



# COLORADO BRIDGE ENTERPRISE

ANNUAL REPORT

January 14th, 2011



PROJECT FUNDED  
BY YOUR  
**FASTER** VEHICLE  
REGISTRATION FEES



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## 1 Historical Overview

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

The law increases revenues from various sources, expected to total approximately \$250 million per year for transportation improvements at the state and local level. A portion of the funding is dedicated specifically for Colorado's most deficient bridges— those 128 bridges identified by the department as structurally deficient, or functionally obsolete and rated by the department as “poor” as of January 1, 2009, or those that may be subsequently identified and rated as “poor” by the department. Revenues from the newly established bridge safety surcharge are phased in over three years, and are estimated to total approximately \$93 million annually in the third year.

To assist with this historic focus on Colorado's poor bridges, the legislature did several things. FASTER created a new enterprise, the Bridge Enterprise (BE), and appointed 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”. 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 15 of each year, and further requires that the report be posted on Colorado Department of Transportation's (CDOT) website by January 15 of each year. This report fulfills that requirement.

## 2 2010 Summary of Significant Activities

The following is an itemization of significant activities that occurred in calendar year 2010, with a brief description of each noted event following the listing.

- Master Agreement
- Maintenance and Inspection Agreement
- FHWA Memorandum of Agreement
- Transfer of Bridge Assets
- Evaluation of Potential TABOR Impacts
- \$40 million Bank of America Loan
- Bridge Enterprise Program Manager
- Bond Program Financial Plan
- Bond Program
- Program Acceleration and Progress

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**Master Agreement.** A Master Agreement was executed on January 21, 2010 which set forth terms and conditions for interaction and working relationship between BE and CDOT. Furthermore, the Master Agreement clarified the BE business purpose, the importance placed on preserving the status of the Bridge Enterprise as an “enterprise” under Section 20 of Article X of the State Constitution, and to define and provide for the roles, responsibilities and powers of the parties relating to designated bridge projects in the State.

**Maintenance and Inspection Agreement.** Per the Master Agreement (Maintenance Operations), CDOT and BE subsequently executed a Maintenance and Inspection Agreement whereby the maintenance and inspection of designated bridges transferred to Bridge Enterprise shall be performed by CDOT, and Bridge Enterprise shall reimburse CDOT for the cost of such maintenance and inspection services.

**FHWA Memorandum of Agreement.** The BE Executive Director executed a Memorandum of Agreement with the Federal Highway Administration (FHWA) which established the process and financial accounting for using eligible federal funds to pay debt service costs associated with the BE bond program.

**Transfer of Bridge Assets.** In calendar year 2010, a total of seventy-seven (77) poor bridges were transferred in ownership from CDOT to Bridge Enterprise in accordance with Article 2.2 of the Master Agreement (Transfer of Designated Bridges). The transfer of each bridge asset was authorized via Board and Transportation Commissioner Resolutions, and transferred bridges are denoted accordingly on the listing of designated bridges currently included within Appendix A.

**Evaluation of Potential TABOR Impacts.** Prior to asset transfer, the bridge assets went through a financial vetting process to identify and quantify potential TABOR impacts to preserve BE’s “enterprise” status. Enterprise status allows the BE to issue revenue bonds contingent upon receiving less than ten percent of its total revenues in grants from all Colorado state and local governments. Via Board resolution, BE recognized the combined transferred asset value of bridges F-11-AC and F-11-AC in the amount of \$1.4 million which must be accounted for under TABOR. Per Table 2 (on the next page), the projected FASTER revenue for FY 2011 is approximately \$68 million, and the ten-percent cap at \$6.8 million is well above the combined \$1.4 million asset value of two transferred bridges.

**\$40 million Bank of America Loan.** In May of 2010, the BE Board via resolution authorized Bridge Enterprise to secure a short-term loan for purposes of advancing the design, repair, reconstruction and replacement of designated bridges. Bridge Enterprise executed a \$40 million short-term low interest loan agreement with the Bank of America on June 25, 2010. Bridge Enterprise subsequently retired the debt associated with the \$40 million loan on November 30, 2010 with FASTER revenues collected to date.

**Bridge Enterprise Program Manager.** Bridge Enterprise went through a three-phase competitive procurement process (Statement of Qualification, Request for Proposal, and Oral Interview) to select a consultant to serve as the Bridge Enterprise Program Manager (BEPM). Bridge Enterprise selected AECOM Technical Services, Inc. as the BEPM in July 2010, and their base contract was executed on

August 31, 2010. A Notice to Proceed for Task Order #1 was issued on September 16, 2010. The BEPM roles and responsibilities are further described in Section 5 of this report.

**Bond Program Financial Plan.** A Bond Program Financial Plan was developed which framed the financial liability associated with completing the design and reconstruction of FASTER funded bridges. CDOT regions prepared cost and schedule information for each bridge and this information was utilized to develop a cost-loaded bar chart schedule. This was then used to develop quarterly cash draw-down schedules in support of the bond program.

**Bond Program.** In May of 2010, the BE Board via resolution delegated the Bridge Enterprise Director the authority to issue revenue bonds to finance and accelerate the design, repair, reconstruction and replacement of designated FASTER bridges. On December 1, 2010, Bridge Enterprise sold \$300 million in Build America Bonds, and the funds were subsequently received on December 15, 2010. The dedicated FASTER revenue stream in addition to a pledge of \$15 million of federal aid funding on a yearly basis will be used as the financial coverage for the 30-year debt service with a 3.993% interest rate. The initial \$300 million is planned to fund approximately 59 bridge projects.

**Program Acceleration and Progress.** Described in Section 4 below.

### 3 Revenues and Program Costs

Per the FASTER legislation, the bridge safety surcharge fee shall be phased-in over a three year period as described in Table 1 below.

**Table 1. 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 and Beyond	July 1, 2011 through June 30, 2012	100% of the Surcharge Fee

Table 2 below is an accounting of actual FASTER revenue collected by fiscal year, a projection of future FASTER revenues anticipated to be collected, and the actual FASTER program costs on a fiscal year basis.

**Table 2. FASTER Revenues and Program Costs by Fiscal Year**

Fiscal Year	Actual Revenues Collected	Projected Revenues	Total Revenues Actual + Projected	Program Costs
2010	\$43,755,530	\$0	\$43,755,530	\$2,382,211
2011 <sup>(1)(2)</sup>	\$28,570,336	\$40,329,664	\$68,900,000	\$10,367,947
2012 <sup>(2)</sup>	\$0	\$93,000,000	\$93,000,000	--

<sup>(1)</sup> Based upon 5 months of actual revenues collected

<sup>(2)</sup> Projected revenues published by the Colorado Legislative Council Staff Economics Section



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In addition, the BE Board has allocated approximately \$91.3 million to Bridge Enterprise projects via budget supplements discussed at the monthly BE workshop and approved at the BE Board Meetings.

## **4 Overview of Calendar Year 2010 Progress**

### **4.1 Program Acceleration**

One objective of the BE program is to complete the design and reconstruction of the 128 bridges designated as poor at the time of the legislation by the end of calendar year 2017. This completion objective is in response to the intent of the FASTER legislation to “accelerate the state’s economic recovery” and create jobs by “employing significant number of Coloradans”. Furthermore, the Bridge Enterprise Board of Directors has tasked the program to “be innovative to complete the work as quickly as possible”. Acceleration of the program must also be balanced with cost efficiently delivering bridge projects from a scheduling, design, repair and or reconstruction perspective. Note – the 2017 program completion objective does not include the I-70 viaduct in Denver (or Bridge E-17-FX) which is discussed in further detail in Section 8 of this report.

In support of this aggressive objective, BE has employed measures such as the \$40 million Bank of America loan and bond program (both previously discussed) with the primary intent to accelerate the design and reconstruction of the FASTER bridges. In addition, Bridge Enterprise tasked LS Gallegos & Associates (consultant initially hired by CDOT to support development of the BE program management solicitation package) to develop a FY 2011 Workplan, and CDOT issued Non-Project Specific (NPS) FASTER design contracts both described in further detail below.

In advance of the BEPM selection, LS Gallegos & Associates developed a FY 2011 Workplan that identified a listing of pending construction projects and future design / construction projects that could be accelerated and funded via the \$40 million loan. LS Gallegos worked in concert with the regions to develop a listing of bridge projects that (1) had been designed and were ready for construction, and (2) future design/construction projects with limited or no environmental, right-of-way, utility clearances or other issues needing more time to mitigate. The objective was to accelerate the program by identifying projects the BE could complete as quickly as possible.

In reference to the NPS FASTER design contracts, CDOT awarded eight NPS general engineering design contracts in November 2010 each valued at \$3 million providing \$24 million of program design capacity. These contracts allow for accelerated completion of design work in the first half of calendar year 2011 making construction projects ready to bid in the second half of calendar year 2011. In addition to those bridge projects advanced to design and construction with borrowed funds, some bridge projects have and will be completed with pay-as-you-go FASTER funds.

### **4.2 Calendar Year 2010 Program Progress**

As result of the above noted acceleration efforts, the Bridge Enterprise made measurable progress in 2010, and Table 3 is an overall listing of progress status of the designated 128 bridges currently included

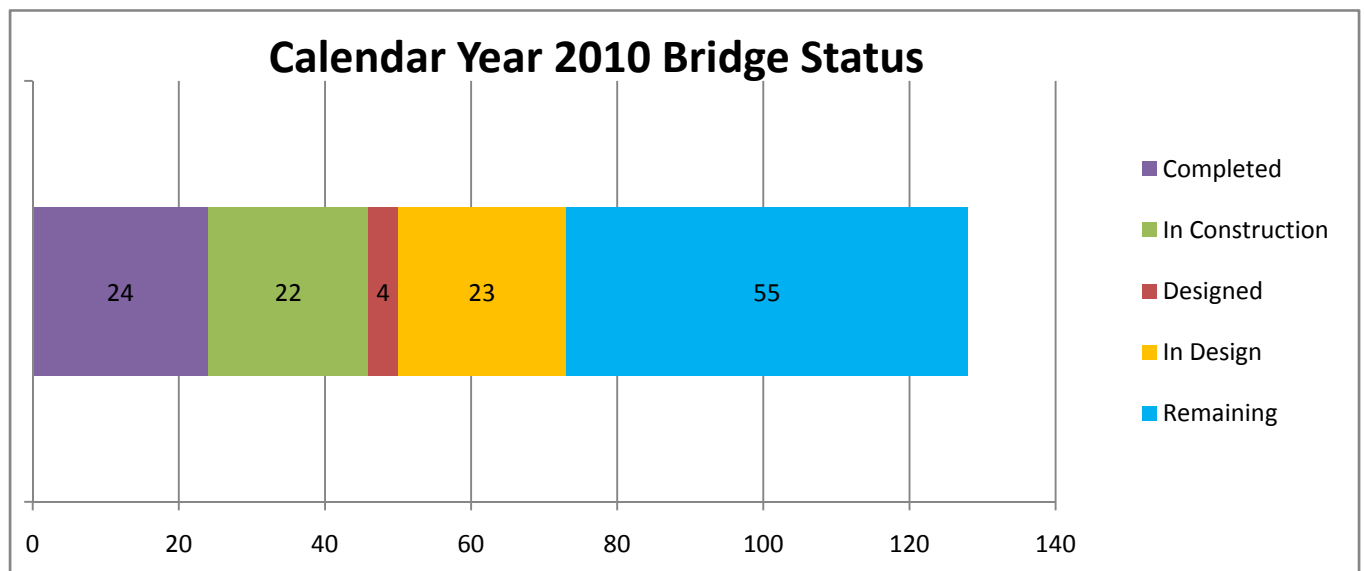
within the program. This is also graphically depicted in Figure 1. Table 4 provides the completion status of the 30 most deficient bridges currently included within the program based upon their sufficiency rating. A complete itemization of all 128 FASTER bridges with statistical information including their respective progress status has been included within Appendix A.

**Table 3. Calendar Year 2010 Program Status**

Bridge Status	Number
Completed <sup>(1)</sup>	24
In Construction	22
Designed	4
In Design	23
Remaining	55
<b>Total Program</b>	<b>128</b>

<sup>(1)</sup> 20 bridges completed without FASTER funding and 4 bridges completed with FASTER funding

**Figure 1. Calendar Year 2010 Program Status**



**Table 4. Status of 30 Most Deficient Bridges**

	Worst 10	Worst 20	Worst 30
Completed	7	10	13
In Construction	1	4	7
Designed	1	1	1
In Design	1	3	6
Remaining	0	2	3
<b>Total</b>	<b>10</b>	<b>20</b>	<b>30</b>

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## 5 Consultant Activities

As previously indicated, AECOM Technical Services, Inc. was selected as the Bridge Enterprise Program Manager in July 2010. AECOM was issued a contract on August 31, 2010, a Notice to Proceed for Task Order #1 was issued on September 16, 2010, and the BEPM core staff has been working alongside CDOT staff at CDOT headquarters since October 4, 2010.

The BEPM provides the management and administration for the delivery of the bridge improvement program at the statewide level. The BEPM works in concert with CDOT HQ personnel, and with the six CDOT regions responsible for project delivery including the procurement, design, repair or reconstruction of each FASTER bridge located within their region— which is consistent with current day-to-day CDOT business operations. The BEPM has the contract capability to provide “support services” on an as needed basis including: design engineering services, professional support services, program controls, project audits, safety management, contract and financial management services, project/program management, and other responsibilities as may be assigned by the CBE to deliver the Program.

While the Bridge Enterprise program management selection process was ongoing, LS Gallegos was tasked by CDOT headquarters to provide limited program support which included: initial development of the FY 2011 Workplan, and the financial assessment of bridge assets relative to potential TABOR impacts and transfer of bridge assets. In addition, there was an approximate 2-month transition period to ensure the transfer of data and preservation of institutional knowledge from LS Gallegos to AECOM in September and October during start-up of the BEPM contract.

In support of the BE bond program, the BEPM was tasked to develop a Bond Program Financial Plan (BPPF) which framed the financial liability associated with completing the design and reconstruction of FASTER designated bridges. The BEPM collected bridge cost and schedule information developed by the CDOT regions, to prepare a cost-loaded bar chart schedule. This cost and schedule information was then used to develop quarterly cash draw-down schedules in support of the bond program. The BPPF determined that the estimated total program cost (in 2010 dollars) was approximately \$800 million, which did not include the I-70 viaduct. In addition, the BEPM supported CDOT and its financial consultant team in preparation for the bond ratings presentation which occurred on November 5, 2010 and placement of Build America Bonds on December 1, 2010.

The following is an itemization of other significant BEPM assignments and/or responsibilities associated with administration of the BE program:

- Program Communications and Presentations. The BEPM was tasked to develop presentations relative to the Bridge Enterprise program internally to CDOT staff and externally to other outside private sector partners and governmental agencies. The presentations typically include an educational component in regards to the BE program and FASTER legislation, and a program update relative to current status and future plan.



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- Policies, Procedures and BE Guidance documents. The BEPM was tasked to identify and develop Bridge Enterprise specific policies, procedures and guidance documents relative to administering the program. This is discussed in further detail in Section 8.
  - Monthly CBE Board meetings. BEPM was tasked to draft monthly Bridge Enterprise subcommittee, workshop and Board of Directors agendas', meeting minutes and notes, and other supportive documentation.
  - Internal and external progress reporting as required.
  - Collaborated with CDOT Regions to prepare the BE Program.

## 6 Job Creation

Based upon FASTER revenue collected to date that has already been allocated to both design and construction projects, this correlates into approximately 110,000 man-hours of professional labor, and approximately 460,000 man-hours in craft labor.

Based upon a conservative estimate on the minimal usage of bond proceeds in calendar year 2011, this correlates into an additional 96,000 man-hours of professional labor, and slightly over 1.0 million man-hours of craft labor.

In future design and construction contracts starting in January 2011, consultant and prime contractors will be required to collect and report actual man-hours expended as the prime and all lower-tiered subcontractors supporting the program.

## 7 Recommendations for Statutory Changes

While CDOT and the Bridge Enterprise do not rule out pursuing legislation in the future, the Enterprise is satisfied that FASTER provides all the authority necessary to effectively and efficiently begin repairing Colorado's most deficient bridges.

## 8 Projected Program Plan

### 8.1 Forecasted 2011 Program Plan

The CBE Board of Directors (BOD) has authorized the Bridge Enterprise to commence with the program development phase. Formal approval was provided at the November 18, 2010 Bridge Enterprise BOD meeting and program development related activities can be categorized into the three areas listed below:

- Program Implementation/Delivery Plan
- Policies, Processes and Guidance Documents
- Program Goals and Objectives

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**Program Implementation/Delivery Plan.** Bridge Enterprise has been tasked to develop a Program Implementation/Delivery Plan (PI/DP). The PI/DP shall be developed in collaboration with the CDOT regions and will include the following information:

- Quantification and identification of issues such as environmental, right-of-way, railroad, utility and/or other clearance issues that may impact or influence project delivery.
- Determine the most cost effective way to deliver the project; for example repair versus full reconstruction.
- Identify the preferred delivery method from a contracting perspective (i.e., design-bid-build, design/build, CM/GC, etc.).
- Refinement in bridge cost and schedule information.
- Update overall program schedule to support future progress monitoring and reporting.
- Update cost-loaded bar-chart schedule and requisite quarterly-cash flow schedules to support future bond compliance reporting.

Consistent with the FASTER legislation and expressed desire of the BE Board, the BEPM intends to employ innovation from a contracting, procurement and project delivery perspective that derives cost and schedule savings to the program. Furthermore, the schedule and cost estimate information collected during development of the bond program financial plan will be refined based upon the selected delivery methodology. A listing of bridge projects programmed to receive financing from the initial \$300 million bond proceeds and their proposed delivery methodology has been presented in Appendix B.

**Policies, Procedures and Guidance Documents.** Bridge Enterprise is developing policies, procedures (P&P) and guidance documents associated with the management and administration of the program. The objective is to supplement current in place CDOT design and construction bulletins with specific P&P and guidance instructions associated with the BE program. The P&P and guidance documents may and will address financial, design and construction related topics, and will be developed in collaboration with appropriate CDOT staff. Bridge Enterprise has already identified and drafted four financial related documents that address: Payroll – SAP timesheet and work orders; Project Creation; Construction Engineering Pool Flag; and Budget Process.

**Program Goals and Objectives.** Official BE program goals and objectives need to be quantified by the Bridge Enterprise stakeholders and formally adopted by the BE Board. Bridge Enterprise is currently surveying the BE Executive Director and Board of Directors, CDOT HQ executive staff and Regional Transportation Director's, and industry stakeholders (e.g., Colorado Contractor's Association and American Council of Engineering Companies), consolidate survey information, and make a formal presentation to the BE Board.

## 8.2 I-70 Viaduct Plan

The I-70 viaduct (or Bridge E-17-FX) is on the list of 128 bridges currently included within the FASTER program, and the bridge has not yet been transferred to Bridge Enterprise. A Draft Environmental

Impact Statement (EIS) was released in November 2008, and it included a detailed analysis of the social, environmental and economic impacts of the No-Action and four build alternatives.

CDOT and FHWA decided to undertake a collaborative process with formation of an I-70 Preferred Alternative Collaborative Team (PACT) consisting of community stakeholders, and the PACT will recommend a preferred alignment. FHWA and CDOT will adopt the PACT recommended alignment to be incorporated into the Final EIS and Record of Decision scheduled to be issued in 2013. The collaborative decision-making process is compliant with the National Environmental Policy Act (NEPA); neither CDOT nor FHWA have a preference for any of the four build alternatives.

Currently, CDOT is in the process of completing a \$20 million rehabilitation project which addresses the immediate safety needs of the structure, and the work is scheduled to be completed in the spring of 2011. This 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 the next 10 years requiring additional work to keep the structure in service. Eventually, the structural condition of the bridge will degrade to a point where “repairs” will no longer be sufficient to maintain requisite bridge safety, and repairs are economically not the best use of available funding or rectify other issues like substandard roadway geometry.

CDOT recognizes the urgency of resolving the issues surrounding this structure but the NEPA process must be first finalized as it drives future engineering and construction decisions. It is anticipated that it will take 5 to 10 years to complete the entire project including: NEPA process, secure necessary ROW, complete design and reconstruction activities.

In addition, CDOT has concluded that the projected bonding capacity of the overall Bridge Enterprise program is insufficient to complete the design and reconstruction of all 128 bridges. CDOT is currently exploring other financial alternatives that may be utilized to supplement FASTER dollars to design and reconstruct the I-70 viaduct. This may include programming uncommitted bonding capacity to partially fund the I-70 viaduct project.

## **APPENDIX A**

### **List of 128 Designated FASTER Bridges**

List of Designated 128 FASTER Bridges

	Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Transferred to BE	Status
1	E-17-EZ	6	ADAMS	84TH AVE over I 25 ML	Y	In Construction
2	E-17-GM	6	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER	Y	in Design
3	E-16-GQ	6	ADAMS	SH 95 ML over UP RR, RR SPUR	Y	in Design
4	E-16-FP	6	ADAMS	80TH AVE over US 36 ML		In Construction
5	E-17-ER	6	ADAMS	SH 44 ML over BULL SEEP	Y	Not Programmed
6	E-17-EX	6	ADAMS	PEORIA STREET over I 76 ML	Y	Not Programmed
7	E-17-CA	6	ADAMS	SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	Y	Not Programmed
8	E-17-DC	6	ADAMS	I 76 ML EBND over UP RR	Y	Not Programmed
9	E-17-DU	6	ADAMS	I 76 ML WBND over UP RR	Y	Not Programmed
10	E-17-HG	6	ADAMS	104TH AVE over I 25 ML		In Construction
11	E-17-AR	6	ADAMS	SH 7 ML over SOUTH PLATTE RIVER		Construction Complete
12	E-17-DM	6	ADAMS	I 76 ML WBND over UP RR		Construction Complete
13	E-17-DN	6	ADAMS	I 76 ML EBND over UP RR		Construction Complete
14	E-17-HL	6	ADAMS	I 76 ML EBND over SH 224 ML		Construction Complete
15	E-17-EP	6	ADAMS	SH6 DITCH RIDER RD over BURLINGTON CANAL SR		Not Programmed
16	F-19-B	1	ARAPAHOE	US 36 ML over COMANCHE CREEK	Y	In Design
17	F-17-F	6	ARAPAHOE	US 40 ML EBND over SAND CREEK	Y	Not Programmed
18	F-16-F	6	ARAPAHOE	US 85 ML NBND over DAD CLARK GULCH	Y	Not Programmed
19	F-17-DM	6	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK	Y	Not Programmed
20	F-17-GO	6	ARAPAHOE	US 40 ML EBND over TOLLGATE CREEK	Y	Not Programmed
21	F-16-FY	6	ARAPAHOE	US 285 ML SBND over SH 88 ML		In Construction
22	F-16-FZ	6	ARAPAHOE	US 285 ML NBND over SH 88 ML		In Construction
23	O-26-L	2	BACA	US 160 ML over CAT CREEK	Y	Not Programmed
24	O-25-I	2	BACA	US 160 ML over DRAW	Y	Not Programmed
25	M-24-B	2	BENT	SH 101 ML over DRAW	Y	Not Programmed
26	L-24-F	2	BENT	SH 101 ML over PURGATOIRE RIVER		Not Programmed
27	E-15-AA	4	BOULDER	SH 170 ML over COMMUNITY DITCH AR		Construction Complete
28	E-16-FL	6	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML	Y	Not Programmed
29	E-16-FK	6	BROOMFIELD	SH 121 ML SBND over US 36 ML	Y	Not Programmed
30	F-14-B	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK SR	Y	Construction Complete
31	F-14-Y	1	CLEAR CREEK	I 70(BUSINESS RT) over I 70 ML		Not Programmed
32	F-15-BL	1	CLEAR CREEK	I 70 ML WBND over US 6, CLEAR CREEK		Not Programmed
33	F-15-D	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK SR		Not Programmed
34	L-22-F	2	CROWLEY	SH 96 ML over BLACK DRAW	Y	In Construction
35	L-21-U	2	CROWLEY	SH 96 ML over NUMA DRAIN CANAL		Construction Complete
36	F-17-AE	6	DENVER	SH 30 ML/HAVANA ST over CHERRY CREEK	Y	In Construction
37	E-17-GE	6	DENVER	I 70 ML WBND over SAND CREEK	Y	in Design
38	E-17-BY	6	DENVER	I 70 ML EBND over SAND CREEK	Y	in Design
39	F-16-DP	6	DENVER	I 25 ML over RDWY,RR,SOUTH PLATTE RVR		in Design
40	F-16-DT	6	DENVER	I 25 ML NBND over US 85 ML	Y	In Construction
41	F-16-DW	6	DENVER	I 25 ML SBND over US 85 ML	Y	In Construction
42	F-16-FW	6	DENVER	US 287+SH 88 over US 40 ML	Y	in Design
43	F-16-GG	6	DENVER	PERRY STREET over US 6 ML	Y	Not Programmed
44	F-16-EJ	6	DENVER	US 6 ML over BNSF RR	Y	Not Programmed

List of Designated 128 FASTER Bridges

	Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Transferred to BE	Status
45	E-16-FW	6	DENVER	PECOS STREET over I 70 ML	Y	Not Programmed
46	F-16-EF	6	DENVER	US 6 ML over SOUTH PLATTE RIVER	Y	Not Programmed
47	F-16-EN	6	DENVER	US 6 ML over BRYANT STREET	Y	Not Programmed
48	E-17-AH	6	DENVER	NEAR SH 2 ML over BNSF RR	Y	Not Programmed
49	E-17-EW	6	DENVER	I 70 ML EBND over UP RR	Y	Not Programmed
50	F-16-BM	6	DENVER	SH 88 ML over RR, LAKEWOOD GULCH		Construction Complete
51	E-17-FX	6	DENVER	I 70 ML over US 6, RR, CITY ST		Not Programmed
52	G-16-B	1	DOUGLAS	US 85 ML over DRAW		in Design
53	G-16-C	1	DOUGLAS	US 85 ML over DRAW		in Design
54	G-17-A	1	DOUGLAS	US 85 ML over SAND CREEK		Not Programmed
55	F-09-H	3	EAGLE	US 6 ML over EAGLE RIVER	Y	in Design
56	F-08-F	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER SR	Y	in Design
57	F-11-AC	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	Y	Not Programmed
58	F-11-AB	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER	Y	Not Programmed
59	H-18-A	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK	Y	in Design
60	I-17-AE	2	EL PASO	US 24 ML EBND over FOUNTAIN CREEK	Y	Construction Complete
61	H-17-M	2	EL PASO	I 25 ML over DRAW		Not Programmed
62	I-18-G	2	EL PASO	US 24 ML over DRAW		Construction Complete
63	J-18-S	2	EL PASO	I 25 ML NBND over DRAW		in Design
64	J-18-T	2	EL PASO	I 25 ML NBND over DRAW		in Design
65	G-21-B	1	ELBERT	I 70 FRONTAGE RD over DRAW SR		Not Programmed
66	G-21-Y	1	ELBERT	I 70 BUSINESS SPUR over I 70 ML		Not Programmed
67	K-16-K	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER	Y	in Design
68	J-15-B	2	FREMONT	SH 9 ML over CURRANT CREEK	Y	Design Completed
69	K-16-S	2	FREMONT	SH 120 ML over DRAW, UP RR	Y	Not Programmed
70	K-16-Q	2	FREMONT	SH 120 ML over HARDSCRABBLE CREEK		Construction Complete
71	F-07-A	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR, RR	Y	Not Programmed
72	J-09-C	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR SR	Y	in Design
73	J-09-D	3	GUNNISON	US 50 SERVICE RD over GUNNISON RIVER SR	Y	in Design
74	J-09-G	3	GUNNISON	SH 114 ML over TOMICHI CREEK		Construction Complete
75	N-17-N	2	HUERFANO	I 25 ML NBND over MISSOURI CREEK	Y	In Construction
76	O-16-A	2	HUERFANO	SH 12 ML over CUCHARAS RIVER	Y	Not Programmed
77	N-16-L	2	HUERFANO	SH 69 ML over TURKEY CREEK	Y	In Construction
78	N-17-AD	2	HUERFANO	I 25 ML SBND over US 160 ML, RR SPUR		Not Programmed
79	F-16-CS	6	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK	Y	in Design
80	F-16-FL	6	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE.	Y	in Design
81	F-16-AM	6	JEFFERSON	US 285 ML SBND over SH 121 ML		In Construction
82	F-16-AY	6	JEFFERSON	US 285 ML NBND over SH 121 ML		In Construction
83	F-16-I	6	JEFFERSON	US 285 ML SBND over PIERCE STREET		In Construction
84	E-16-FX	6	JEFFERSON	WASHINGTON STREET over SH 58 ML		Construction Complete
85	E-16-HI	6	JEFFERSON	SH 58 ML over CO.RD,RR SPUR		Construction Complete
86	K-23-B	2	KIOWA	SH 96 ML over DRAW	Y	In Construction
87	K-23-C	2	KIOWA	SH 96 ML over DRAW	Y	In Construction
88	K-24-A	2	KIOWA	SH 96 ML over DRAW	Y	In Construction



List of Designated 128 FASTER Bridges

	Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Transferred to BE	Status
89	O-05-AQ	5	LA PLATA	US 160 ML over ANIMAS RIVER		Construction Complete
90	G-11-F	3	LAKE	US 24 ML over UP RR	Y	In Construction
91	B-16-AE	4	LARIMER	US 287 ML over DRAW	Y	in Design
92	B-16-D	4	LARIMER	SH 14 ML over CACHE LA POUFRE RIVER	Y	Not Programmed
93	C-15-I	4	LARIMER	US 34 ML over BIG THOMPSON RIVER		Construction Complete
94	C-15-J	4	LARIMER	US 34 ML over BIG THOMPSON RIVER		Construction Complete
95	C-17-EL	4	LARIMER	I 25 ML over DRAW		Not Programmed
96	P-17-H	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER	Y	Not Programmed
97	O-19-H	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER	Y	Not Programmed
98	P-18-B	2	LAS ANIMAS	I 25 ML NBND over PURGATOIRE RIVER		Construction Complete
99	P-18-S	2	LAS ANIMAS	I 25 ML SBND over PURGATOIRE RIVER		Construction Complete
100	G-22-J	1	LINCOLN	US 24 ML over DRAW	Y	Design Completed
101	A-24-C	4	LOGAN	US 138 ML over DITCH	Y	In Construction
102	L-22-O	2	OTERO	SH 266 ML over HOLBROOK CANAL	Y	Not Programmed
103	M-21-D	2	OTERO	US 350 ML over DRAW	Y	Not Programmed
104	L-22-E	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL	Y	Not Programmed
105	L-05-B	5	OURAY	SH 62 ML over UNCOMPAHGRE RIVER	Y	In Design
106	L-06-A	5	OURAY	US 550 ML over BEAR CREEK	Y	In Construction
107	G-12-L	1	PARK	SH 9 ML over BUCKSKIN GULCH	Y	in Design
108	L-28-F	2	PROWERS	SH 89 ML over ARKANSAS RIVER	Y	Design Completed
109	L-27-S	2	PROWERS	US 50 ML over DRAW	Y	Not Programmed
110	L-28-C	2	PROWERS	US 50 ML over BNSF RR	Y	Not Programmed
111	K-18-AX	2	PUEBLO	I 25 ML NBND over US 50 ML		Not Programmed
112	K-18-CK	2	PUEBLO	I 25 ML NBND over NP RR, ILEX ST, BENNET ST	Y	Not Programmed
113	K-18-CL	2	PUEBLO	I 25 ML SBND over NP RR, ILEX ST, BENNET ST	Y	Not Programmed
114	K-18-R	2	PUEBLO	US 50 BUS EBND over ARKANSAS RIVER		Not Programmed
115	K-18-Z	2	PUEBLO	SH 96 ML over RDWY, RR, ARKANSAS RVR		In Construction
116	L-18-AQ	2	PUEBLO	NORTHERN AVE over I 25 ML		Not Programmed
117	L-18-M	2	PUEBLO	I 25 ML NBND over INDIANA AVE		Not Programmed
118	L-18-W	2	PUEBLO	I 25 ML SBND over INDIANA AVE		Not Programmed
119	L-19-C	2	PUEBLO	US 50 BUS. RT WBND over ST CHARLES RIVER		Construction Complete
120	M-17-R	2	PUEBLO	I 25 ML over DRAW		Construction Complete
121	M-20-A	2	PUEBLO	SH 10 ML over SAUNDERS ARROYO		Construction Complete
122	C-09-C	3	ROUTT	US 40 ML over E FORK ELK RIVER	Y	Not Programmed
123	M-06-K	5	SAN JUAN	US 550 ML over MINERAL CREEK		In Construction
124	L-04-B	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK	Y	Design Completed
125	H-16-K	2	TELLER	SH 67 ML over DRAW	Y	Construction Complete
126	I-15-Y	2	TELLER	US 24 ML over TWIN CREEK	Y	Construction Complete
127	C-17-BN	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	Y	Not Programmed
128	D-17-AK	4	WELD	SH 66 ML over ST VRAIN River		in Design
					<b>76</b>	
A-26-F* is a companion structure to Bridge A-24-C but was not included within the original April 2009 "poor" list. This bridge was transferred in CBE Resolution BE-22.						

## **APPENDIX B**

# **Bridges Programmed to Receive Financing from \$300 million Bond Proceeds**

**Bridges Programmed to Receive Financing  
from \$300M Bond Proceeds**

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Transferred to BE	Status	Proposed Delivery Method	Associated Bridge
E-17-GM	6	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER	Y	in Design	D-B-B	
E-16-GQ	6	ADAMS	SH 95 ML over UP RR, RR SPUR	Y	in Design	D-B-B	
E-17-ER	6	ADAMS	SH 44 ML over BULL SEEP	Y	Not Programmed	D-B-B with option to convert	With E-17-CA
E-17-EX	6	ADAMS	PEORIA STREET over I 76 ML	Y	Not Programmed	D/B	
E-17-CA	6	ADAMS	SH44 ML(104TH AVE) over SOUTH PLATTE RIVER	Y	Not Programmed	D-B-B with option to convert	With E-17-ER
E-17-DC	6	ADAMS	I 76 ML EBND over UP RR	Y	Not Programmed	D-B-B	With E-17-DU
E-17-DU	6	ADAMS	I 76 ML WBND over UP RR	Y	Not Programmed	D-B-B	With E-17-DC
F-19-B	1	ARAPAHOE	US 36 ML over COMANCHE CREEK	Y	in Design	D-B-B	
F-17-F	6	ARAPAHOE	US 40 ML EBND over SAND CREEK	Y	Not Programmed	D-B-B with option to convert	
F-16-F	6	ARAPAHOE	US 85 ML NBND over DAD CLARK GULCH	Y	Not Programmed	D/B	
F-17-DM	6	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK	Y	Not Programmed	D-B-B with option to convert	
F-17-GO	6	ARAPAHOE	US 40 ML EBND over TOLLGATE CREEK	Y	Not Programmed	D-B-B	
O-26-L	2	BACA	US 160 ML over CAT CREEK	Y	Not Programmed	D/B	With O-25-I
O-25-I	2	BACA	US 160 ML over DRAW	Y	Not Programmed	D/B	With O-26-L
M-24-B	2	BENT	SH 101 ML over DRAW	Y	Not Programmed	D/B	With M-21-D
E-16-FL	6	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML	Y	Not Programmed	D-B-B with option to convert	With E-16-FK
E-16-FK	6	BROOMFIELD	SH 121 ML SBND over US 36 ML	Y	Not Programmed	D-B-B with option to convert	With E-16-FL
E-17-GE	6	DENVER	I 70 ML WBND over SAND CREEK	Y	in Design	D-B-B	With E-17-BY
E-17-BY	6	DENVER	I 70 ML EBND over SAND CREEK	Y	in Design	D-B-B	With E-17-GE
F-16-FW	6	DENVER	US 287+SH 88 over US 40 ML	Y	in Design	D-B-B	
F-16-GG	6	DENVER	PERRY STREET over US 6 ML	Y	Not Programmed	D/B	
F-16-EJ	6	DENVER	US 6 ML over BNSF RR	Y	Not Programmed	D-B-B	With F-16-EN & F-16-EF
E-16-FW	6	DENVER	PECOS STREET over I 70 ML	Y	Not Programmed	D-B-B with option to convert	
F-16-EF	6	DENVER	US 6 ML over SOUTH PLATTE RIVER	Y	Not Programmed	D-B-B with option to convert	With F-16-EN & F-16-EJ
F-16-EN	6	DENVER	US 6 ML over BRYANT STREET	Y	Not Programmed	D-B-B with option to convert	With F-16-EF & F-16-EJ
E-17-AH	6	DENVER	NEAR SH 2 ML over BNSF RR	Y	Not Programmed	Transfer out of CBE	
E-17-EW	6	DENVER	I 70 ML EBND over UP RR	Y	Not Programmed	D/B	
F-09-H	3	EAGLE	US 6 ML over EAGLE RIVER	Y	in Design	D-B-B with option to convert	
F-08-F	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER SR	Y	in Design	D-B-B with option to convert	
F-11-AC	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	Y	Not Programmed	D-B-B with option to convert	
F-11-AB	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER	Y	Not Programmed	D-B-B with option to convert	

**Bridges Programmed to Receive Financing  
from \$300M Bond Proceeds**

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Transferred to BE	Status	Proposed Delivery Method	Associated Bridge
H-18-A	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK	Y	in Design	D/B	
J-18-S	2	EL PASO	I 25 ML NBND over DRAW		in Design	D/B	With J-18-T and J-18-U
J-18-T	2	EL PASO	I 25 ML NBND over DRAW		in Design	D/B	With J-18-S and J-18-U
K-16-K	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER	Y	in Design	D-B-B	
J-15-B	2	FREMONT	SH 9 ML over CURRANT CREEK	Y	Design Completed	D/B	Construction only
K-16-S	2	FREMONT	SH 120 ML over DRAW, UP RR	Y	Not Programmed	D/B	
F-07-A	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR, RR	Y	Not Programmed	CMGC	
J-09-C	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR SR	Y	in Design	D-B-B with option to convert	
J-09-D	3	GUNNISON	US 50 SERVICE RD over GUNNISON RIVER SR	Y	in Design	D-B-B with option to convert	
O-16-A	2	HUERFANO	SH 12 ML over CUCHARAS RIVER	Y	Not Programmed	D/B	With P-17-H
F-16-CS	6	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK	Y	in Design	D-B-B	
F-16-FL	6	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE.	Y	in Design	D-B-B	
B-16-AE	4	LARIMER	US 287 ML over DRAW	Y	in Design	D-B-B	
B-16-D	4	LARIMER	SH 14 ML over CACHE LA POUDDRE RIVER	Y	Not Programmed	D-B-B with option to convert	
P-17-H	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER	Y	Not Programmed	D/B	With O-16-A
O-19-H	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER	Y	Not Programmed	D-B-B	With O-19-C
G-22-J	1	LINCOLN	US 24 ML over DRAW	Y	Design Completed	D/B	Construction only
L-22-O	2	OTERO	SH 266 ML over HOLBROOK CANAL	Y	Not Programmed	D/B	With L-22-E
M-21-D	2	OTERO	US 350 ML over DRAW	Y	Not Programmed	D/B	With M-24-B
L-22-E	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL	Y	Not Programmed	D/B	With L-22-O
L-05-B	5	OURAY	SH 62 ML over UNCOMPAHGRE RIVER	Y	Not Programmed	D-B-B	
L-28-F	2	PROWERS	SH 89 ML over ARKANSAS RIVER	Y	Design Completed	D/B	Construction only
L-27-S	2	PROWERS	US 50 ML over DRAW	Y	Not Programmed	D/B	With L-28-C
L-28-C	2	PROWERS	US 50 ML over BNSF RR	Y	Not Programmed	D/B	With L-27-S
C-09-C	3	ROUTT	US 40 ML over E FORK ELK RIVER	Y	Not Programmed	CMGC	With F-08-F
L-04-B	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK	Y	Design Completed	D-B-B	
C-17-BN	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER SR	Y	Not Programmed	D/B	
D-17-AK	4	WELD	SH 66 ML over ST VRAIN River		in Design	D-B-B	
D-B-B = Design-Bid-Build							
D/B = Design/Bid							