	Tenant Finish CSP Offices	242,289								72,687	72,687	72,687		
	Light Duty Eqmt Bldg	274,126		82,238	54,825	54,825								
	Building Relocations at West Yard	1,034,019	206,804	310,206	206,804				155,103			155,103		
	LEED Certification	533,668	80,050	80,050	11,118	11,118	11,118	11,118	11,118	11,118	11,118	11,118	11,118	11,118
	Permits & Tap Fees	327,455	163,728											
	Professional Fees	1,429,750	214,462	23,829	23,829	23,829	23,829	23,829	23,829	23,829	23,829	23,829	23,829	23,829
	Contingency	793,865		19,847	39,693	39,693	158,773	158,773	79,387	79,387	39,693	39,693	39,693	19,847
	Office Relocation Costs	80,545												
	IT Equipment Relocation	49,162												
	Furnishings, Fixtures & Equipment	792,645												
	Escalation due to Delay	336,546	6,731	6,731	16,827	16,827	67,309	67,309	33,655	33,655	16,827	16,827	16,827	8,414
Maintenance Project	Maintenance Building	2,279,276	113,964	455,855	455,855	227,928	227,928	113,964	113,964	113,964	56,982	56,982	56,982	113,964
	Scope, Equipment, and Location Adjustme	1,237,185				185,578			185,578					
	Professional Fees	512,117	8,535	8,535	8,535	8,535	8,535	8,535	8,535	8,535	8,535	8,535		
	Contingency	340,228	17,011	68,046	68,046	34,023	34,023	17,011	17,011	17,011	8,506	8,506	8,506	17,011
	Monthly Cost		1,356,752	2,041,337	1,766,601	937,957	1,873,919	1,742,944	1,708,482	1,031,387	573,778	1,137,981	492,556	361,983
	Cumulative Cost	20,192,281	4,672,640	6,713,978	8,480,578	9,418,536	11,292,455	13,035,399	14,743,880	15,775,268	16,349,046	17,487,028	17,979,584	18,341,567

FY 13/14	3,315,888
FY 14/15	15,025,679
FY 15/16	1,850,713

Project Key:	Initiation	Design	Sitework	Construction	Move-In
Escalation Assumptions: 0.8% per month for hard construction costs; 0.2% per month for design and professional fees.					

		FY 15/16			
	Description	Amount	Jul-15	Aug-15	Sep-15
Administrative Project	Land Purchase Price	490,050			
	Sitework (Allowance)	2,727,335			
	Administrative Building	6,712,020	167,800	167,800	335,601
	Tenant Finish CSP Offices	242,289			24,229
	Light Duty Eqmt Bldg	274,126	27,413	27,413	27,413
	Building Relocations at West Yard	1,034,019			
	LEED Certification	533,668	11,118	11,118	
	Permits & Tap Fees	327,455			
	Professional Fees	1,429,750	23,829		
	Contingency	793,865	19,847	19,847	39,693
	Office Relocation Costs	80,545		80,545	
	IT Equipment Relocation	49,162		49,162	
	Furnishings, Fixtures & Equipment	792,645	396,323	396,323	
	Escalation due to Delay	336,546	8,414	8,414	8,414
Maintenance Project	Maintenance Building	2,279,276			
	Scope, Equipment, and Location Adjustme	1,237,185			
	Professional Fees	512,117			
	Contingency	340,228			
	Monthly Cost		654,743	760,621	435,349
	Cumulative Cost	20,192,281	18,996,310	19,756,931	20,192,281

FY 13/14	3,315,888
FY 14/15	15,025,679
FY 15/16	1,850,713