Colorado Bridge Enterprise

2011 Annual Report

January 13th, 2012

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1 Historical Overview

On March 2, 2009, 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 new 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) by the Colorado Department of Transportation (CDOT). Revenues from the bridge safety surcharge have been phased in over a three year period, and are estimated to total approximately $96 million annually in the third year (State Fiscal Year 2012).

To assist with this historic focus on Colorado's poor bridges, the legislation also did more than simply authorize the bridge safety surcharge. FASTER created a new enterprise, the Bridge Enterprise (BE), and designated the Colorado 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 by January 15th of each year. This report fulfills that requirement.

2 2011 Summary of Significant Activities

The following is an itemization of significant activities that occurred in calendar year 2011, with a brief description of each noted event following the listing.

- Adoption of Bridge Enterprise Program Goals
- $300M Bond Program Delivery Plan
- Definition of FASTER Eligible Bridges
- Identification of BE DBE / ESB Aspirational Goals
- Program Policy & Procedure Guidance Documents
- Innovative Contracting
- Highways for Life Grant Award
- Programmatic Agreements
- Project Reporting

- Key Performance Indicators
- CDOT Website Improvements

Adoption of Bridge Enterprise Program Goals. At the February 2011 Board of Directors meeting, the Board approved Resolution Number BE-61 regarding the Bridge Enterprise program goals. The program goals were identified from interviewing program stakeholders including: BE Board of Directors, CDOT's Executive Director, senior CDOT staff (Chief Engineer, Chief Financial Officer, and others), Colorado Contractor's Association, and American Council of Engineering Companies. The goals addressed: accelerating the construction of Colorado's worst bridges to improve public safety, cost efficient and creative delivery of the bridge projects, transparent use of the public funds, and job creation.

$300M Bond Program Delivery Plan. The BE program manager in concert with the CDOT regions developed the $300M Bond Program Delivery and Financial Plan (or Plan). The Plan was presented to the Board at the February workshop and outlined how the program intended to spend the initial $300M of Build America Bonds. Detailed cost and schedule information (prepared by the respective CDOT project teams) was developed for each project including a proposed contract delivery methodology. In addition, the Plan included cash drawdown schedules and cash flow curves to track the spending of the bond proceeds.

At the February workshop, the Board instructed the program to: (1) further study the possibility of accelerating the work, (2) prioritize the completion of the work, (3) re-examine bridges that needed to be repaired vs. replacement, and (4) emphasize the use of innovative contracting techniques. In response to the Boards' request, the BE presented a strategic program delivery plan at the March Board workshop confirming that the current Plan reflected the best-case delivery of bridges based upon current CDOT staff capacity and capabilities.

Definition of FASTER Eligible Bridges. At the March 2011 Board workshop, the Board authorized Bridge Enterprise to include subsequently rated "poor" structures into the program. At the time the FASTER law was enacted, a total of 128 bridges were on CDOT's annual list of "poor" rated structures (January 2009). This decision by the Board increased the number of FASTER eligible bridges by 11 and 15, respectively per the January 2010 and 2011 list of CDOT "poor" rated structures. One additional structure (E-16-HA) was added to the program during the calendar year consistent with the Quarterly Bridge Assessment policy (noted below) bringing the total amount of FASTER eligible bridges to 155 (155 = 128 + 11 + 15 +1).

A complete list of all 155 FASTER eligible bridges is included in Appendix A, and the additional bridges added to the program during calendar 2011 are itemized in Appendix B. Note – while the FASTER law does not require nor is there at present a program commitment to address all the FASTER eligible bridges, the BE does plan to address as many of the poor structures as funding permits.

Identification of BE DBE /ESB Aspirational Goals. In April of 2011, the BE Board via Resolution Number BE-71 authorized an aspirational Disadvantaged Business Enterprise (DBE) and Emerging Small Business (ESB) Bridge Enterprise goal of 15%. The goal is to encourage the use of DBE and ESB on BE projects.

Program Policy & Procedure Guidance Documents. The following BE Policy & Procedure (P&P) guidance documents were developed during the calendar year to help facilitate and standardize the delivery of the program from region to region.

- Guidance to address Consultant Task Order usage
- SAP project creation
- Determination of CDOT In-direct charges
- SAP Guidance Budget Process
- Replacing Major Structures with Minor Structures
- Project Funding Eligibility for Bridge Items
- Schedule Change Control Board Process
- Quarterly Bridge Assessments
- Use of Construction Management CM/GC Delivery
- Asset Transfer/Ownership Policy for Replacement of an Existing Bridge
- Continued Eligibility of "poor" Rated Structures

In addition to the above noted P&P guidance documents, BE in concert with Staff Bridge developed two decision "tree tools" to quantify work scope and accelerate project delivery as noted below:

- Bridge Condition Assessment. Objective tool to determine whether a bridge should be rehabilitated or replaced. Intended to optimize available FASTER funding while maximizing the number of bridges addressed.
- Program Assessment Workflow. Early risk based assessment of issues that impact project delivery and mitigation thereof.

Innovative Contracting. CDOT's Innovative Contracting and Advisory Committee (or ICAC) with support from BE has developed and published a number of alternative contracting policy documents for Design/Build and Construction Management/General Contracting (CM/GC) projects as itemized below.

- FHWA approved Contract Delivery Selection Matrix; design-bid-build, Design/Build, and CM/GC
- CM/GC Request for Proposal (RFP) Selection template
- CM/GC workflow process timeline
- Streamlined Design/Build workflow process Timeline

Highways for Life Grant Award. CDOT Region 6 applied for a FHWA Highways for Life (HfL) Grant. The Region advanced the Pecos Street Bridge over I-70 ML (Bridge E-16-FW) as the candidate project based upon the deployment of Construction Management/General Contracting (CM/GC) and planned use of innovative Accelerated Bridge Construction (ABC) techniques to reduce road user impacts. The project was selected to receive a $3.76M HfL Grant. Per the press release from the U.S Transportation Secretary Ray LaHood, there were over 1,800 applications and the Region 6 project was one of only two projects highlighted.

Programmatic Agreements. BE in collaboration with CDOT staff continue to pursue programmatic agreements such as the two listed below to streamline completion of pre-construction activities to initiate construction activities sooner and accelerate overall project completion.

- SEP-14 programmatic agreement. FHWA SEP-14 (Special Experimental Project) approval is necessary for any non-traditional construction contracting technique which deviates from the competitive bidding process. FHWA has pre-approved the program to use six alternative contracting projects (CM/GC) and outlined in advance the project approval process.
- Railroad programmatic agreement. The BE and CDOT are pursuing agreement on "contract templates" with the Union Pacific and Burlington Northern railroads so that contract terms and conditions do not have to be negotiated for individual task orders/projects.

Project Reporting. The BE is committed to not only tracking program performance but also to ensuring transparency through periodic program reporting as noted below:

- Quarterly Reporting. As of Q4 of CDOT FY 2011, 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. On a quarterly basis, BE completes a Bond Allocation Plan for all projects included within the $300M bond program. Cash draw down tables and cash flow charts are developed to track projected bond spending as compared to the original baseline schedule. In addition, program actual expenditures and encumbrances to date are reported.

Key Performance Indicators. BE has developed and publishes Key Performance Indicators (KPIs) - both financial and schedule metrics to track and monitor program performance. KPIs are reported as part of the monthly schedule update, and included within monthly, quarterly and annual reports. Financial metrics track projected spending versus actual expenditures and encumbrances. The program uses a Schedule Performance Indicator (or SPI) based upon earned value (a comparison of work complete to work planned) to track current progress as compared to the original baseline schedule.

CDOT Website Improvements. CDOT completely revamped the BE website at http://www.coloradodot.info/programs/BridgeEnterprise. The improvements include: elimination of out-dated information, addition of Frequently Asked Question (FAQ's) section, addition of a comprehensive list of FASTER eligible bridges, expanded section on business opportunities with link to current bid list, a project/program progress status "dash-board" updated monthly, and an interactive State map of all FASTER eligible bridges with relevant statistical information.

3 FASTER Program Revenues and Expenses

Per the FASTER legislation, the bridge safety surcharge fee has been 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 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 2. FASTER Program Revenues (Actual and Projected) by Fiscal Year

Fiscal Year	Actual Revenues Collected[1]	Projected Revenues[2]	Total Revenues Actual + Projected
2010	$43,755,530	--	$43,755,530
2011	$65,328,855	--	$65,328,855
2012[3]	$37,026,092	$59,373,908	$96,400,000
2013	--	$96,800,000	$96,800,000

(1) Does not include interest earnings, FHWA's $15M per year of pledged funding, or Build America Bond subsidy
(2) Projected revenues published by the Colorado Legislative Council Staff Economics Section
(3) Based upon five months (July – November) of actual revenues collected

Table 3 presents 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 3. FASTER Program Expenses by Fiscal Year

Fiscal Year	Program Expenses
2010	$2,382,211
2011	$44,119,228
2012[1]	$32,737,725

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

Note - From program inception (or life-to-date), the program has $69.5M in total program expenditures and $93.9M in total program encumbrances. This includes all funding sources (i.e., FASTER funding, Federal BR program, and Bank of America loan).

4 Overview of Calendar Year 2011 Progress

4.1 Bridge Completion Status (155 FASTER Eligible Bridges)

Bridge Enterprise made significant progress in calendar year 2011, and Table 4 presents the current status of the 155 FASTER eligible bridges included within the program as of the December program schedule update. This information is also graphically depicted in Figure 1. Table 5 provides the completion status of the 30 most deficient bridges based upon their sufficiency rating. A complete itemization of all 155 FASTER eligible bridges with statistical information including their respective progress status has been included within Appendix A.

Table 4. Program Status - 155 FASTER Eligible Bridges

Bridge Status	Number
Completed	46
In Construction	17
Design Complete	13
In Design	44
Remaining	29
No Action Required	6
Total Program	**155**

Figure 1. Program Status - 155 FASTER Eligible Bridges

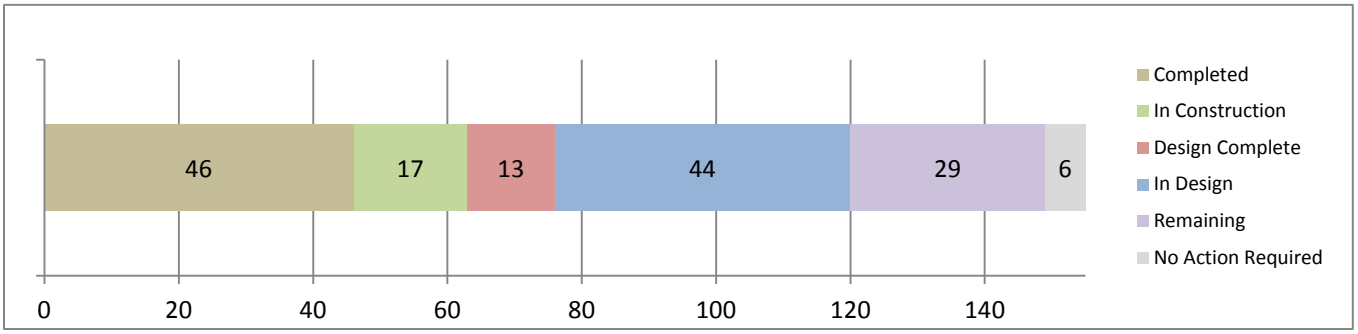


Table 5. Status of 30 Most Deficient Bridges*

	Worst 10	Worst 20	Worst 30
Completed	4	8	8
In Construction	3	6	7
Designed	2	4	6
In Design	0	1	5
Remaining	1	1	4
Total	**10**	**20**	**30**

*Based upon current list of 155 FASTER eligible bridges

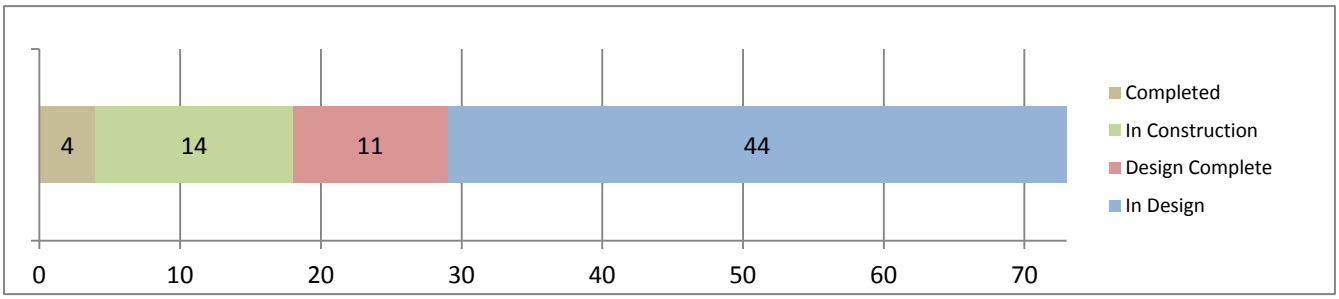
4.2 Bridge Completion Status ($300M Bond Program)

There are currently a total of 73 bridges included within the $300M bond program. These 73 bridges are included within (or a subset of) the total population of 155 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 provides the completion status of these 73 bridges which is also graphically depicted in Figure 2 as of the December program schedule update. A complete listing of the 73 bridges included within the bond program is included in Appendix C.

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

Bridge Status	Number
Completed	4
In Construction	14
Design Complete	11
In Design	44
Total Program	**73**

Figure 2. Project Status - $300M Bond Program Bridges



4.3 Program Earned Value

As previously noted, the program implemented financial and schedule KPIs to track, monitor, and report on program performance. In conjunction with the monthly 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 region and program levels. The SPI is based upon earned value which compares actual progress to planned (or baseline) performance based upon work complete to date. The planned value of the work is based upon the $300M Bond Program Delivery Plan baseline schedule developed in February 2011 as discussed in Section 2.0 of this Report.

The program SPI as of the December program schedule update was 0.88. 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 will strive to attain a 1.0. Per Table 7, the earned value of the work complete (actual) as of December 31, 2011 was $74.1M as compared to the planned value of the work (baseline) scheduled to be completed at $84.6M; which indicates that the program is approximately 12% behind the plan.

Table 7. Program Earned Value

Earned Value of the Work (Actual) Through December 31, 2011	Planned Value of Work (Baseline) Through December 31, 2011	Schedule Variance
$74,075,491	$84,610,725	$10,535,234

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 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.

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

- Oversight and administration of $300M Bond Delivery Program with CDOT staff
- Maintain and Update Program Cost and Schedule database (all 155 FASTER eligible bridges) and overall Program Schedule
- Program Financial Support Services
- Development and Implementation of requisite Policy & Procedure guidance documents
- Other PM support services: STIP/TIP coordination, Public Information / Public Relations, Maintenance of BE SharePoint site, CBE staff work load analyses, CDOT website, Program Reporting (Monthly and Quarterly Progress, and Annual Report[s]), and support monthly Board of Director meetings.

In addition, CDOT 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

During the 2011 calendar year, CDOT issued two other program related Consultant solicitation packages as further described below.

Construction Management / Construction Inspection & Materials Testing. A Project Specific (PS) Request for Proposal (RFP) was issued in June that included a discreet list of BE projects scheduled for construction within 2011 or 2012. The construction projects are located in CDOT Regions 2, 5 and 6. CDOT/BE made three awards each with a Not to Exceed value of $4.5M.

Independent Cost Estimator. In August of 2011, CDOT / BE solicitated Letters of Interest (LOI) for companies to provide Independent Cost Estimating (or ICE) services for projects utilizing the CM/GC delivery method. An RFP was subsequently issued in late October, proposals were received late

November, and two awards are scheduled to be issued January 2012 each with a Not to Exceed value of $1.5M.

The above consultant usage only highlights program based consultant contracts. During the year, the CDOT Regions individually issued pre-construction and construction related PS contracts (or task orders) as required to deliver BE projects. In addition, the Regions continue to utilize the Non-Project Specific (NPS) design based consultants selected in calendar year 2010.

6 Job Creation

In February of 2011, CDOT developed and implemented a standard special provision (FASTER Monthly Employment Report) that has been subsequently included in all Bridge Enterprise construction contracts. This special provision is very similar to the ARRA (American Recovery and Reinvestment Act) monthly job reporting requirements. Based upon jobs data collected during the 2011 calendar year, approximately 230,000 craft labor man-hours were funded by the FASTER program.

Based upon the pre-construction expenditures during the 2011 calendar year, there were approximately 135,000 man-hours of professional labor funded by the FASTER program. For future FASTER professional service based contracts, CDOT intends to incorporate the same jobs-reporting special provision into their respective contracts as well.

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 as currently written provides the authority necessary to effectively and efficiently repair and/or replace Colorado's most deficient bridges.

8 Projected Program Plan

8.1 Forecasted 2012 Program Plan

Over the last calendar year, the program has evolved from project/program set-up and start-up to an execution phase as projects complete pre-construction related activities and shift or move into the construction phase. With that said, the forecasted 2012 program plan shall focus on the following items.

Maintain / Accelerate Project Completion. One of the beneficial gains of the program KPIs is the establishment of a routine and reliable schedule update process to assess monthly progress on a project by project basis. In a conjunction with this, issues influencing project delivery are identified early-on and the CDOT project teams can develop mitigation plans to recover lost time. The program focus from an execution perspective is two-fold: (1) at a minimum maintain delivery schedules commensurate with the baseline schedule, and (2) actively identify methods to further accelerate overall project completion.

Maximize Use of Alternative Contract Delivery. The FASTER legislation encourages the Enterprise to move as quickly as possible to address poor bridge structures. Accordingly, the program's goals, call upon staff to "evaluate options, encourage creativity, and a variety of solutions" through the use of innovation and accelerated bridge construction techniques. The BE will continue to work closely with CDOT's Innovative Contracting and Advisory Committee (ICAC) to maximize the use of alternative delivery methods (when appropriate). These methods primarily include Design/Build and CM/GC and their use when called for should further accelerate project/program completion in a cost effective manner.

Policy & Procedure guidance documents. BE in concert with CDOT staff will continue to develop and implement the requisite P&P guidance documents to facilitate project/program delivery that also standardizes BE work practices from region to region.

Future Bond Issuance. BE shall continue to assist the BE Chief Financial Officer to determine the best timing and dollar value for subsequent bond issuance(s).

Future Bridge Scope. Consistent with BE Guidance Document No. 8 (Quarterly Bridge Assessments), BE in concert with CDOT Staff Bridge will identify "newly" rated poor structures eligible for potential inclusion in either the BE current and/or future bond program. As bridges become FASTER eligible, they need to be prioritized and the necessary funding and staffing (both CDOT and consultant) must be thoroughly examined to ensure project delivery is efficient, timely and addresses the most deficient bridges.

OCIP/ROCIP. CDOT Risk Management continues to explore the possibility of utilizing an Owner Controlled or Rolling Owner Controlled Insurance Program (OCIP/ROCIP) for appropriate construction projects including those in the Bridge Enterprise program. If such a program is implemented, its objectives are to improve project safety, enhance DBE/ESB program participation, and possible cost savings.

8.2 I-70 Viaduct

The I-70 viaduct (or Bridge E-17-FX) is on the list of 155 FASTER eligible bridges. A Draft Environmental Impact Statement (DEIS) 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.

As comments received on the DEIS did not show overwhelming support for any of the alternatives presented, CDOT and FHWA began a collaborative process in 2010 with the formation of an I-70 Preferred Alternative Collaborative Team (PACT) consisting of community stakeholders to help define how to deliver a replacement for the present structure. The PACT concluded their work in July of 2011. The PACT reached consensus on recommending that the highway remain in its current alignment but was unable to come to agreement on a north or south shift of the viaduct. Over the coming months, FHWA and CDOT will continue to work with the community stakeholders to identify community preference. FHWA and CDOT will use the information collected through the PACT process and resulting community outreach to determine a final preferred alignment for the Final EIS and Record of Decision

(or ROD). The present goal is to obtain a ROD 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.

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 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. Once the NEPA process is complete, the BE estimates that it will take 5 to 10 years to complete the entire project which will include securing necessary ROW, complete design and reconstruction activities.

Somewhat complicating matters are two issues. First, the BE has concluded that the projected bonding capacity of the overall Bridge Enterprise program is insufficient to complete the design and reconstruction of all 155 FASTER eligible bridges due to the cost of reconstructing/replacing the I-70 viaduct. Second, a replacement/reconstruction of the I-70 viaduct is logically a component of a larger project to reconstruct I-70 between I-25 and I-225. Presently no funding is available for the construction of the road components of such an effort.

CDOT is currently exploring other financial alternatives that may be utilized to supplement FASTER dollars to design and reconstruct the I-70 viaduct and the associated roadway.

Appendix A
CBE 2011 Annual Report

List of 155 FASTER Eligible Bridges

	Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
1	E-16-FP	6	ADAMS	80TH AVE over US 36 ML	Construction Complete
2	E-16-GQ	6	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR; N of JCT I 76 in WHEATRIDGE	Design Completed
3	E-17-AR	6	ADAMS	SH 7 ML over SOUTH PLATTE RIVER	Construction Complete
4	E-17-CA	6	ADAMS	SH 44 ML(104TH AVE) over SOUTH PLATTE RIVER; W of JCT US 85	In Design
5	E-17-DC	6	ADAMS	I 76 ML EBND over UP RR; E of JCT US 85	in Design
6	E-17-DU	6	ADAMS	I 76 ML WBND over UP RR; E of JCT US 85	in Design
7	E-17-DM	6	ADAMS	I 76 ML WBND over UP RR	Construction Complete
8	E-17-DN	6	ADAMS	I 76 ML EBND over UP RR	Construction Complete
9	E-17-EP	6	ADAMS	SH 6 DITCH RIDER RD over BURLINGTON CANAL SR	No Action Required
10	E-17-ER	6	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP; W of US 85	In Design
11	E-17-EX	6	ADAMS	PEORIA STREET over I 76 ML; NE of JCT US 85	in Design
12	E-17-EZ	6	ADAMS	84TH AVE over I 25 ML	In Construction
13	E-17-GM	6	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER; NE of JCT I 270	In Construction
14	E-17-HG	6	ADAMS	104TH AVE over I 25 ML	Construction Complete
15	E-17-HL	6	ADAMS	I 76 ML EBND over SH 224 ML	Construction Complete
16	E-17-GL	6	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER; NE of JCT I 270	In Construction
17	E-17-IC	6	ADAMS	YORK STREET over I 270 ML	Not Programmed
18	F-19-AF	1	ADAMS	COUNTY ROAD over I 70 ML	Not Programmed
19	F-16-F	6	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH; in LITTLETON	In Design
20	F-16-FY	6	ARAPAHOE	US 285 ML SBND over SH 88 ML	Construction Complete
21	F-16-FZ	6	ARAPAHOE	US 285 ML NBND over SH 88 ML	Construction Complete
22	F-17-BS	6	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK; E of I-225	In Design
23	F-17-DM	6	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK; W OF SH 83(PARKER RD)	In Design
24	F-17-F	6	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK; E of I-225	In Design
25	F-17-GO	6	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK; W of I-225	in Design
26	F-19-B	1	ARAPAHOE	US 36 ML over COMANCHE CREEK; E of STRASBURG	In Design
27	O-25-H	2	BACA	US 160 ML over N FK SAND ARROYO; SW of PRITCHETT	In Design
28	O-25-I	2	BACA	US 160 ML over DRAW; W of PRITCHETT	In Design
29	O-26-L	2	BACA	US 160 ML over CAT CREEK; W of SPRINGFIELD	In Design
30	L-24-F	2	BENT	SH 101 ML over PURGATOIRE RIVER; S of LAS ANIMAS	Design Completed
31	M-24-B	2	BENT	SH 101 ML over DRAW; S of LAS ANIMAS and JCT US 50	Design Completed
32	E-15-AA	4	BOULDER	SH 170 ML over COMMUNITY DITCH AR	No Action Required
33	E-16-FK	6	BROOMFIELD	SH 121 ML SBND- WADSWORTH PKWY over US 36 ML (DEN/BOULDER TNPK)	Design Completed

List of 155 FASTER Eligible Bridges

	Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
34	E-16-FL	6	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DEN/BLDER TNPK); SE of JCT SH 121	Design Completed
35	F-14-B	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK (SR); W IDAHO SPRINGS	Construction Complete
36	F-14-Y	1	CLEAR CREEK	I 70(BUSINESS RT) over I 70 ML	Not Programmed
37	F-15-BL	1	CLEAR CREEK	I 70 ML WBND over US 6, CLEAR CREEK	Not Programmed
38	F-15-D	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK (SR)	Not Programmed
39	L-21-U	2	CROWLEY	SH 96 ML over NUMA DRAIN CANAL	Construction Complete
40	L-22-F	2	CROWLEY	SH 96 ML over BLACK DRAW	Construction Complete
41	E-16-FW	6	DENVER	PECOS STREET over I 70 ML; in DENVER	In Design
42	E-17-AH	6	DENVER	ON 40TH AVE W of SH 2 ML over BNSF RR	No Action Required
43	E-17-BY	6	DENVER	I 70 ML EBND over SAND CREEK; E of QUEBEC ST	In Construction
44	E-17-DF	6	DENVER	I 70 ML WBND over UP RR	Not Programmed
45	E-17-EW	6	DENVER	I 70 ML EBND over UP RR; W of COLORADO BLVD	Not Programmed
46	E-17-FX	6	DENVER	I 70 ML over US 6, RR, CITY ST	Not Programmed
47	E-17-GE	6	DENVER	I 70 ML WBND over SAND CREEK; E of QUEBEC ST	In Construction
48	E-17-JP	6	DENVER	I 70 ML over HAVANA ST, UP RR	Not Programmed
49	F-16-BM	6	DENVER	SH 88 ML over RR, LAKEWOOD GULCH	Construction Complete
50	F-16-EF	6	DENVER	US 6 ML over SOUTH PLATTE RIVER; W SIDE of I-25	In Design
51	F-16-EN	6	DENVER	US 6 ML over BRYANT STREET; W SIDE OF I-25	In Design
52	F-16-DP	6	DENVER	I 25 ML over RDWY,RR, SOUTH PLATTE RVR; BRONCO BRIDGE	In Construction
53	F-16-DT	6	DENVER	I 25 ML NBND over US 85 ML (SANTA FE)	In Construction
54	F-16-DW	6	DENVER	I 25 ML SBND over US 85 ML (SANTA FE)	In Construction
55	F-16-EJ	6	DENVER	US 6 ML over BNSF RR; E SIDE OF I-25	In Design
56	F-16-FW	6	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX)	In Construction
57	F-16-GG	6	DENVER	PERRY STREET over US 6 ML; W of FEDERAL	No Action Required
58	F-16-OG	6	DENVER	RAMP to I 25 NBND over US 6 ML	Not Programmed
59	F-17-AE	6	DENVER	SH 30 ML/HAVANA ST over CHERRY CREEK	In Construction
60	G-16-B	1	DOUGLAS	US 85 ML over DRAW	Design Completed
61	G-16-C	1	DOUGLAS	US 85 ML over DRAW	Design Completed
62	G-17-A	1	DOUGLAS	US 85 ML over SAND CREEK	Not Programmed
63	F-08-F	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER (SR); N. of DOTSERO INT.	in Design
64	F-09-H	3	EAGLE	US 6 ML over EAGLE RIVER; E of EAGLE	In Construction
65	F-10-L	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	Not Programmed
66	F-11-AB	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER; E of JCT US 24	in Design

List of 155 FASTER Eligible Bridges

	Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
67	F-11-AC	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER; E of JCT SH 131	in Design
68	G-21-B	1	ELBERT	I 70 FRONTAGE RD over DRAW (SR)	In Design
69	G-21-Y	1	ELBERT	I 70 BUSINESS SPUR over I 70 ML	No Action Required
70	H-17-M	2	EL PASO	I 25 ML over DRAW	Not Programmed
71	H-18-A	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK; W of PEYTON	In Construction
72	I-17-AE	2	EL PASO	US 24 ML EBND over FOUNTAIN CREEK	Construction Complete
73	I-17-O	2	EL PASO	I 25 SERVICE RD over PINE CREEK; S of JCT SH 56	Not Programmed
74	I-18-G	2	EL PASO	US 24 ML over DRAW; E of FALCON	Construction Complete
75	J-18-S	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Design Completed
76	J-18-T	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Design Completed
77	J-15-B	2	FREMONT	SH 9 ML over CURRANT CREEK; NW of JCT US 50	Construction Complete
78	K-14-J	2	FREMONT	US 50 ML over DRAW	Not Programmed
79	K-16-K	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER; E of PORTLAND	Design Completed
80	K-16-Q	2	FREMONT	SH 120 ML over HARDSCRABBLE CREEK	Construction Complete
81	K-16-S	2	FREMONT	SH 120 ML over DRAW, UP RR; E of FLORENCE	In Design
82	F-05-L	3	GARFIELD	I 70 ML WBND over COLORADO RIVER	Not Programmed
83	F-07-A	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR,RR; GLENWOOD SPRINGS	in Design
84	J-09-C	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR OVERFLOW (SR); W. SIDE of GUNNISON	In Construction
85	J-09-D	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR (SR); W. SIDE of GUNNISON	In Construction
86	J-09-G	3	GUNNISON	SH 114 ML over TOMICHI CREEK	Construction Complete
87	M-16-P	2	HUERFANO	SH 69 ML over MILLIKEN ARROYO	Not Programmed
88	N-16-L	2	HUERFANO	SH 69 ML over TURKEY CREEK	Construction Complete
89	N-17-AD	2	HUERFANO	I 25 ML SBND over US 160 ML, RR SPUR	Not Programmed
90	N-17-C	2	HUERFANO	I 25 BUS RT over SULL CREEK	Not Programmed
91	N-17-N	2	HUERFANO	I 25 ML NBND over MISSOURI CREEK	Construction Complete
92	O-16-A	2	HUERFANO	SH 12 ML over CUCHARAS RIVER; S of LA VETA	Design Completed
93	E-16-FX	6	JEFFERSON	WASHINGTON STREET over SH 58 ML	Construction Complete
94	E-16-HA	6	JEFFERSON	SH 58 ML over FORD STREET, WASH	in Design
95	E-16-HI	6	JEFFERSON	SH 58 ML over CO.RD,RR SPUR	Construction Complete
96	F-16-AM	6	JEFFERSON	US 285 ML SBND over SH 121 ML	Construction Complete
97	F-16-AY	6	JEFFERSON	US 285 ML NBND over SH 121 ML	Construction Complete
98	F-16-CS	6	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK; N OF 285	Design Completed
99	F-16-FL	6	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE	In Construction

List of 155 FASTER Eligible Bridges

	Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
100	F-16-I	6	JEFFERSON	US 285 ML SBND over PIERCE STREET	Construction Complete
101	K-23-B	2	KIOWA	SH 96 ML over DRAW	Construction Complete
102	K-23-C	2	KIOWA	SH 96 ML over DRAW	Construction Complete
103	K-24-A	2	KIOWA	SH 96 ML over DRAW	Construction Complete
104	G-11-F	3	LAKE	US 24 ML over UP RR	Construction Complete
105	O-05-AQ	5	LA PLATA	US 160 ML over ANIMAS RIVER	Construction Complete
106	B-16-AE	4	LARIMER	US 287 ML over DRAW; N of JCT SH 1	In Construction
107	B-16-D	4	LARIMER	SH 14 ML over CACHE LA POUDRE RIVER; E of JCT US 287	In Design
108	B-16-EU	4	LARIMER	COUNTY ROAD 48 over I 25 ML	Not Programmed
109	C-15-I	4	LARIMER	US 34 ML over BIG THOMPSON RIVER	Construction Complete
110	C-15-J	4	LARIMER	US 34 ML over BIG THOMPSON RIVER	Construction Complete
111	C-17-EL	4	LARIMER	I 25 ML over DRAW	No Action Required
112	O-19-H	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER; NE of JCT US 160	In Design
113	O-19-J	2	LAS ANIMAS	US 350 ML over DRAW; S of MODEL	In Design
114	P-17-H	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER; NW of WESTON	Design Completed
115	P-18-B	2	LAS ANIMAS	I 25 ML NBND over PURGATOIRE RIVER	Construction Complete
116	P-18-S	2	LAS ANIMAS	I 25 ML SBND over PURGATOIRE RIVER	Construction Complete
117	P-19-AD	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL; in TRINIDAD	In Design
118	P-23-A_MINOR	2	LAS ANIMAS	US 160 ML over SMITH CANYON	Not Programmed
119	G-22-J	1	LINCOLN	US 24 ML over DRAW; E of LIMON	Construction Complete
120	A-24-C A-26-F	4	LOGAN SEDGWICK	US 138 ML over DITCH/DRAW	Construction Complete
121	G-03-Q	3	MESA	I 70 ML WBND over COLORADO RIVER OVERFLOW	Not Programmed
122	L-22-E	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL; NE of ROCKY FORD	In Design
123	L-22-K	2	OTERO	SH 71 ML overFT LYON CANAL; NW of ROCKY FORD	In Design
124	L-22-O	2	OTERO	SH 266 ML over HOLBROOK CANAL; NE of ROCKY FORD	In Design
125	M-21-D	2	OTERO	US 350 ML over DRAW; SW of LA JUNTA & TIMPAS	In Construction
126	L-05-B	5	OURAY	SH 62 ML over UNCOMPAHGRE RIVER; SHERMAN ST in RIDGWAY	in Design
127	L-06-A	5	OURAY	US 550 ML over BEAR CREEK	Construction Complete
128	G-12-L	1	PARK	SH 9 ML over BUCKSKIN GULCH; in ALMA	Construction Complete
129	H-09-B	3	PITKIN	SH 82 ML over CO RD, CASTLE CREEK	Construction Complete
130	L-27-S	2	PROWERS	US 50 ML over DRAW; E of LAMAR	In Design
131	L-28-C	2	PROWERS	US 50 ML over BNSF RR; E of GRANADA	In Design
132	L-28-F	2	PROWERS	SH 89 ML over ARKANSAS RIVER; S of HOLLY	Construction Complete

List of 155 FASTER Eligible Bridges

	Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
133	K-18-AX	2	PUEBLO	I 25 ML NBND over US 50 ML	Not Programmed
134	K-18-CK	2	PUEBLO	I 25 ML NBND over NP RR,ILEX ST,BENNET ST; N of JCT SH 50 E	In Design
135	K-18-CL	2	PUEBLO	I 25 ML SBND over NP RR,ILEX ST,BENNET ST; S of JCT SH 96	In Design
136	K-18-R	2	PUEBLO	US 50 BUS EBND over ARKANSAS RIVER	Not Programmed
137	K-18-Z	2	PUEBLO	SH 96 ML over RDWY, RR, ARKANSAS RVR	Construction Complete
138	L-18-AQ	2	PUEBLO	NORTHERN AVE over I 25 ML	Not Programmed
139	L-18-M	2	PUEBLO	I 25 ML NBND over INDIANA AVE	Not Programmed
140	L-18-W	2	PUEBLO	I 25 ML SBND over INDIANA AVE	Not Programmed
141	L-19-C	2	PUEBLO	US 50 BUS. RT WBND over ST CHARLES RIVER	Construction Complete
142	M-17-R	2	PUEBLO	I 25 ML over DRAW	Construction Complete
143	M-20-A	2	PUEBLO	SH 10 ML over SAUNDERS ARROYO	Construction Complete
144	C-09-C	3	ROUTT	US 40 ML over E FORK ELK RIVER; W of STEAMBOAT SPGS	in Design
145	M-06-K	5	SAN JUAN	US 550 ML over MINERAL CREEK	Construction Complete
146	L-04-B	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK; JCT SH 62 - PLACERVILLE	In Design
147	H-16-K	2	TELLER	SH 67 ML over DRAW	Construction Complete
148	I-15-Y	2	TELLER	US 24 ML over TWIN CREEK	Construction Complete
149	C-17-BN	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER; S of JCT SH 56	In Design
150	D-17-AK	4	WELD	SH 66 ML over ST VRAIN RIVER; W of PLATTEVILLE	in Design
151	B-17-C	4	WELD	US 85 ML(NUNN BRIDGE) over UPRR	in Design
152	B-17-L	4	WELD	SH 14 ML over COALBANK CREEK; W of AULT	in Design
153	C-18-BK	4	WELD	US 85 BYPASS SBND over US 85 BUSS RT	Not Programmed
154	D-19-A	4	WELD	I 76 SERVICE RD over LOST CREEK SR	Not Programmed
155	D-28-B	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER; W of LAIRD	In Design

List of Added FASTER Eligible Bridges

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
E-17-GL	6	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER; NE of JCT I 270	In Construction
E-17-IC	6	ADAMS	YORK STREET over I 270 ML	Not Programmed
F-19-AF	1	ADAMS	COUNTY ROAD over I 70 ML	Not Programmed
F-17-BS	6	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK; E of I-225	In Design
O-25-H	2	BACA	US 160 ML over N FK SAND ARROYO; SW of PRITCHETT	In Design
E-17-DF	6	DENVER	I 70 ML WBND over UP RR	Not Programmed
E-17-JP	6	DENVER	I 70 ML over HAVANA ST, UP RR	Not Programmed
F-16-OG	6	DENVER	RAMP to I 25 NBND over US 6 ML	Not Programmed
F-10-L	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	Not Programmed
I-17-O	2	EL PASO	I 25 SERVICE RD over PINE CREEK; S of JCT SH 56	Not Programmed
K-14-J	2	FREMONT	US 50 ML over DRAW	Not Programmed
F-05-L	3	GARFIELD	I 70 ML WBND over COLORADO RIVER	Not Programmed
M-16-P	2	HUERFANO	SH 69 ML over MILLIKEN ARROYO	Not Programmed
N-17-C	2	HUERFANO	I 25 BUS RT over SULL CREEK	Not Programmed
E-16-HA	6	JEFFERSON	SH 58 ML over FORD STREET, WASH	in Design
B-16-EU	4	LARIMER	COUNTY ROAD 48 over I 25 ML	Not Programmed
O-19-J	2	LAS ANIMAS	US 350 ML over DRAW; S of MODEL	In Design
P-19-AD	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL; in TRINIDAD	In Design
P-23-A_MINOR	2	LAS ANIMAS	US 160 ML over SMITH CANYON	Not Programmed
G-03-Q	3	MESA	I 70 ML WBND over COLORADO RIVER OVERFLOW	Not Programmed
L-22-K	2	OTERO	SH 71 ML over FT LYON CANAL; NW of ROCKY FORD	In Design
H-09-B	3	PITKIN	SH 82 ML over CO RD, CASTLE CREEK	Construction Complete
B-17-C	4	WELD	US 85 ML(NUNN BRIDGE) over UPRR	in Design
B-17-L	4	WELD	SH 14 ML over COALBANK CREEK; W of AULT	in Design
C-18-BK	4	WELD	US 85 BYPASS SBND over US 85 BUSS RT	Not Programmed
D-19-A	4	WELD	I 76 SERVICE RD over LOST CREEK SR	Not Programmed
D-28-B	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER; W of LAIRD	In Design

List of 73 Bond Program Bridges

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status	Project Delivery Method
E-16-GQ	6	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR; N of JCT I 76 in WHEATRIDGE	Design Completed	D-B-B
E-17-CA	6	ADAMS	SH44 ML(104TH AVE) over SOUTH PLATTE RIVER; W of JCT US 85	In Design	D-B-B with option to convert
E-17-DC	6	ADAMS	I 76 ML EBND over UP RR; E of JCT US 85	in Design	D-B-B
E-17-DU	6	ADAMS	I 76 ML WBND over UP RR; E of JCT US 85	in Design	D-B-B
E-17-ER	6	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP; W of US 85	In Design	D-B-B with option to convert
E-17-EX	6	ADAMS	PEORIA STREET over I 76 ML; NE of JCT US 85	in Design	D-B-B
E-17-GL	6	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER; NE of JCT I 270	In Construction	D-B-B w/ A+B bid
E-17-GM	6	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER; NE of JCT I 270	In Construction	D-B-B w/ A+B bid
F-16-F	6	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH; in LITTLETON	In Design	D/B
F-17-BS	6	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK; E of I-225	In Design	D-B-B
F-17-DM	6	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK; W OF SH 83(PARKER RD)	In Design	D-B-B with option to convert
F-17-F	6	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK; E of I-225	In Design	D-B-B
F-17-GO	6	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK; W of I-225	in Design	D-B-B
F-19-B	1	ARAPAHOE	US 36 ML over COMANCHE CREEK; E of STRASBURG	In Design	D-B-B
O-25-H	2	BACA	US 160 ML over N FK SAND ARROYO; SW of PRITCHETT	In Design	Modified D/B
O-25-I	2	BACA	US 160 ML over DRAW; W of PRITCHETT	In Design	Modified D/B
O-26-L	2	BACA	US 160 ML over CAT CREEK; W of SPRINGFIELD	In Design	Modified D/B
L-24-F	2	BENT	SH 101 ML over PURGATOIRE RIVER; S of LAS ANIMAS	Design Completed	Modified D/B
M-24-B	2	BENT	SH 101 ML over DRAW; S of LAS ANIMAS and JCT US 50	Design Completed	Modified D/B
E-16-FK	6	BROOMFIELD	SH 121 ML SBND- WADSWORTH PKWY over US 36 ML (DEN/BOULDER TNPK)	Design Completed	D/B
E-16-FL	6	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DEN/BLDER TNPK); SE of JCT SH 121	Design Completed	D/B
E-16-FW	6	DENVER	PECOS STREET over I 70 ML; in DENVER	In Design	CMGC
E-17-BY	6	DENVER	I 70 ML EBND over SAND CREEK; E of QUEBEC ST	In Construction	D-B-B w/ A+B bid
E-17-GE	6	DENVER	I 70 ML WBND over SAND CREEK; E of QUEBEC ST	In Construction	D-B-B w/ A+B bid
F-16-DT	6	DENVER	I 25 ML NBND over US 85 ML (SANTA FE)	In Construction	D-B-B
F-16-DW	6	DENVER	I 25 ML SBND over US 85 ML (SANTA FE)	In Construction	D-B-B
F-16-EF	6	DENVER	US 6 ML over SOUTH PLATTE RIVER; W SIDE of I-25	In Design	D/B
F-16-EJ	6	DENVER	US 6 ML over BNSF RR; E SIDE OF I-25	In Design	D/B
F-16-EN	6	DENVER	US 6 ML over BRYANT STREET; W SIDE OF I-25	In Design	D/B
F-16-FW	6	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX)	In Construction	D-B-B
F-08-F	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER (SR); N. of DOTSERO INT.	in Design	CMGC
F-09-H	3	EAGLE	US 6 ML over EAGLE RIVER; E of EAGLE	In Construction	D-B-B
F-11-AC	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER; E of JCT SH 131	in Design	D-B-B
F-11-AB	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER; E of JCT US 24	in Design	D-B-B
G-21-B	1	ELBERT	I 70 FRONTAGE RD over DRAW (SR)	In Design	D-B-B
H-18-A	2	EL PASO	US 24 ML over BLACK SQUIRREL CREEK; W of PEYTON	In Construction	D-B-B
J-18-S	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Design Completed	Streamlined D/B
J-18-T	2	EL PASO	I 25 ML NBND over DRAW; S of FOUNTAIN	Design Completed	Streamlined D/B
J-15-B	2	FREMONT	SH 9 ML over CURRANT CREEK; NW of JCT US 50	Construction Complete	Modified D/B
K-16-K	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER; E of PORTLAND	Design Completed	D-B-B

List of 73 Bond Program Bridges

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status	Project Delivery Method
K-16-S	2	FREMONT	SH 120 ML over DRAW, UP RR; E of FLORENCE	In Design	D-B-B
F-07-A	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR,RR; GLENWOOD SPRINGS	in Design	CMGC
J-09-C	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR OVERFLOW (SR); W. SIDE of GUNNISON	In Construction	D-B-B
J-09-D	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR (SR); W. SIDE of GUNNISON	In Construction	D-B-B
O-16-A	2	HUERFANO	SH 12 ML over CUCHARAS RIVER; S of LA VETA	Design Completed	Modified D/B
E-16-HA	6	JEFFERSON	SH 58 ML over FORD STREET, WASH	in Design	D-B-B
F-16-CS	6	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK; N OF 285	Design Completed	D-B-B
F-16-FL	6	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE	In Construction	D-B-B
B-16-AE	4	LARIMER	US 287 ML over DRAW; N of JCT SH 1	In Construction	D-B-B
B-16-D	4	LARIMER	SH 14 ML over CACHE LA POUDRE RIVER; E of JCT US 287	In Design	D-B-B
O-19-H	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER; NE of JCT US 160	In Design	D-B-B
O-19-J	2	LAS ANIMAS	US 350 ML over DRAW; S of MODEL	In Design	D-B-B
P-17-H	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER; NW of WESTON	Design Completed	Modified D/B
P-19-AD	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL; in TRINIDAD	In Design	D-B-B
G-22-J	1	LINCOLN	US 24 ML over DRAW; E of LIMON	Construction Complete	D-B-B
L-22-E	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL; NE of ROCKY FORD	In Design	CMGC
L-22-K	2	OTERO	SH 71 ML overFT LYON CANAL; NW of ROCKY FORD	In Design	CMGC
L-22-O	2	OTERO	SH 266 ML over HOLBROOK CANAL; NE of ROCKY FORD	In Design	CMGC
M-21-D	2	OTERO	US 350 ML over DRAW; SW of LA JUNTA & TIMPAS	In Construction	D-B-B
L-05-B	5	OURAY	SH 62 ML over UNCOMPAHGRE RIVER; SHERMAN ST in RIDGWAY	in Design	D-B-B
G-12-L	1	PARK	SH 9 ML over BUCKSKIN GULCH; in ALMA	Construction Complete	D-B-B
L-27-S	2	PROWERS	US 50 ML over DRAW; E of LAMAR	In Design	D-B-B
L-28-C	2	PROWERS	US 50 ML over BNSF RR; E of GRANADA	In Design	D-B-B
L-28-F	2	PROWERS	SH 89 ML over ARKANSAS RIVER; S of HOLLY	Construction Complete	D-B-B
K-18-CK	2	PUEBLO	I 25 ML NBND over NP RR,ILEX ST,BENNET ST; N of JCT SH 50 E	In Design	D/B
K-18-CL	2	PUEBLO	I 25 ML SBND over NP RR,ILEX ST,BENNET ST; S of JCT SH 96	In Design	D/B
C-09-C	3	ROUTT	US 40 ML over E FORK ELK RIVER; W of STEAMBOAT SPGS	in Design	D-B-B
L-04-B	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK; JCT SH 62 - PLACERVILLE	In Design	D-B-B
B-17-C	4	WELD	US 85 ML(NUNN BRIDGE) over UPRR	in Design	D-B-B
C-17-BN	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER; S of JCT SH 56	In Design	D/B
D-17-AK	4	WELD	SH 66 ML over ST VRAIN RIVER; W of PLATTEVILLE	in Design	D-B-B
B-17-L	4	WELD	SH 14 ML over COALBANK CREEK; W of AULT	in Design	D-B-B
D-28-B	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER; W of LAIRD	In Design	D-B-B