

Colorado Bridge Enterprise

2013 Annual Report

January 15, 2014

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1 Historical Overview

On March 2, 2009, former Governor Bill Ritter signed into law Colorado Senate Bill 09-108, Funding Advancement for Surface Transportation and Economic Recovery, otherwise known as FASTER. The legislation was the first newly dedicated and sustainable funding source for transportation in approximately twenty years.

The law increases revenues from various sources for transportation improvements at the state and local level. A portion of the funding designated as the “bridge safety surcharge” is dedicated specifically for Colorado’s most deficient bridges— those bridges identified as structurally deficient, or functionally obsolete, and rated “poor” (Bridge Sufficiency Rating less than 50, the federal standard at the time the statute was passed) by the Colorado Department of Transportation (CDOT). Revenues from the bridge safety surcharge were phased in over a three year period and as of 2012 completed that phasing and are now at the maximum level permitted by the statute (reference Table 2). Bridge Safety Surcharges collected in FY 2013 were \$92.8 million. The surcharge is a flat dollar amount and does not adjust for inflation.

To assist with this historic focus on Colorado’s poor bridges, the legislation did more than simply authorize the bridge safety surcharge. FASTER created a new enterprise, the Bridge Enterprise (BE), and designated the Transportation Commission to serve as the Bridge Enterprise Board of Directors (Board). The business purpose of the Enterprise is to “finance, repair, reconstruct, and replace any designated bridge in the state” per C.R.S. 43-4-805 (2)(b). Because it was constituted as a government-owned business, the Enterprise may issue revenue bonds to accelerate construction of Colorado’s poor bridges. On June 18, 2009, the Board officially approved the enactment of the bridge safety surcharge, as required by law. Bridge projects under the Enterprise may include the repair, replacement, or ongoing operation or maintenance, or any combination thereof, of a designated bridge.

In addition, FASTER requires that the Enterprise issue a report of its activities to the legislature by February 15th of each year, and further requires that the report be posted on the CDOT website on or before January 15th of each year. This report fulfills that requirement.

2 2013 Summary of Significant Activities

The following is an itemization of significant activities that occurred in calendar year 2013, with a brief description of each noted event following the listing.

- FASTER Eligible Bridges
- \$300M Bond Program Delivery
- Bond Program Spending
- Prioritization Plan
- Pilot Preservation Plan
- Innovative Contract Delivery
- Accelerated Bridge Construction Techniques

- DBE Participation
- Program Policy & Procedure Guidance Documents
- FASTER lawsuit
- Project / Program Reporting
- Other Significant Events / Initiatives

FASTER Eligible Bridges. The program maintains an ongoing tally of the number of “poor” designated structures eligible to receive FASTER funding since the legislation was passed into law, reference Table 1 below. When the law was enacted in 2009, there were 128 poor rated structures. CDOT Staff Bridge currently updates the poor list quarterly and in calendar year 2013 another 12 bridges were rated poor. This brings the FASTER eligible bridge count total to 179 as itemized below.

Table 1. FASTER Eligible Bridges

Year	Poor list count
2009 (Year FASTER legislation enacted into law)	128
2010	11
2011	15
2012	13
2013	12
Total FASTER eligible bridges	179

Note the two following clarifications: (1) the law does not mandate nor is there at present a program commitment to address all FASTER eligible bridges, and (2) as of 2009, once a bridge is rated poor it retains eligibility to receive FASTER funds if subsequent bridge inspections raise its’ sufficiency rating above fifty. A complete list of all 179 FASTER eligible bridges is included in Appendix A, and the additional bridges added to the program during calendar year 2013 are itemized in Appendix B.

\$300M Bond Program Delivery. To accelerate the completion of Colorado’s worst bridges, the BE Board of Directors elected to sell \$300M in Build America Bonds (or BABs) in December of 2010. The primary focus over the past calendar year was completion of structures included within the \$300M bond program as well as meeting the bonds spend down requirements. By definition, these bridges are those programmed to receive proceeds from the \$300M bond. Currently there are 92 bridges that are partially or fully funded with bond proceeds, and a detailed bond program status is outlined in Section 4.2 of this report.

Bond Program Spending. Per the original bond documents, the program had targeted to spend eighty-five percent of the \$300M bond proceeds within 3 years of receipt of subject dollars; 85% of \$300M equals \$255M. The bond proceeds were initially received on December 15, 2010 and the three year period ended as of December 15, 2013. The program expended \$238.6M or approximately 80% of the bond proceeds. CDOT and BE staff including the previous CDOT/BE CFO (who administered the initial bond offering) met with CDOT’s bond counsel (Kutak Rock) and confirmed that the specific facts

surrounding the inability to attain the 85% target should not result in any financial penalties or other repercussions.

Prioritization Plan. In response to the 10 year plan presented to the BE Board of Directors at the November 2012 workshop, the Board requested that the BE program develop a Prioritization Plan. The plan serves as a consistent set of standards to determine whether or not a FASTER eligible bridge should be incorporated into the program. A survey was sent to transportation stakeholders both internal and external to CDOT including: management policy makers, technical staff/engineers, and industry to help identify quantitative and qualitative criteria to serve as the basis for the scoring system. The results of the survey were used to develop a scoring worksheet to prioritize poor bridges as they become eligible for BE funding. The framework for the plan and worksheet were presented to the BE board at a workshop in February and the finalized plan was presented to the Board at a workshop in May. The plan is currently being utilized to ensure that FASTER funding is directed to the most deserving structure(s).

Pilot Preservation Plan. BE worked in collaboration with CDOT Staff Bridge to develop and implement a Pilot Preservation program. The purpose of the program is to test and document the effectiveness of preservation measures such as bridge rinsing and waterproofing of exposed concrete surfaces as it relates to extending the useful life of bridges. The goal of the pilot is to identify what preservation measures to perform, develop cost estimates to implement such measure, and to better identify poor bridges susceptible to use of preservation as a treatment rather replacement or rehabilitation. The BE Board approved a \$100K budget allowance and Memorandum of Understanding at the March BOD meeting. Staff Bridge and BE will deploy limited preservation measures on 12 candidate bridges. Data will be collected and analyzed to document the effectiveness of the preservation treatment to extend a bridge's useful life.

Innovative Contract Delivery. Pursuant to one of the program goals adopted by the BE Board of Directors (a program delivery plan that evaluates various options, encourages creativity, and a variety of innovative solutions), the program continues to explore and deploy innovative contracting delivery methods that (1) expedite the start of construction, and/or (2) accelerate overall project completion. This includes utilization of both Design / Build (D/B) and Construction Manager / General Contractor (CM/GC) delivery methods.

Since program inception, the BE has initiated eleven D/B projects that address twenty-six (26) bridges with a cumulative contract value of approximately \$217.0M. BE is also using or has used the CM/GC contracting methodology on four projects. These CM/GC projects address 6 bridges with a cumulative contract value of approximately \$143.7M. Three of the CM/GC projects were successfully completed in calendar year 2013.

Currently, the program has four large innovative projects ongoing: 6th Avenue D/B project which will replace three bridges and adjacent roadway improvements; Grand Ave CM/GC project to replace the

SH82 Bridge used to enter Glenwood Springs; Ilex Bridge D/B project in Pueblo will be replacing 2 bridges and rehabilitating 6 others; and the I70 over Havana D/B project.

Accelerated Bridge Construction Techniques. Pursuant with the program goals to use innovation on project delivery and FHWA every-day-counts initiatives, the program deployed various forms of accelerated bridge construction (ABC) techniques on the replacement of four structures as further outlined below.

- *Pecos Street over I-70 Bridge Move.* CDOT successfully replaced the Pecos Street Bridge over I-70 using various innovative ABC techniques including off-site fabrication of the replacement structure and deployment of self-propelled modular transporters (or SMPTs) to move the structure into place; a first for CDOT and BE. The project replaced the structure with a 50-hour closure of I-70 rather than many months of traffic impacts by using a traditional phased construction. This project also received the Highways for Life Grant to implement the innovative design and construction.
- *Region 2 Rocky Ford Bridge Replacement project.* CDOT Region 2 replaced three bridges with three different types of ABC techniques: the first constructed the replacement structure adjacent to the existing structure and was then “rolled” into place with hydraulic screw-jacks and industrial rollers, a second structure was also constructed adjacent to the existing structure and “slid” into place with lateral hydraulic jacks (a first for CDOT and BE), and the third used a geosynthetic reinforced soil support system technique (a first for CDOT and BE).

DBE Participation. CDOT’s Disadvantaged Business Enterprise (DBE) goal on FHWA-funded contracts for Federal Fiscal Year (FFY) 2013 was 13.29%. DBE Participation on BE projects (design-bid-build only) exceeded the CDOT goal and BE data was reported quarterly as per the following; Q1 CY2013 was 16.9%, Q2 CY2013 was 16.6%, Q3 CY2013 16.7%, and the Q4 CY2013 had not been published at the time this report was issued.

Program Policy & Procedure Guidance Documents. No new formal BE Policy & Procedure guidance documents were developed within the calendar year. The following is a summary of other policy related events implemented during the year.

- The program recognized (via Board approved resolutions) the asset transfers, new bridge ID’s and recognized newly completed bridges now owned by BE.
- A BE Board approved resolution revised the budget adjustment policy to allow for movement of non-project-related budget within and between administrative budget categories.

FASTER lawsuit. On May 21, 2012, the TABOR Foundation filed a complaint against the Colorado Bridge Enterprise and Colorado Transportation Commission in Denver District Court alleging that the Taxpayer’s Bill of Rights (TABOR) has been violated. The trial was held on May 13 and 14, 2013. The judge issued a findings of Fact and Conclusions of Law on July 19, 2013; which concluded that the bridge safety

surcharge was a fee and not a tax and that BE was an enterprise under TABOR because it did not receive impermissible grants from CDOT. The Appellant submitted a “Notice of Appeal” on September 6, 2013.

Project / Program Reporting. The BE is committed to not only tracking program performance but also transparency via periodic project / program reporting as noted below:

- *Program Master Schedule.* BE in concert with regional staff update the project / program schedule on a monthly basis. The schedule update is used to determine a Schedule Performance Index (or SPI) which compares actual progress to planned performance. Schedule performance is reported monthly at the Board meeting.
- *Quarterly Reporting.* BE publishes a Quarterly Report that highlights program performance (i.e., number of completed bridges), significant accomplishments and activities, financial and schedule metrics, and economic outlook on a quarterly basis. Quarterly Reports are posted on the CDOT website.
- *Bond Allocation Plan.* The Bond Allocation Plan for projects included within the \$300M bond program is updated on a monthly / quarterly basis. Cash draw down tables and cash flow charts are developed to track projected bond spending as compared to forecasted expenditures per the baseline schedule. In addition, program actual expenditures and encumbrances to date are reported. A bond update was presented to the BE Board of Directors, Director Hunt, and senior BE staff on a quarterly basis. In April, the program began updating the allocation plan on a monthly basis in an effort to more closely track bond spending.
- *Bridge Enterprise website.* CDOT and BE staff maintain the BE website at www.coloradodot.info/programs/BridgeEnterprise. The information includes: current program progress, Frequently Asked Question (FAQ’s) section, comprehensive list of FASTER eligible bridges, section on business opportunities with link to current bid list, and an interactive State map of all FASTER eligible bridges with relevant statistical information.

Other Significant Events / Initiatives. The following is an itemization of other significant events / initiatives completed during 2013.

- *Flood Recovery.* Emergency response to assist with assessment of on-system bridges that are newly FASTER eligible. Worked in concert with CDOT Staff Bridge to quantify impacted bridges and potential financial liability.
- *Awards.* Submitted application to the International Road Federation – Excellence in Project Finance & Economics.
- *ABC technique videos.* BE contracted with 360media to produce professional-grade videos and time-lapse photography to document the deployment of ABC techniques at the Rocky Ford and Pecos projects. The videos were used internally for educational purposes to document deployment of the subject technology and externally for public relations purposes.

3 FASTER Program Revenues and Expenses

Per the FASTER legislation, the bridge safety surcharge fee was phased-in over a three year period as described in Table 2 below.

Table 2. Bridge Safety Surcharge Fee Phase-in by Fiscal Year

Fiscal Year	Period	Fee Structure
2010	July 1, 2009 through June 30, 2010	50% of the Surcharge Fee
2011	July 1, 2010 through June 30, 2011	75% of the Surcharge Fee
2012	July 1, 2011 through June 30, 2012	100% of the Surcharge Fee
2013 and Beyond	---	100% of the Surcharge Fee

Table 3 below is an accounting of actual FASTER bridge safety surcharge revenues collected, a projection of future FASTER revenues anticipated to be collected, and Total Revenues (actual + projected) collected by fiscal year.

Table 3. FASTER Program Revenues (Actual and Projected) by Fiscal Year

Fiscal Year	Actual Revenues Collected ⁽¹⁾	Projected Revenues	Total Revenues Actual + Projected
2010	\$43,755,530	--	\$43,755,530
2011	\$65,328,855	--	\$65,328,855
2012	\$88,908,478	--	\$88,908,478
2013	\$92,839,475	--	\$92,839,475
2014	\$41,961,415 ⁽²⁾	49,638,585	\$91,600,000

⁽¹⁾ Does not include any interest earnings or FHWA's \$15M per year of pledged funding

⁽²⁾ Based upon five months (July to November) of actual revenues collected

Table 4 below represents an itemization of total FASTER program expenses (all funding sources) by fiscal year. Cost categories included within program expenses include: project pre-construction and construction costs, program management services, region scoping pools, miscellaneous bond expenses and maintenance cost for newly constructed structures.

Table 4. FASTER Program Expenses by Fiscal Year

Fiscal Year	Program Expenses
2010	\$2,382,211
2011	\$44,119,228
2012	\$119,208,948
2013	\$171,104,146
2014 ⁽¹⁾	\$51,172,964

⁽¹⁾ Based upon five months (July – November) of reported expenses.

Note - From program inception (or life-to-date), the bridge repair / replacement projects have \$337.3M in total expenditures and \$125.4M in total encumbrances. This includes all funding sources (i.e., bond proceeds, FASTER funding, Federal BR program, and Bank of America loan).

4 Overview of Calendar Year 2013 Progress

4.1 Bridge Completion Status (179 FASTER Eligible Bridges)

Bridge Enterprise made significant progress in calendar year 2013 replacing 27 bridges. Table 5 below presents the current status of the 179 FASTER eligible bridges included within the program which is also graphically depicted in Figure 1. For comparison, the program status as of CY 2012 is depicted in Figure 2. A complete itemization of all 179 FASTER eligible bridges with statistical information including their respective progress status has been included within Appendix A.

Table 5. Program Status - 179 FASTER Eligible Bridges

Bridge Status	Number
Completed	99
In Construction	11
Design Complete	4
In Design	26
Remaining	22
No Action Proposed	17
Total Program	179

Other relevant bridge completion statistics are as follows:

- Approximately 61% of the FASTER eligible bridges are complete or in construction.
- Approximately 17% of the FASTER eligible bridges are currently in design or waiting to go to advertisement for construction.

Figure 1. Program Status - 179 FASTER Eligible Bridges CY2013

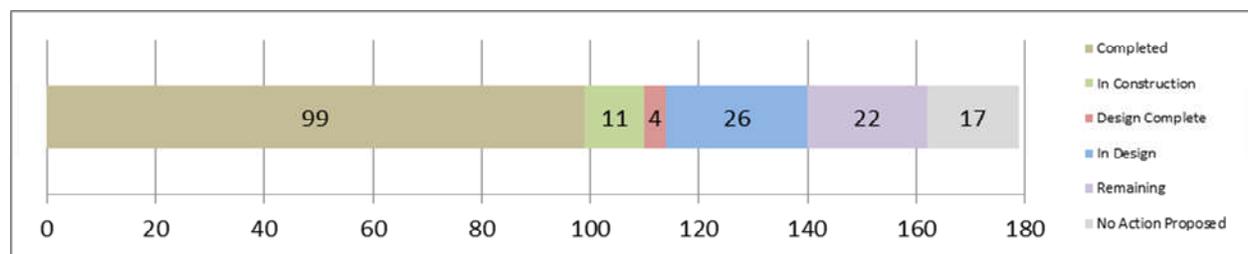
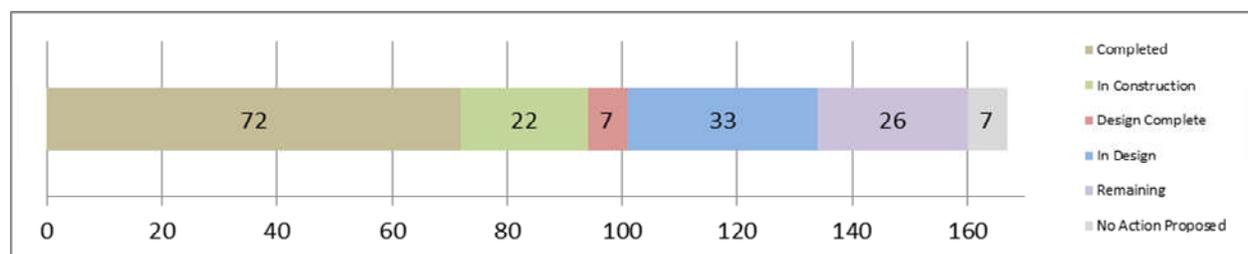


Figure 2. Program Status – 167 FASTER Eligible Bridges CY2012



4.2 Bridge Completion Status (\$300M Bond Program)

There are currently a total of 92 bridges included within the \$300M bond program. These 92 bridges are included within (or a subset of) the total population of 179 FASTER eligible bridges (presented in Section 4.1 of this report) but are tracked separately as their work scope is primarily funded with bond proceeds. Table 6 below provides the completion status of these 92 bridges which is also graphically depicted in Figure 3. For comparison, the status of bond bridges as of CY 2012 is depicted in Figure 4. A complete listing of the 92 bridges included within the bond program is included in Appendix C.

Table 6. Project Status - \$300M Bond Program Bridges

Bridge Status	Number
Completed	51
In Construction	10
Design Complete	4
In Design	26
No Action Proposed	1
Total Program	92

Figure 3. Bond Program Project Status – 92 Bridges CY2013

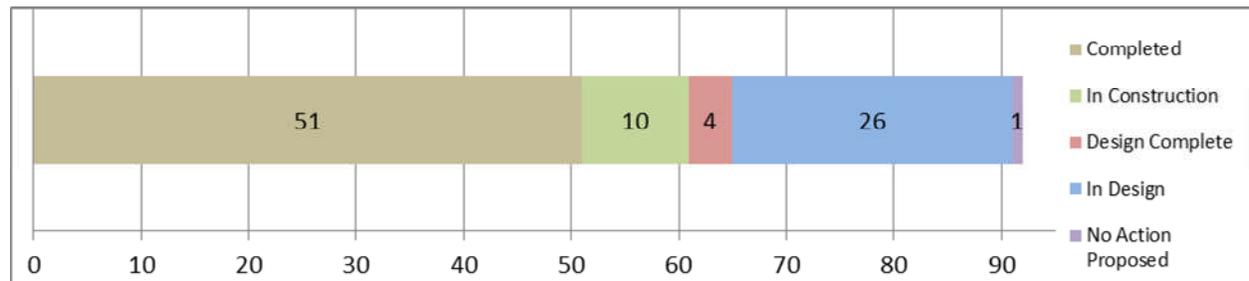
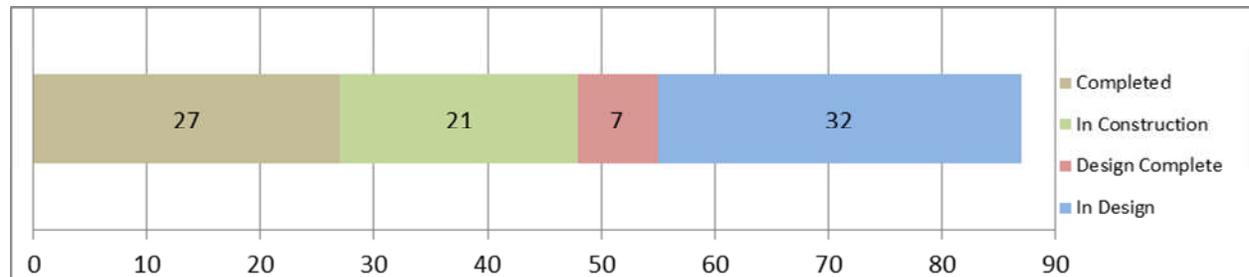


Figure 4. Bond Program Project Status – 87 Bridges CY2012



4.3 Status of Most Deficient Bridges

In 2013, the list of “30 Most Deficient Bridges” (based upon sufficiency rating) was consolidated to two lists: the list of “poor” bridges as published by CDOT staff bridge for the base year 2009 (original list of

128 structures), and a second list of “poor” rated structures as of the current fiscal year (or 2013). The two lists of “30 Most Deficient Bridges” (reference Table 7) are included within the monthly progress report provided by the Chief Engineer at the monthly Bridge Enterprise regular Board meeting.

Table 7. Status of 30 Most Deficient Bridges

	Original 128 Poor Bridges	2013 Poor List Bridges
Status	Worst 30	Worst 30
Complete	27	12
In Construction	1	2
Design Complete	0	2
In Design	2	9
Remaining	0	5
Total Addressed	30	30

4.4 Program Earned Value

The Program has implemented cost and schedule Key Performance Indicators (or KPIs) to track, monitor and report on program performance. As part of the monthly program schedule update, a Schedule Performance Index (or SPI) is calculated for each project included within the bond program. The SPI is also calculated and reported at the regional and program levels. The SPI is based upon earned value which compares actual progress to planned performance based upon work complete to date.

The program SPI as of the end of the December 31, 2013 was 0.93. If the program was on schedule the SPI would be 1.0; meaning actual progress is identical to the planned performance (or baseline schedule). The program has established an SPI goal during execution of 0.90, but strives to attain a 1.0. Per Table 8 below, the earned value of the work complete (actual) as of December 31, 2013 was \$360.1M as compared to the planned value of the work (baseline) scheduled to be completed at \$386.7M; which indicates that the program is approximately 7% behind the plan.

Table 8. Program Earned Value

Earned Value of Work (Actual) Through December 31, 2013	Planned Value of Work (Baseline) Through December 31, 2013	Schedule Variance
\$360,126,338	\$386,728,270	-\$26,601,932

5 Consultant Activities

5.1 Bridge Enterprise Program Manager

The Bridge Enterprise Program Manager (BEPM) provides the management and administration for the delivery of the bridge reconstruction program at the statewide level. The BEPM works in concert with

CDOT/BE HQ personnel who also support the BE, and with the five CDOT regions responsible for project delivery including the procurement, design, repair or reconstruction of each FASTER bridge located within their region. This approach is consistent with current day-to-day CDOT business operations and allows for the most effective process for advancing BE projects in an economical manner.

AECOM Technical Services, Inc. was selected as the Bridge Enterprise Program Manager in July 2010, and was awarded a five-year contract renewable on an annual basis. AECOM completed the first year of the program management contract in July 2011, the second year in August of 2012, the third year in July of 2013 and BE renewed their program management contract for fiscal year 2014 which extends through June 30, 2014. The BEPM core staff is located and work alongside the CDOT/BE staff which also provides services for BE at CDOT headquarters. Per the FY 2014 BEPM work plan, the following program management services shall be provided:

- Oversight and administration of \$300M Bond Delivery Program with CDOT/BE staff
- Maintain and Update Program Cost and Schedule database (all 179 FASTER eligible bridges) and overall Program Schedule.
- Program Financial Support Services and Subsequent Bond Issuance (if required).
- Development and Implementation of requisite Policy, Processes & Procedures guidance documents.
- Other PM support services: STIP/TIP coordination, Public Information / Public Relations, Maintenance of BE SharePoint site, BE staff work load analyses, CDOT website, Program Reporting (Monthly and Quarterly Progress, and Annual Report), and support monthly Board of Director meetings.

In addition, BE executed a “Support Services” task order with AECOM as outlined within the base contract. The support services are intended to be short-term assignments used on an “as-needed” basis to maintain individual project schedules.

5.2 Other Consultant Contracts

The following is a brief update of other major FASTER related contracts.

Non-Project Specific FASTER design contracts. Based upon the amount of programmed work that still requires design related services, BE in concert with CDOT HQ and regional staff determined there was a need for a new suite of BE Non-Project Specific (NPS) contracts for calendars 2013 and 2014. In May of 2013, three NPS BE design contracts were awarded; each with a \$3M contract value.

Construction Management and Materials Testing. Based upon the amount of work scheduled to go to construction in calendar years 2013 and 2014, BE in concert with CDOT HQ and regional staff determined there was a need for a new suite of CM and Materials Testing services. In March of 2013, four CM and Material Testing consultant teams were awarded; each with a \$2.5M contract value.

Independent Cost Estimator. CDOT continue to use the previously awarded two Independent Cost Estimator (or ICE) contracts to support GMP (Guaranteed Maximum Pricing) negotiations associated with CM/GC contracts.

The above consultant usage only highlights program based consultant contracts. The CDOT Regions are encouraged to use Project Specific contracts funded by the BE as required to deliver BE projects if time constraints and limited regional resources call for additional consultant support to ensure timely project delivery.

6 Job Creation

The FHWA tracks the economic benefits of highway capital investments (which include bridge replacement projects), and from a job creation perspective employment impacts fall into three categories as listed below:

- Direct jobs are occupations that work directly on the project such as project planners, designers, engineers and construction workers.
- Indirect jobs means positions at suppliers of materials for the project, such as steel, concrete, wood, etc.
- Induced jobs are jobs created by the spending of monies provided as project salaries [or employee payroll] for items such as mortgage payments, groceries, gas entertainment, etc.

According to an FHWA report from April 2012, there are approximately 10.3 direct jobs created for every \$1 million of construction spending. This correlates into approximately 1,291 full-time positions; primarily construction craft labor. In addition, preconstruction program expenditures (i.e., engineering and project designs) created another approximately 121 full-time positions; primarily engineers. Combined, there were approximately 1,412 direct jobs created by the FASTER program spending during the calendar year. Included within the above number are approximately 60 CDOT FTE's (or full-time equivalents); staff responsible for the day-to-day project delivery based upon CDOT payroll records.

7 Recommendations for Statutory Changes

While CDOT and the Bridge Enterprise may consider pursuing legislation in the future to further improve the program, the Enterprise is satisfied that FASTER as currently written provides the authority necessary to effectively and efficiently address some of Colorado's most deficient bridges. In addition, CDOT may evaluate whether or not to redefine the meaning of a "poor" rated structure consistent with the MAP-21 legislation which discontinued the use of the sufficiency rating calculation to define good/fair/poor rated structures.

8 Projected Program Plan

8.1 Forecasted 2014 Program Plan

The forecasted 2014 program objectives focus on the following items.

Close-out Bond Program. As noted in Section 2, the program did not meet its target of expending 85% of the bond proceeds in three years. As a consequence, there are various documentation requirements that the BE must complete per the meeting with CDOT's bond counsel as highlighted below:

- Program staff shall continue to aggressively re-program unspent bond proceeds so they are expended as soon as possible.
- Program staff shall draft a letter for the file that documents what was done to satisfy bond spending; as well as, highlight the specific reasons bond spending was not satisfied.
- Program staff shall document when all the bond proceeds and any interest earnings have been fully expended in a letter to bond counsel.

Future Bond Offering(s). BE shall continue to assist the BE CFO and CDOT/BE financial advisor and bond consultants to determine the best timing and dollar value for subsequent bond issuance(s).

3-Year Financial Plan. Program staff shall work in concert with the BE's CFO, the Office of Financial Management and Budget, and CDOT/BE's financial advisor to update the 10 year program financial plan completed in November of 2012. The plan shall evaluate program capacity based upon various bonding scenarios (or I-70 viaduct funding options) for the next 3 year period. The goal is to present an updated 3-year financial program plan to the Bridge Enterprise Board in the spring of 2014.

Financial Tracking and Reporting. Program staff shall continue to track and monitor overall program financial performance on a monthly basis. According to the most recent bond program update, the program currently has a \$431.6M program liability. At this time, the future FASTER bridge (or pay-go funding) are forecasted to cover this projected financial liability.

Cash-Flow Financing. CDOT overall has converted from an obligation-based funding approach to cash-flow budgeting to better sync-up available funding with program scope which is a more efficient use of funding. BE is scheduled to convert to cash-flow budgeting in 2014.

Prioritization Plan. Program staff shall work closely with CDOT Staff Bridges and continue to use and refine the Prioritization Plan and scoring worksheet to ensure available FASTER bridge funding is applied to the most deserving structures.

8.2 I-70 Viaduct

The I-70 viaduct (or Bridge E-17-FX) is on the list of 179 FASTER eligible bridges. In the spring of 2011, CDOT completed a \$20 million rehabilitation project which addressed the immediate safety needs of the structure. The rehabilitation project has repaired advanced superstructure deterioration at the bridge expansion joints and is intended to reduce future superstructure deterioration, but does not fully

address all structural inadequacies. Furthermore, other structural problems are anticipated to emerge over time which will require additional work to keep the structure in service. Given the importance of this structure to the overall transportation system of the state: it carries approximately 137,000 vehicles per day, is within an intensely industrial section of Denver where significant truck and rail traffic intersects, and that it links the eastern and western portions of the state together, ensuring that this section of I-70 remain safe and is not a bottleneck is essential.

Accordingly, CDOT has long considered how to resolve the question of viaduct replacement and continues to do so in concert with the Bridge Enterprise. A Draft Environmental Impact Statement (DEIS) was released in November 2008 that included a detailed analysis of the social, environmental and economic impacts of the No-Action and four build alternatives for the stretch of I-70 between I-25 and Tower Road that includes the viaduct. After failing to garner sufficient support for any of these alternatives over the next three years, CDOT developed a new alternative that would replace the viaduct with a below-grade highway, including a partial cover. CDOT now believes there is enough community support to complete the NEPA process, with a Supplement EIS to be published in the spring of 2014, and a Record of Decision (ROD) due in the fall of 2015.

Once the NEPA process is complete the BE estimates that it will take 5 years to complete the entire project which will include securing necessary ROW, complete design and reconstruction activities.

Somewhat complicating matters are two issues. First, replacing the viaduct with a structure suited to modern design standards and to meet the future capacity needs of the corridor is expensive and replacing the viaduct may consume the remainder of the projected bonding capacity of the overall BE program for the next 30 or more years. This will limit the ability of the BE to address the design and reconstruction of all current and future bridges anticipated to become poor over the next 30 years. Second, a replacement/reconstruction of the I-70 viaduct logically is a component of a larger project to reconstruct I-70 between I-25 and I-270 or I-225. Presently only limited funding options are available for the construction of the road components of such an effort.

To assist in the resolution of such matters, CDOT, HPTE, and the BE have engaged Macquarie Capital (USA) to serve as its financial advisor. Macquarie has completed phase I of its contract and has delivered to HPTE, CDOT and the BE its initial findings and recommendations for internal staff review and discussion. The Transportation Commission and the boards of the HPTE and the BE will receive the presentations on these findings in December 2013 with an intent to have these bodies decide and provide direction on a path ahead in January 2014.

List of 179 FASTER Eligible Bridges

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
1	E-16-AA	E-16-YG	1	ADAMS	US 287 ML over RR SPUR	In Design
2	E-16-FP	E-16-YF	1	ADAMS	80TH AVE over US 36 ML	Construction Complete
3	E-16-GQ	E-16-YD	1	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR N of JCT I 70 in WHEATRIDGE	Construction Complete
4	E-17-AR	E-17-ADR	1	ADAMS	SH 7 ML over SOUTH PLATTE RIVER	Construction Complete
5	E-17-CA	E-17-VA	1	ADAMS	SH 44 ML(104TH AVE) over SOUTH PLATTE RIVER W of JCT US 85	Design Completed
6	E-17-DC	E-17-ACS	1	ADAMS	I 76 ML EBND over UP RR E of JCT US 85	In Design
7	E-17-DM	E-17-ADL	1	ADAMS	I 76 ML WBND over UP RR	Construction Complete
8	E-17-DN	E-17-ADL	1	ADAMS	I 76 ML EBND over UP RR	Construction Complete
9	E-17-DU	E-17-ACT	1	ADAMS	I 76 ML WBND over UP RR E of JCT US 85	In Design
10	E-17-EP	Not Assigned	1	ADAMS	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR	No Action Proposed
11	E-17-ER	044A002673BR	1	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP W of US 85	Design Completed
12	E-17-EX	E-17-GF	1	ADAMS	PEORIA STREET over I 76 ML NE of JCT US 85	Construction Complete
13	E-17-EZ	E-17-ACR	1	ADAMS	84TH AVE over I 25 ML	Construction Complete
14	E-17-GL	E-17-AET	1	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER NE of JCT I 270	Construction Complete
15	E-17-GM	E-17-AET	1	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER NE of JCT I 270	Construction Complete
16	E-17-HG	E-17-ADP	1	ADAMS	104TH AVE over I 25 ML	Construction Complete
17	E-17-HL	E-17-AEA	1	ADAMS	I 76 ML EBND over SH 224 ML	Construction Complete
18	E-17-IC	Not Assigned	1	ADAMS	YORK STREET over I 270 ML	Not Programmed
19	F-19-AF	Not Assigned	1	ADAMS	COUNTY ROAD over I 70 ML	Not Programmed
20	F-16-F	F-16-FA	1	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH in LITTLETON	Construction Complete
21	F-16-FY	F-16-YG	1	ARAPAHOE	US 285 ML SBND over SH 88 ML	Construction Complete
22	F-16-FZ	F-16-YH	1	ARAPAHOE	US 285 ML NBND over SH 88 ML	Construction Complete
23	F-17-BS	F-17-XL	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK E of I-225	In Construction
24	F-17-DM	F-17-YB	1	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK W OF SH 83(PARKER RD)	In Construction
25	F-17-F	F-17-WZ	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK E of I-225	In Construction
26	F-17-GA	F-17-HA	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over TOLLGATECREEK W of I-225	In Design
27	F-17-GO	F-17-HA	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK W of I-225	In Design
28	F-19-B	F-19-BL	1	ARAPAHOE	US 36 ML over COMANCHE CREEK E of STRASBURG	Construction Complete
29	F-19-F	Not Assigned	1	ARAPAHOE	US 36 ML over DRAW	Not Programmed
30	O-25-H	O-25-AA	2	BACA	US 160 ML over N FK SAND ARROYO SW of PRITCHETT	Construction Complete
31	O-25-I	O-25-AB	2	BACA	US 160 ML over DRAW W of PRITCHETT	Construction Complete
32	O-26-L	160C461737BR 160C461739BR	2	BACA	US 160 ML over CAT CREEK W of SPRINGFIELD	Construction Complete
33	L-24-F	Rehab no new number	2	BENT	SH 101 ML over PURGATOIRE RIVER S of LAS ANIMAS	Construction Complete
34	M-24-B	M-24-K	2	BENT	SH 101 ML over DRAW S of LAS ANIMAS and JCT US 50	Construction Complete
35	E-15-AA	Not Assigned	4	BOULDER	SH 170 ML over COMMUNITY DITCH AR	No Action Proposed

List of 179 FASTER Eligible Bridges

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
36	E-16-FK	E-16-YB	1	BROOMFIELD	SH 121 ML SBND (WADSWORTH PKWY) over US 36 ML (DENVER/BOULDER TNPK)	Construction Complete
37	E-16-FL	E-16-YC	1	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DENVER/BOULDER TNPK) SE of JCT SH 121	Construction Complete
38	F-14-B	F-14-AZ	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK (SR) W IDAHO SPRINGS	Construction Complete
39	F-14-Y	Not Assigned	1	CLEAR CREEK	I 70(BUSINESS RT) over I 70 ML	Not Programmed
40	F-15-BL	Not Assigned	1	CLEAR CREEK	I 70 ML WBND over US 6, CLEAR CREEK	No Action Proposed
41	F-15-D	Not Assigned	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK (SR)	No Action Proposed
42	O-12-AD	Not Assigned	5	CONEJOS	SH 371 ML over ALAMOSA RIVER	No Action Proposed
43	L-21-U	Minor Structure	2	CROWLEY	SH 96 ML over NUMA DRAIN CANAL	Construction Complete
44	L-22-F	L-22-CJ	2	CROWLEY	SH 96 ML over BLACK DRAW	Construction Complete
45	E-16-FW	E-16-YQ	1	DENVER	PECOS STREET over I 70 ML in DENVER	Construction Complete
46	E-17-AH	Not Assigned	1	DENVER	ON 40TH AVE W of SH 2 ML over BNSF RR	No Action Proposed
47	E-17-BY	E-17-AER	1	DENVER	I 70 ML EBND over SAND CREEK E of QUEBEC STREET	Construction Complete
48	E-17-DF	Not Assigned	1	DENVER	I 70 ML WBND over UP RR W of QUEBEC STREET	Not Programmed
49	E-17-EW	Not Assigned	1	DENVER	I 70 ML EBND over UP RR W of QUEBEC STREET	Not Programmed
50	E-17-FX	Not Assigned	1	DENVER	I 70 ML over US 6, RR, CITY ST	In Design
51	E-17-GE	E-17-AER	1	DENVER	I 70 ML WBND over SAND CREEK E of QUEBEC ST	Construction Complete
52	E-17-JP	Not Assigned	1	DENVER	I 70 ML over HAVANA ST, UP RR	In Design
53	E-17-KR	Not Assigned	1	DENVER	I 270 ML EBND over I 70 ML	Not Programmed
54	F-16-BM	F-16-XK	1	DENVER	SH 88 ML over RR, LAKEWOOD GULCH	Construction Complete
55	F-16-DP	F-16-XB	1	DENVER	I 25 ML over RDWY, RR, SOUTH PLATTE RIVER BRONCO BRIDGE	Construction Complete
56	F-16-DT	F-16-XP	1	DENVER	I 25 ML NBND over US 85 ML (SANTA FE)	Construction Complete
57	F-16-DW	F-16-XS	1	DENVER	I 25 ML SBND over US 85 ML (SANTA FE)	Construction Complete
58	F-16-EF	F-16-YZ	1	DENVER	US 6 ML over SOUTH PLATTE RIVER W SIDE of I-25	In Construction
59	F-16-EJ	F-16-YJ	1	DENVER	US 6 ML over BNSF RR E SIDE OF I-25	In Construction
60	F-16-EN	F-16-ZA F-16-ZB	1	DENVER	US 6 ML over BRYANT STREET W SIDE OF I-25	In Construction
61	F-16-FW	F-16-YQ	1	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX)	Construction Complete
62	F-16-GG	Not Assigned	1	DENVER	PERRY STREET over US 6 ML W of FEDERAL	No Action Proposed
63	F-16-OG	Rehab no new number	1	DENVER	RAMP to I 25 NBND over US 6 ML	Construction Complete
64	F-17-AE	F-17-WP	1	DENVER	SH 30 ML/HAVANA ST over CHERRY CREEK	Construction Complete
65	G-16-B	G-16-E	1	DOUGLAS	US 85 ML over DRAW COOK RANCH to LOUVIERS	Construction Complete
66	G-16-C	G-16-F	1	DOUGLAS	US 85 ML over DRAW COOK RANCH to LOUVIERS	Construction Complete
67	G-17-A	G-17-AI	1	DOUGLAS	US 85 ML over SAND CREEK	In Design
68	F-08-D	Not Assigned	3	EAGLE	I 70 SERVICE RD over UP RR (SR)	Not Programmed
69	F-08-F	F-08-AJ	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER (SR) N. of DOTSERO INT.	Construction Complete
70	F-09-H	F-09-AS	3	EAGLE	US 6 ML over EAGLE RIVER E of EAGLE	Construction Complete

List of 179 FASTER Eligible Bridges

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
71	F-10-L	Not Assigned	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	Not Programmed
72	F-11-AB	F-11-BS	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER E of JCT US 24	In Design
73	F-11-AC	F-11-BT	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER E of JCT SH 131	In Design
74	F-11-AO	Not Assigned	3	EAGLE	I 70 ML EBND over TIMBER CREEK	No Action Proposed
75	H-17-M	Rehab no new number	2	EL PASO	I 25 ML over DRAW	In Construction
76	H-18-A	H-18-AD	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK W of PEYTON	Construction Complete
77	I-17-AE	Rehab no new number	2	EL PASO	US 24 ML EBND over FOUNTAIN CREEK	Construction Complete
78	I-17-O	Not Assigned	2	EL PASO	I 25 SERVICE RD over PINE CREEK S of JCT SH 56	No Action Proposed
79	I-18-G	I-18-BQ	2	EL PASO	US 24 ML over DRAW E of FALCON	Construction Complete
80	J-18-S	025A122850NL	2	EL PASO	I 25 ML NBND over DRAW S of FOUNTAIN	Construction Complete
81	J-18-T	025A122564NL	2	EL PASO	I 25 ML NBND over DRAW S of FOUNTAIN	Construction Complete
82	G-21-B	G-21-AP	4	ELBERT	I 70 FRONTAGE RD over DRAW (SR)	Construction Complete
83	G-21-Y	G-21-AO	4	ELBERT	I 70 BUSINESS SPUR over I 70 ML	No Action Proposed
84	J-15-B	J-15-F	2	FREMONT	SH 9 ML over CURRANT CREEK NW of JCT US 50	Construction Complete
85	K-14-B	Not Assigned	2	FREMONT	US 50 ML over OAK CREEK	Not Programmed
86	K-14-J	K-14-AA	2	FREMONT	US 50 ML over DRAW btwn TEXAS CREEK & COTOPAXI	In Design
87	K-16-K	K-16-AL	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER E of PORTLAND	In Construction
88	K-16-Q	K-16-AM	2	FREMONT	SH 120 ML over HARDSCRABBLE CREEK	Construction Complete
89	K-16-S	K-16-CI	2	FREMONT	SH 120 ML over DRAW, UPRR E of FLORENCE	Design Completed
90	K-16-W	Not Assigned	2	FREMONT	SH 67 ML over DRAW	No Action Proposed
91	F-05-C	Not Assigned	3	GARFIELD	SH 13 ML over RIFLE CREEK	No Action Proposed
92	F-05-L	Not Assigned	3	GARFIELD	I 70 ML WBND over COLORADO RIVER	Not Programmed
93	F-07-A	F-07-V	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RIVER , RR GLENWOOD SPRINGS	In Design
94	D-13-A	Not Assigned	3	GRAND	US 34 ML over N FK COLORADO RIVER	Not Programmed
95	J-09-C	Rehab no new number	3	GUNNISON	US 50 SERVICE RD over GUNNISON RIVER OVERFLOW (SR) W. SIDE of GUNNISON	Construction Complete
96	J-09-D	Rehab no new number	3	GUNNISON	US 50 SERVICE RD over GUNNISON RIVER (SR) W. SIDE of GUNNISON	Construction Complete
97	J-09-G	J-09-F	3	GUNNISON	SH 114 ML over TOMICHI CREEK	Construction Complete
98	M-16-P	M-16-R	2	HUERFANO	SH 69 ML over MILLIKEN ARROYO	In Design
99	N-16-L	N-16-Q	2	HUERFANO	SH 69 ML over TURKEY CREEK	Construction Complete
100	N-17-AD	Not Assigned	2	HUERFANO	I 25 ML SBND over US 160 ML, RR SPUR	No Action Proposed
101	N-17-BN	Not Assigned	2	HUERFANO	I25 ML SBND over CO RD 640, BUTTE CREEK	Not Programmed
102	N-17-C	N-17-BV	2	HUERFANO	I 25 BUS RT over SULL CREEK	Design Completed
103	N-17-N	N-17-BU	2	HUERFANO	I 25 ML NBND over MISSOURI CREEK	Construction Complete
104	N-17-S	Not Assigned	2	HUERFANO	I25 ML NBND over CO RD 103, BUTTE CREEK	Not Programmed
105	O-16-A	O-16-C	2	HUERFANO	SH 12 ML over CUCHARAS RIVER S of LA VETA	Construction Complete

List of 179 FASTER Eligible Bridges

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
106	E-16-FX	E-16-XR	1	JEFFERSON	WASHINGTON STREET over SH 58 ML	Construction Complete
107	E-16-HA	E-16-HG	1	JEFFERSON	SH 58 ML over Ford Street, Wash	In Construction
108	E-16-HI	E-16-XQ	1	JEFFERSON	SH 58 ML over CO.RD,RR SPUR	Construction Complete
109	F-16-AM	F-16-WI	1	JEFFERSON	US 285 ML SBND over SH 121 ML	Construction Complete
110	F-16-AY	F-16-WI	1	JEFFERSON	US 285 ML NBND over SH 121 ML	Construction Complete
111	F-16-CS	F-16-YR	1	JEFFERSON	SH 121 ML-WADSWORTH over BEAR CREEK N of 285	Construction Complete
112	F-16-ER	F-16-EW	1	JEFFERSON	US 6 ML over GARRISON STREET	In Design
113	F-16-FL	F-16-XQ	1	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE.	Construction Complete
114	F-16-I	F-16-YK	1	JEFFERSON	US 285 ML SBND over PIERCE STREET	Construction Complete
115	K-23-B	K-23-X	2	KIOWA	SH 96 ML over DRAW	Construction Complete
116	K-23-C	K-23-W	2	KIOWA	SH 96 ML over DRAW	Construction Complete
117	K-24-A	K-24-B	2	KIOWA	SH 96 ML over DRAW	Construction Complete
118	O-05-AQ	Repair no new number	5	LA PLATA	US 160 ML over ANIMAS RIVER	Construction Complete
119	G-11-F	G-11-G	3	LAKE	US 24 ML over UP RR	Construction Complete
120	H-11-D	H-11-AC	3	LAKE	US 24 ML over CALIFORNIA GULCH	Construction Complete
121	H-11-F	024A178974BR	3	LAKE	US 24 ML over CALIFORNIA GULCH	Construction Complete
122	B-16-AE	B-16-AJ	4	LARIMER	US 287 ML over DRAW N of JCT SH 1	Construction Complete
123	B-16-D	B-16-EV	4	LARIMER	CACHE LA POURE RIVER E of JCT US 287	In Design
124	B-16-EU	Not Assigned	4	LARIMER	COUNTY ROAD 48 over I 25 ML	Not Programmed
125	C-15-I	C-15-AL	4	LARIMER	US 34 ML over BIG THOMPSON RIVER	Construction Complete
126	C-15-J	C-15-AM	4	LARIMER	US 34 ML over BIG THOMPSON RIVER	Construction Complete
127	C-17-EL	Rehab no new number	4	LARIMER	I 25 ML over DRAW	No Action Proposed
128	O-19-H	O-19-R	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER NE of JCT US 160	In Construction
129	O-19-J	O-19-AH	2	LAS ANIMAS	US 350 ML over DRAW S of MODEL	Construction Complete
130	P-17-H	P-17-AG	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER NW of WESTON	Construction Complete
131	P-18-B	P-18-BK	2	LAS ANIMAS	I 25 ML NBND over PURGATOIRE RIVER	Construction Complete
132	P-18-S	P-18-BL	2	LAS ANIMAS	I 25 ML SBND over PURGATOIRE RIVER	Construction Complete
133	P-19-AD	P-19-AV	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL in TRINIDAD	Construction Complete
134	P-23-A_MINOR	P-23-D	2	LAS ANIMAS	US 160 ML over SMITH CANYON	In Design
135	G-22-J	G-22-CD	4	LINCOLN	US 24 ML over DRAW E of LIMON	Construction Complete
136	A-24-C A-26-F	138A014381BL 138A041877BL	4	LOGAN SEDGWICK	US 138 ML over DITCH/DRAW	Construction Complete
137	G-03-Q	Not Assigned	3	MESA	I 70 ML WBND over COLORADO RIVER OVERFLOW	Not Programmed
138	L-22-E	L-22-CM	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL NE of ROCKY FORD	Construction Complete
139	L-22-K	L-22-CO	2	OTERO	SH 71 ML over FT LYON CANAL NW of ROCKY FORD	Construction Complete
140	L-22-L	Not Assigned	2	OTERO	SH 71 ML over ARKANSAS RIVER	Not Programmed

List of 179 FASTER Eligible Bridges

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
141	L-22-O	L-22-CN	2	OTERO	SH 266 ML over HOLBROOK CANAL NE of ROCKY FORD	Construction Complete
142	M-21-D	M-21-F	2	OTERO	US 350 ML over DRAW SW of LA JUNTA & TIMPAS	Construction Complete
143	L-05-B	L-05-E	5	OURAY	SH 62 ML over UNCOMPAHGRE RIVER SHERMAN ST in RIDGWAY	Construction Complete
144	L-06-A	L-06-B	5	OURAY	US 550 ML over BEAR CREEK	Construction Complete
145	G-12-C	Not Assigned	2	PARK	SH 9 ML over PLATTE GULCH	Not Programmed
146	G-12-L	Rehab no new number	2	PARK	SH 9 ML over BUCKSKIN GULCH in ALMA	Construction Complete
147	H-09-B	Repair no new number	3	PITKIN	SH 82 ML over CO RD, CASTLE CREEK	Construction Complete
148	L-27-S	L-27-V	2	PROWERS	US 50 ML over DRAW E of LAMAR	In Design
149	L-28-C	L-28-AS	2	PROWERS	US 50 ML over BNSF RR E of GRANADA	In Design
150	L-28-F	L-28-H	2	PROWERS	SH 89 ML over ARKANSAS RIVER S of HOLLY	Construction Complete
151	K-17-F	Not Assigned	2	PUEBLO	SH 96 ML over RUSH CREEK	Not Programmed
152	K-18-AX	Rehab no new number	2	PUEBLO	I 25 ML NBND over US 50 BUS RTE.	In Design
153	K-18-CK	K-18-GU	2	PUEBLO	I 25 ML NBND over NP RR, ILEX ST BENNET ST N of JCT SH 50 E	In Design
154	K-18-CL	K-18-GV	2	PUEBLO	I 25 ML SBND over NP RR, ILEX ST BENNET ST N of JCT SH 50 E	In Design
155	K-18-R	Rehab no new number	2	PUEBLO	US 50 BUS EBND over ARKANSAS RIVER	In Design
156	K-18-Z	K-18-GS K-18-GT	2	PUEBLO	SH 96 ML over RDWY, RR, ARKANSAS RIVER	Construction Complete
157	L-18-AQ	Rehab no new number	2	PUEBLO	NORTHERN AVE over I 25 ML	In Design
158	L-18-AU	Rehab no new number	2	PUEBLO	MESA AVE over I 25 ML	In Design
159	L-18-M	Rehab no new number	2	PUEBLO	I 25 ML NBND over INDIANA AVE	In Design
160	L-18-W	Rehab no new number	2	PUEBLO	I 25 ML SBND over INDIANA AVE	In Design
161	L-19-C	L-19-Y	2	PUEBLO	US 50 BUS. RT WBND over ST CHARLES RIVER	Construction Complete
162	L-19-G	Not Assigned	2	PUEBLO	SH 96 ML over BOB CREEK CANAL	Not Programmed
163	M-17-R	Repair no new number	2	PUEBLO	I 25 ML over DRAW	Construction Complete
164	M-20-A	M-20-D	2	PUEBLO	SH 10 ML over SAUNDERS ARROYO	Construction Complete
165	N-11-C	Not Assigned	5	RIO GRANDE	SH 112 ML over RIO GRANDE CANAL	Not Programmed
166	C-09-C	C-09-AU	3	ROUTT	US 40 ML over E FORK ELK RIVER W of STEAMBOAT SPGS	Construction Complete
167	M-06-K	M-06-L	5	SAN JUAN	US 550 ML over MINERAL CREEK	Construction Complete
168	L-04-B	L-04-H	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK JCT SH 62 - PLACERVILLE	Construction Complete
169	E-12-I	Not Assigned	3	SUMMIT	SH 9 ML over BLUE RIVER	No Action Proposed
170	H-16-K	H-16-N	2	TELLER	SH 67 ML over DRAW	Construction Complete
171	I-15-Y	Rehab no new number	2	TELLER	US 24 ML over TWIN CREEK	Construction Complete
172	B-17-C	B-17-DF	4	WELD	US 85 ML over UPRR NUNN BRIDGE	In Construction
173	B-17-L	B-17-BU	4	WELD	SH 14 ML over COALBANK CREEK W of AULT	Construction Complete
174	C-17-B	Not Assigned	4	WELD	SH 60 ML over SOUTH PLATTE RIVER	Not Programmed
175	C-17-BN	C-17-FS	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER S of JCT SH 56	Construction Complete

List of 179 FASTER Eligible Bridges

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
176	C-18-BK	Rehab no new number	4	WELD	US 85 BYPASS SBND over US 85 BUSS RT	No Action Proposed
177	D-17-AK	D-17-FK	4	WELD	SH 66 ML over ST VRAIN RIVER W of PLATTEVILLE	Construction Complete
178	D-19-A	Not Assigned	4	WELD	I 76 SERVICE RD over LOST CREEK SR	No Action Proposed
179	D-28-B	D-28-U	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER W of LAIRD	Construction Complete

List of Added FASTER Eligible Bridges

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
E-17-KR	1	DENVER	I 270 ML EBND over I 70 ML	Not Programmed
F-08-D	3	EAGLE	I 70 SERVICE RD over UP RR (SR)	Not Programmed
K-14-B	2	FREMONT	US 50 ML over OAK CREEK	Not Programmed
N-17-BN	2	HUERFANO	I25 ML SBND over CO RD 640, BUTTE CREEK	Not Programmed
N-17-S	2	HUERFANO	I25 ML NBND over CO RD 103, BUTTE CREEK	Not Programmed
F-16-ER	1	JEFFERSON	US 6 ML over GARRISON STREET	In Design
L-22-L	2	OTERO	SH 71 ML over ARKANSAS RIVER	Not Programmed
K-17-F	2	PUEBLO	SH 96 ML over RUSH CREEK	Not Programmed
L-19-G	2	PUEBLO	SH 96 ML over BOB CREEK CANAL	Not Programmed
N-11-C	5	RIO GRANDE	SH 112 ML over RIO GRANDE CANAL	Not Programmed
E-12-I	3	SUMMIT	SH 9 ML over BLUE RIVER	No Action Proposed
C-17-B	4	WELD	SH 60 ML over SOUTH PLATTE RIVER	Not Programmed

List of 92 Bond Program Bridges

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status	Associated Bridge
E-16-AA	1	ADAMS	US 287 ML over BNSF RR SPUR	In Design	
E-16-GQ	1	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR; N of JCT I 76 in WHEATRIDGE	Construction Complete	
E-17-CA	1	ADAMS	SH 44 ML(104TH AVE) over SOUTH PLATTE RIVER; W of JCT US 85	Design Completed	With E-17-ER
E-17-ER	1	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP; W of US 85	Design Completed	With E-17-CA
E-17-DC	1	ADAMS	I 76 ML EBND over UP RR; E of JCT US 85	In Design	With E-17-DU
E-17-DU	1	ADAMS	I 76 ML WBND over UP RR; E of JCT US 85	In Design	With E-17-DC
E-17-EX	1	ADAMS	PEORIA STREET over I 76 ML; NE of JCT US 85	Construction Complete	
E-17-GL	1	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete	With E-17-GM
E-17-GM	1	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete	With E-17-GL
F-16-F	1	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH; in LITTLETON	Construction Complete	
F-17-BS	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK; E of I-225	In Construction	With F-17-F
F-17-F	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK; E of I-225	In Construction	With F-17-BS
F-17-DM	1	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK; W OF SH 83(PARKER RD)	In Construction	
F-17-GA	1	ARAPAHOE	US 40 ML(E COLFAX) WBND over TOLLGATE CREEK; W of I-225	In Design	With F-17-GO
F-17-GO	1	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK; W of I-225	In Design	With F-17-GA
F-19-B	1	ARAPAHOE	US 36 ML over COMANCHE CREEK; E of STRASBURG	Construction Complete	
O-25-H	2	BACA	US 160 ML over N FK SAND ARROYO; SW of PRITCHETT	Construction Complete	With O-25-I and O-26-L
O-25-I	2	BACA	US 160 ML over DRAW; W of PRITCHETT	Construction Complete	With O-25-H and O-26-L
O-26-L	2	BACA	US 160 ML over CAT CREEK; W of SPRINGFIELD	Construction Complete	With O-25-I and O-25-H
L-24-F	2	BENT	SH 101 ML over PURGATOIRE RIVER; S of LAS ANIMAS	Construction Complete	With M-24-B
M-24-B	2	BENT	SH 101 ML over DRAW; S of LAS ANIMAS and JCT US 50	Construction Complete	With L-24-F
E-16-FK	1	BROOMFIELD	SH 121 ML SBND- WADSWORTH PKWY over US 36 ML (DEN/BOULDER TNPK)	Construction Complete	With E-16-FL
E-16-FL	1	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DEN/BLDER TNPK); SE of JCT SH 121	Construction Complete	With E-16-FK
E-16-FW	1	DENVER	PECOS STREET over I 70 ML; in DENVER	Construction Complete	
E-17-BY	1	DENVER	I 70 ML EBND over SAND CREEK; E of QUEBEC ST	Construction Complete	With E-17-GE
E-17-GE	1	DENVER	I 70 ML WBND over SAND CREEK; E of QUEBEC ST	Construction Complete	With E-17-BY
E-17-JP	1	DENVER	I 70 ML over HAVANA ST, UP RR	In Design	
E-17-FX	1	DENVER	I 70 ML over US 6, RR, CITY ST	In Design	
F-16-DT	1	DENVER	I 25 ML NBND over US 85 ML (SANTA FE)	Construction Complete	With F-16-DW
F-16-DW	1	DENVER	I 25 ML SBND over US 85 ML (SANTA FE)	Construction Complete	With F-16-DT
F-16-EF	1	DENVER	US 6 ML over SOUTH PLATTE RIVER; W SIDE of I-25	In Construction	With F-16-EN AND F16-EJ
F-16-EJ	1	DENVER	US 6 ML over BNSF RR; E SIDE OF I-25	In Construction	With F-16-EF AND F16-EN
F-16-EN	1	DENVER	US 6 ML over BRYANT STREET; W SIDE OF I-25	In Construction	With F-16-EF AND F16-EJ
F-16-FW	1	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX) US 85 ML over DRAW	Construction Complete	
G-16-B	1	DOUGLAS	COOK RANCH to LOUVIERS US 85 ML over DRAW	Construction Complete	With G-16-C
G-16-C	1	DOUGLAS	COOK RANCH to LOUVIERS	Construction Complete	With G-16-B
G-17-A	1	DOUGLAS	US 85 ML over SAND CREEK	In Design	
F-08-F	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER; N. of DOTSERO INT.	Construction Complete	
F-09-H	3	EAGLE	US 6 ML over EAGLE RIVER; E of EAGLE	Construction Complete	
F-11-AB	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER; E of JCT US 24	In Design	With F-11-AC
F-11-AC	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER; E of JCT SH 131	In Design	With F-11-AB

List of 92 Bond Program Bridges

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status	Associated Bridge
G-21-B	4	ELBERT	I 70 FRONTAGE RD over DRAW	Construction Complete	
H-18-A	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK; W of PEYTON	Construction Complete	
I-17-O	2	EL PASO	I 25 SERVICE RD over PINE CREEK; S of JCT SH 56	No Action Proposed	
J-18-S	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Construction Complete	With J-18-T
J-18-T	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Construction Complete	With J-18-S
J-15-B	2	FREMONT	SH 9 ML over CURRANT CREEK; NW of JCT US 50	Construction Complete	
K-14-J	2	FREMONT	US 50 ML over DRAW, near COTOPAXI	In Design	
K-16-K	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER; E of PORTLAND	In Construction	
K-16-S	2	FREMONT	SH 120 ML over DRAW, UP RR; E of FLORENCE	Design Completed	
F-07-A	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR,RR; GLENWOOD SPRINGS	In Design	
J-09-C	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR OVERFLOW; W. SIDE of GUNNISON	Construction Complete	With J-09-D
J-09-D	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR; W. SIDE of GUNNISON	Construction Complete	With J-09-C
M-16-P	2	HUERFANO	SH 69 ML over MILLIKEN ARROYO	In Design	
N-17-C	2	HUERFANO	I 25 BUS RT over SULL CREEK	Design Completed	
O-16-A	2	HUERFANO	SH 12 ML over CUCHARAS RIVER; S of LA VETA	Construction Complete	With P-17-H
E-16-HA	1	JEFFERSON	SH 58 ML over FORD STREET, WASH	In Construction	
F-16-CS	1	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK; N OF 285	Construction Complete	
F-16-ER	1	JEFFERSON	US 6 ML over GARRISON STREET	In Design	
F-16-FL	1	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE	Construction Complete	
B-16-AE	4	LARIMER	US 287 ML over DRAW; N of JCT SH 1	Construction Complete	
B-16-D	4	LARIMER	SH 14 ML over CACHE LA POUVRE RIVER; E of JCT US 287	In Design	
O-19-H	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER; NE of JCT US 160	In Construction	
O-19-J	2	LAS ANIMAS	US 350 ML over DRAW; S of MODEL	Construction Complete	With P-19-AD
P-17-H	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER; NW of WESTON	Construction Complete	With O-16-A
P-19-AD	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL; in TRINIDAD	Construction Complete	With O-19-J
P-23-A_MINOR	2	LAS ANIMAS	US 160 ML over SMITH CANYON	In Design	
G-22-J	4	LINCOLN	US 24 ML over DRAW; E of LIMON	Construction Complete	
L-22-E	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL; NE of ROCKY FORD	Construction Complete	With L-22-K and L-22-O
L-22-K	2	OTERO	SH 71 ML over FT LYON CANAL; NW of ROCKY FORD	Construction Complete	With L-22-E and L-22-O
L-22-O	2	OTERO	SH 266 ML over HOLBROOK CANAL; NE of ROCKY FORD	Construction Complete	With L-22-K and L-22-E
M-21-D	2	OTERO	US 350 ML over DRAW; SW of LA JUNTA & TIMPAS	Construction Complete	
L-05-B	5	OURAY	SH 62 ML over UNCOMPAHGRE RIVER; SHERMAN ST in RIDGWAY	Construction Complete	
G-12-L	1	PARK	SH 9 ML over BUCKSKIN GULCH; in ALMA	Construction Complete	
L-27-S	2	PROWERS	US 50 ML over DRAW; E of LAMAR	In Design	With L-28-C
L-28-C	2	PROWERS	US 50 ML over BNSF RR; E of GRANADA	In Design	With L-27-S
L-28-F	2	PROWERS	SH 89 ML over ARKANSAS RIVER; S of HOLLY	Construction Complete	
K-18-AX	2	PUEBLO	I 25 ML NBND over US 50 Bus. Rte.	In Design	Part of the Ilex Project
K-18-CK	2	PUEBLO	I 25 ML NBND over NP RR,ILEX ST,BENNET ST	In Design	Part of the Ilex Project
K-18-CL	2	PUEBLO	I 25 ML SBND over NP RR,ILEX ST,BENNET ST	In Design	Part of the Ilex Project
K-18-R	2	PUEBLO	US 50 BUS EBND over ARKANSAS RIVER	In Design	Part of the Ilex Project
L-18-AQ	2	PUEBLO	NORTHERN AVE over I 25 ML	In Design	Part of the Ilex Project

List of 92 Bond Program Bridges

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status	Associated Bridge
L-18-AU	2	PUEBLO	MESA AVE over I 25 ML	In Design	Part of the Ilex Project
L-18-M	2	PUEBLO	I 25 ML NBND over INDIANA AVE	In Design	Part of the Ilex Project
L-18-W	2	PUEBLO	I 25 ML SBND over INDIANA AVE	In Design	Part of the Ilex Project
C-09-C	3	ROUTT	US 40 ML over E FORK ELK RIVER; W of STEAMBOAT SPGS	Construction Complete	
L-04-B	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK; JCT SH 62 - PLACERVILLE	Construction Complete	
B-17-C	4	WELD	US 85 ML(NUNN BRIDGE) over UPRR	In Construction	
B-17-L	4	WELD	SH 14 ML over COALBANK CREEK; W of AULT	Construction Complete	
C-17-BN	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER; S of JCT SH 56	Construction Complete	
D-17-AK	4	WELD	SH 66 ML over ST VRRAIN RIVER; W of PLATTEVILLE	Construction Complete	
D-28-B	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER; W of LAIRD	Construction Complete	