

# **Colorado Bridge Enterprise**

2012 Annual Report

**January 14, 2013**

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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 \$89 million annually in the third year (State Fiscal Year 2012).

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 15<sup>th</sup> of each year, and further requires that the report be posted on the CDOT website by January 15<sup>th</sup> of each year. This report fulfills that requirement.

## 2 2012 Summary of Significant Activities

The following is an itemization of significant activities that occurred in calendar year 2012, with a brief description of each noted event following the listing.

- FASTER Eligible Bridges
- \$300M Bond Program Delivery
- 10-Year Bridge Program Plan
- IRS audit of \$40M Bank of America Loan
- Innovative Contract Delivery
- DBE Participation
- Program Policy & Procedure Guidance Documents
- FASTER lawsuit
- Project / Program Reporting

- Bridge Enterprise Conference Presentations
- 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. In 2010 and 2011, CDOT Staff Bridge identified another 11 and 15 poor rated structures, respectively. CDOT Staff Bridge currently updates the poor list quarterly and in calendar year 2012 another 13 bridges were rated poor. This brings the FASTER eligible bridge count total to 167 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
<b>Total FASTER eligible bridges</b>	<b>167</b>

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 167 FASTER eligible bridges is included in Appendix A, and the additional bridges added to the program during calendar 2012 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. By definition, these bridges are those programmed to receive proceeds from the \$300M bond. Currently there are 87 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.

**10-Year Bridge Program Plan.** At the request of Bridge Enterprise Director Hunt, CDOT staff in concert with the Bridge Enterprise Program Manager and BE financial consultants completed a 10 year bridge program plan that examined the long-term financial capability of the program as it relates to remaining bonding capacity, and projected yearly revenues contrasted with forecasted yearly expenditures. The 10-year program plan is based upon a cash flow model that recognized incoming revenues (defined as FASTER pay-go funding, bond proceeds, BABs subsidy, and Federal BR debt service pledge) as compared to outgoing expenditures (defined as payment on debt-service, bridge repair or replacement costs, maintenance and planned preventative maintenance costs) on a quarterly basis summarized by fiscal year from 2013 through 2023. The plan was presented to the BE Board of Directors at the November 2012 workshop meeting.

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**IRS audit of \$40M Bank of America Loan.** In July of 2012, the US Internal Revenue Service informed BE that the \$40.0M Bank of America loan it had secured in June of 2010 had been randomly selected for examination to determine compliance with Federal tax requirements. In response to the IRS “Information Document Request”, BE’s Chief Financial Officer and Business Manager worked in concert with BE’s bond counsel and program manager and completed a formal written response that was submitted mid-August 2012. In late August 2012, the IRS notified BE that their examination resulted in a “Notification of No Change Determination” (or no audit findings) and the matter was officially closed. Note - BE secured the loan in June of 2010 to advance funding to accelerate program delivery and BE fully repaid the loan with bridge safety surcharge proceeds in December of 2010.

**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) contract delivery methods. There are currently eleven-(11) D/B projects that address twenty-(20) bridges (some projects include multiple bridges) with a cumulative contract value of approximately \$188M. BE is currently utilizing the CM/GC contracting methodology on three projects (a first for any CDOT transportation project) and a fourth project has issued an RFP for CM/GC service. These CM/GC projects address 6 bridges with a cumulative contract value of approximately \$125M.

**DBE Participation.** CDOT’s Disadvantaged Business Enterprise (DBE) goal on FHWA-funded contracts for Federal Fiscal Year (FFY) 2012 was 13.29%. Overall DBE Participation on BE projects [design-bid-build only] exceeded the goal at 15.1%.

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

- Asset Transfer/Ownership Policy for Replacement of an Existing Bridge
- Continued Eligibility of “poor” Rated Structures
- Accelerated Bridge Construction (ABC) Decision Making Tool / Deployment Guidance Document
- Bridge Aesthetic Enhancement Policy
- Refinements to CM/GC Delivery guidance document and Request for Proposal template
- Development of long-lead procurement policy on CM/GC projects with CDOT OFMB and FHWA
- Streamline and Modified Design Build UDBE Pilot specifications
- CBE Schedule Definitions

**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 complaint is being addressed by the Colorado Attorney General’s Office and outside co-counsel in preparation for a trial date scheduled for May of 2013.

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**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 regular Board of Directors 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 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. The report is presented to BE Board of Directors, Director Hunt, and senior BE staff.
- *Bridge Enterprise website.* CDOT and BE staff maintain the BE website at [www.coloradodot.info/programs/BridgeEnterprise](http://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.

**Bridge Enterprise Conference Presentations.** BE was selected to provide presentations at a number of state, regional and national conferences highlighting innovation from a program financing and project / program delivery perspective. This included the following conferences: Ohio Transportation and Engineering Conference (OTEC) in October 2012 [largest state DOT conference in the country], Western Association of State Highway and Transportation Officials (WASHTO) conference, and the National Women in Transportation (or WTS) Conference [poster board presentation].

**Other Significant Events / Initiatives.** The following is an itemization of other significant events / initiatives completed during 2012.

- In March 2012, CDOT and UPRR negotiated a programmatic Master agreement to streamline the processing and approval of task orders for UPRR. CDOT is currently working on a similar programmatic master agreement with BNSF railroad. This agreement also applies to BE projects, many of which cross over railroad owned right of way.
- CDOT risk management group secured an insurance broker to explore the viability of deploying Owners Controlled and/or Rolling Owners Controlled insurance program which is applicable for a number of large BE projects. This insurance program is anticipated to reduce insurance costs while improving work site safety.
- CDOT Region 4 was the first to replace a bridge (D-28-B: US34 ML over North Fork Republican River) utilizing lateral slide-in technology (accelerated bridge construction); a first for CDOT.
- BE accepted the FHWA \$4.38M Highways for Life grant for the Region 6, Pecos over I-70 project.

### 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 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 and Beyond	July 1, 2011 through June 30, 2012	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 <sup>(1)</sup>	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	\$40,662,307 <sup>(2)</sup>	\$55,337,693	\$96,000,000

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

<sup>(2)</sup> Based upon five months (July to November) of actual revenues collected

Table 4 below 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 4. FASTER Program Expenses by Fiscal Year**

Fiscal Year	Program Expenses
2010	\$2,382,211
2011	\$44,119,228
2012	\$119,208,948
2013 <sup>(1)</sup>	\$48,183,139

<sup>(1)</sup> Based upon five months (July – November) of reported expenses.

Note - From program inception (or life-to-date), the bridge repair / replacement projects have \$184.6M in total expenditures and \$130.8M in total encumbrances. This includes all funding sources (i.e., FASTER funding, Federal BR program, and Bank of America loan).



## 4 Overview of Calendar Year 2012 Progress

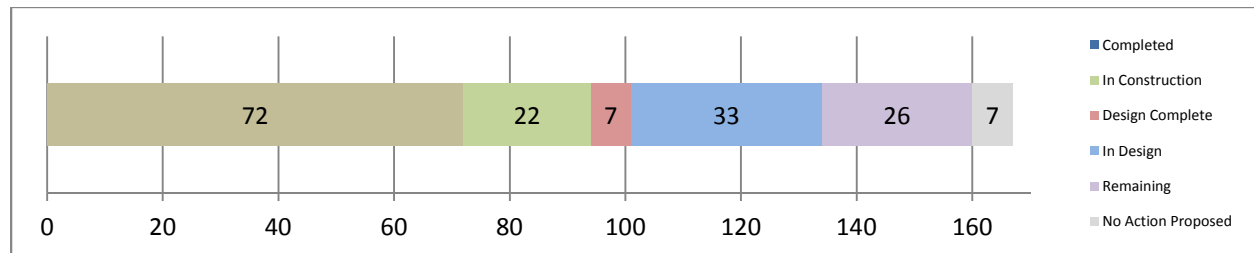
### 4.1 Bridge Completion Status (167 FASTER Eligible Bridges)

Bridge Enterprise made significant progress in calendar year 2012 replacing 26 bridges. Table 5 below presents the current status of the 167 FASTER eligible bridges included within the program which is also graphically depicted in Figure 1. For comparison, the program status as of CY 2011 is depicted in Figure 2. A complete itemization of all 167 FASTER eligible bridges with statistical information including their respective progress status has been included within Appendix A.

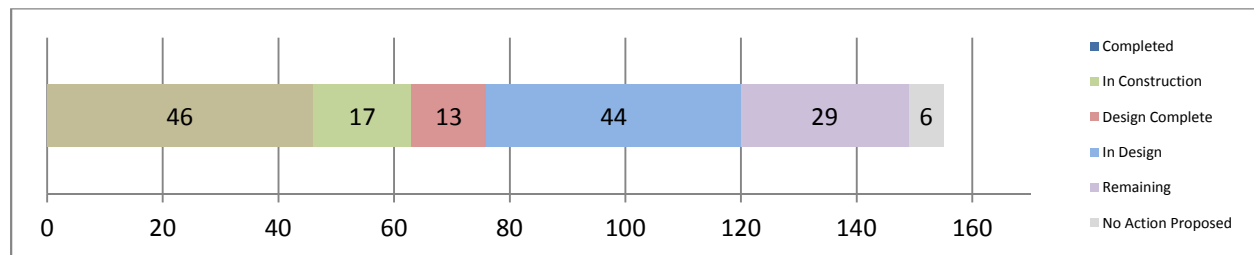
**Table 5. Program Status - 167 FASTER Eligible Bridges**

Bridge Status	Number
Completed	72
In Construction	22
Design Complete	7
In Design	33
Remaining	26
No Action Proposed	7
<b>Total Program</b>	<b>167</b>

**Figure 1. Program Status - 167 FASTER Eligible Bridges CY2012**



**Figure 2. Program Status – 155 FASTER Eligible Bridges CY2011**



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

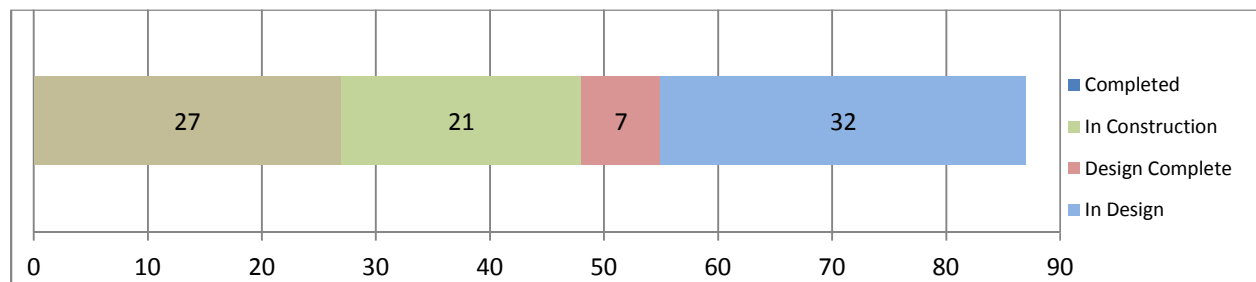
There are currently a total of 87 bridges included within the \$300M bond program. These 87 bridges are included within (or a subset of) the total population of 167 FASTER eligible bridges (presented in Section 4.1 of this report) but are tracked separately as their work scope is primarily funded with bond proceeds. Table 6 below provides the completion status of these 87 bridges which is also graphically

depicted in Figure 3. For comparison, the status of bond bridges as of CY2011 is depicted in Figure 4. A complete listing of the 87 bridges included within the bond program is included in Appendix C.

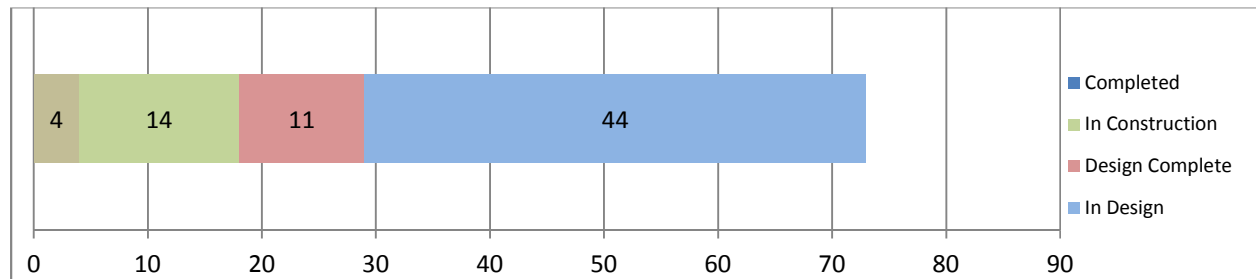
**Table 6. Project Status - \$300M Bond Program Bridges**

Bridge Status	Number
Completed	27
In Construction	21
Design Complete	7
In Design	32
<b>Total Program</b>	<b>87</b>

**Figure 3. Bond Program Project Status – 87 Bridges CY2012**



**Figure 4. Bond Program Project Status – 73 Bridges CY2011**



### 4.3 Status of Most Deficient Bridges

The list of “30 Most Deficient Bridges” (based upon sufficiency rating) was expanded to include the list of “poor” bridges as published by CDOT staff bridge for the base year 2009 (original list of 128 structures), a second list for 2010/2011, and a third and current list for 2012. The list of “30 Most Deficient Bridges” (reference Table 7) is 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	2010/2011 Poor List Bridges	2012 Poor List Bridges
Status	Worst 30	Worst 30	Worst 30
Complete	22	13	12
In Construction	6	11	11
Design Complete	0	1	1
In Design	1	5	6
Remaining	1	0	0
<b>Total Addressed</b>	<b>30</b>	<b>30</b>	<b>30</b>

## 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, 2012 was 0.90. 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, 2012 was \$215.8M as compared to the planned value of the work (baseline) scheduled to be completed at \$239.8M; which indicates that the program is approximately 10% behind the plan.

**Table 8. Program Earned Value**

Earned Value of the Work (Actual) Through December 31, 2012	Planned Value of Work (Baseline) Through December 31, 2012	Schedule Variance
\$215,836,359	\$239,834,552	\$23,998,193

## 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/BE HQ personnel who also support the BE, 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. 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.

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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, and BE renewed their program management contract for fiscal year 2013 which extends through June 30, 2013. 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 2013 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 167 FASTER eligible bridges) and overall Program Schedule
- Program Financial Support Services and Subsequent Bond Issuance (if required)
- Development and Implementation of 10-Year Bridge Program Plan
- 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, CBE 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.

**NPS FASTER design contracts.** The majority of the NPS FASTER design based contracts awarded in December 2011 received a one-year contract extension if the sub-consultant has work that extends into calendar year 2013. All task orders for future work had to be executed by the end of their respective base contract period and no increase to contract capacity was allowed. CDOT/BE staff are currently evaluating the need for a new suite of FASTER NPS contracts for calendars 2013 and 2014.

**Construction Management / Construction Inspection & Materials Testing.** Regional project teams continue to utilize the Project Specific (PS) Construction Management /Construction Inspection and Materials Testing contracts issued in 2011. CDOT and BE staff are currently evaluating the need for CM/CI and Materials Testing services for projects programmed to be completed in FY2013 and 2014.

**Independent Cost Estimator.** CDOT awarded two Independent Cost Estimator (or ICE) contracts in January of 2012 to support GMP (Guaranteed Maximum Pricing) negotiations associated with CM/GC contracts. Each contract has a Not to Exceed value of \$1.5M and the BE is using the services provided under these agreements to support its CM/GC contracts as well.

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The above consultant usage only highlights program based consultant contracts. The CDOT Regions are encouraged and use PS contracts funded by the BE as required to deliver BE projects if time and resources allow.

## 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 a FHWA report from April 2012, there are approximately 10.3 direct jobs created for every \$1 million of construction spending. This correlates into approximately 822 full-time positions; primarily construction craft labor. In addition, preconstruction program expenditures (i.e., engineering and project designs) created another approximately 149 full-time positions; primarily engineers. Combined, there were approximately 971 direct jobs created by the FASTER program spending during the calendar year.

## 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 address some of Colorado's most deficient bridges. Depending on the various I-70 funding alternatives outlined within the 10-Year Bridge Program Plan, BE may largely exhaust its resources by the end of this 10-year planning period; as such, additional statutory changes may be needed at a future date.

## 8 Projected Program Plan

### 8.1 Forecasted 2013 Program Plan

Over 57% of the FASTER eligible bridge population is complete or in construction (reference Table 5). In addition, approximately one-quarter of the FASTER eligible bridge population is currently in the preconstruction phase (e.g., environmental clearances, preparation of PSE's, etc.) or waiting to go to advertisement for construction. Per the current program schedule, construction work is projected to

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increase during calendar year 2013 and will not begin to drop off until late calendar year 2014. With that said, the forecasted 2013 program objectives shall focus on the following items.

**Satisfy Bond Spending Expectations.** Per the bond documents, 85% of the \$300M bond proceeds are expected to be spent by December of 2013. Per the most current update to the bond allocation plan, the program is forecasting to spend the requisite \$255M ( $0.85 \times \$300M = \$255M$ ); however, there is currently no margin of error based upon a comparison of forecasted spending to actual expenditures. The program must remain diligent on (1) maintaining delivery schedules commensurate with the baseline schedule, and (2) actively identify projects that may be delayed for whatever reason and quickly identify proposed corrective actions to thereby satisfy bond spending requirements.

**Prioritization Plan.** As a follow-up to the 10-Year Program Plan, the BE Board tasked the program to develop and implement a quantitative and qualitative process to prioritize the completion of current and future FASTER eligible structures. This guidance document shall address quantitative and qualitative criteria such as: a bridge's sufficiency rating, ADT (average daily traffic), bridge importance (i.e., emergency/evacuation route, interstate highway system, singular access to a geographical area/municipality, etc.), and economic factors, etc. The plan will help determine if a bridge should be included within the program (even if FASTER eligible) and establish an objective methodology of comparing FASTER eligible bridges to each other to determine the best use of available funding.

**MAP-21.** The recently enacted federal transportation act commonly referred to as MAP-21 (Moving Ahead for Progress in the 21<sup>st</sup> Century) has outlined two important initiatives: (1) risk-based asset management plan, and (2) performance measurement / management practices. BE staff shall work in concert with CDOT Staff Bridge and other staff as required to implement a federally compliant program.

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

**Maximize Use of Alternative Contract Delivery.** 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).

**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.

**OCIP/ROCIP.** BE staff shall work with CDOT's Risk Management to identify projects that may be viable candidates for an Owner Controlled or Rolling Owner Controlled Insurance Program (OCIP/ROCIP).

## 8.2 I-70 Viaduct

The I-70 viaduct (or Bridge E-17-FX) is on the list of 167 FASTER eligible bridges. In the spring of 2011, CDOT completed a \$20 million rehabilitation project which addressed the immediate safety needs of the

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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.

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 summer of 2013, and a Record of Decision (ROD) due in the summer of 2014.

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 167 bridges due to the cost of reconstructing/replacing the I-70 viaduct. 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-225. Presently no funding is available for the construction of the road components of such an effort.

As such, CDOT has issued an RFP to secure a financial advisor to examine various funding alternatives which may include a future FASTER bond issuance. CDOT intends to select financial advisor in early 2013 and Be staff will support as required.

List of 167 FASTER Eligible Bridges

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
1	E-16-AA	E-16-YG	6	ADAMS	US 287 ML over BNSF RR SPUR	In Design
2	E-16-FP	E-16-YF	6	ADAMS	80TH AVE over US 36 ML	Construction Complete
3	E-16-GQ	E-16-YD	6	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR; N of JCT I 76 in WHEATRIDGE	In Construction
4	E-17-AR	E-17-ADR	6	ADAMS	SH 7 ML over SOUTH PLATTE RIVER	Construction Complete
5	E-17-CA	E-17-VA	6	ADAMS	SH 44 ML(104TH AVE) over SOUTH PLATTE RIVER; W of JCT US 85	In Design
6	E-17-ER	044A002673BR	6	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP; W of US 85	In Design
7	E-17-DC	E-17-ACS	6	ADAMS	I 76 ML EBND over UP RR; E of JCT US 85	In Design
8	E-17-DU	E-17-ACT	6	ADAMS	I 76 ML WBND over UP RR; E of JCT US 85	In Design
9	E-17-DM	E-17-ADL	6	ADAMS	I 76 ML WBND over UP RR	Construction Complete
10	E-17-DN	E-17-ADL	6	ADAMS	I 76 ML EBND over UP RR	Construction Complete
11	E-17-EP		6	ADAMS	SH 6 DITCH RIDER RD over BURLINGTON CANAL	No Action Proposed
12	E-17-EX	E-17-GF	6	ADAMS	PEORIA STREET over I 76 ML; NE of JCT US 85	In Design
13	E-17-EZ	E-17-ACR	6	ADAMS	84TH AVE over I 25 ML	Construction Complete
14	E-17-GM	E-17-AET	6	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete
15	E-17-GL	E-17-AET	6	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete
16	E-17-HG	E-17-ADP	6	ADAMS	104TH AVE over I 25 ML	Construction Complete
17	E-17-HL	E-17-AEA	6	ADAMS	I 76 ML EBND over SH 224 ML	Construction Complete
18	E-17-IC	Not Assigned	6	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	6	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH; in LITTLETON	In Construction
21	F-16-FY	F-16-WX	6	ARAPAHOE	US 285 ML SBND over SH 88 ML	Construction Complete
22	F-16-FZ	F-16-WX	6	ARAPAHOE	US 285 ML NBND over SH 88 ML	Construction Complete
23	F-17-BS	F-17-XL	6	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK; E of I-225	In Design
24	F-17-F	F-17-WZ	6	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK; E of I-225	In Design
25	F-17-DM	F-17-YB	6	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK; W OF SH 83(PARKER RD)	In Design
26	F-17-GO	Not Assigned	6	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK; W of I-225	In Design
27	F-17-GA	Not Assigned	6	ARAPAHOE	US 40 ML(E COLFAX) WBND 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	O-26-R	2	BACA	US 160 ML over CAT CREEK; W of SPRINGFIELD	Construction Complete
33	L-24-F	Rehab	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	E-15-AI	4	BOULDER	SH 170 ML over COMMUNITY DITCH	No Action Proposed
36	E-16-FK	E-16-YB	6	BROOMFIELD	SH 121 ML SBND- WADSWORTH PKWY over US 36 ML (DEN/BOULDER TNPK)	In Construction
37	E-16-FL	E-16-YC	6	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DEN/BLDER TNPK); SE of JCT SH 121	In Construction



List of 167 FASTER Eligible Bridges

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
38	F-14-B	F-14-AZ	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK; 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	Not Programmed
41	F-15-D	Not Assigned	1	CLEAR CREEK	I 70 FRONTAGE RD over CLEAR CREEK; W IDAHO SPRINGS	Not Programmed
42	O-12-AD	Not Assigned	5	CONEJOS	SH 371 ML over ALAMOSA RIVER	Not Programmed
43	L-21-U	Not Assigned	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 E-16-YZ(ped bridge)	6	DENVER	PECOS STREET over I 70 ML; in DENVER	In Construction
46	E-17-AH	Not Assigned	6	DENVER	ON 40TH AVE W of SH 2 ML over BNSF RR	No Action Proposed
47	E-17-BY	E-17-AER	6	DENVER	I 70 ML EBND over SAND CREEK; E of QUEBEC ST	Construction Complete
48	E-17-GE	E-17-AER	6	DENVER	I 70 ML WBND over SAND CREEK; E of QUEBEC ST	Construction Complete
49	E-17-DF	Not Assigned	6	DENVER	I 70 ML WBND over UP RR; W of COLORADO BLVD	Not Programmed
50	E-17-EW	Not Assigned	6	DENVER	I 70 ML EBND over UP RR; W of COLORADO BLVD	Not Programmed
51	E-17-FX	Not Assigned	6	DENVER	I 70 ML over US 6, RR, CITY ST	Not Programmed
52	E-17-JP	Not Assigned	6	DENVER	I 70 ML over HAVANA ST, UP RR	In Design
53	F-16-BM	F-16-XK	6	DENVER	SH 88 ML over RR, LAKEWOOD GULCH	Construction Complete
54	F-16-DP	F-16-XB	6	DENVER	I 25 ML over RDWY,RR, SOUTH PLATTE RVR; BRONCO BRIDGE	In Construction
55	F-16-DT	F-16-XS	6	DENVER	I 25 ML NBND over US 85 ML (SANTA FE)	In Construction
56	F-16-DW	F-16-XS	6	DENVER	I 25 ML SBND over US 85 ML (SANTA FE)	In Construction
57	F-16-EF	F-16-YZ	6	DENVER	US 6 ML over SOUTH PLATTE RIVER; W SIDE of I-25	Design Completed
58	F-16-EN	F-16-ZA F-16-ZB	6	DENVER	US 6 ML over BRYANT STREET; W SIDE OF I-25	Design Completed
59	F-16-EJ	F-16-YJ	6	DENVER	US 6 ML over BNSF RR; E SIDE OF I-25	Design Completed
60	F-16-FW	F-16-YQ	6	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX)	In Construction
61	F-16-GG	Not Assigned	6	DENVER	PERRY STREET over US 6 ML; W of FEDERAL	No Action Proposed
62	F-16-OG	Not Assigned	6	DENVER	RAMP to I 25 NBND over US 6 ML	Construction Complete
63	F-17-AE	F-17-WP	6	DENVER	SH 30 ML/HAVANA ST over CHERRY CREEK	Construction Complete
64	G-16-B	G-16-E	1	DOUGLAS	US 85 ML over DRAW	In Construction
65	G-16-C	G-16-F	1	DOUGLAS	US 85 ML over DRAW	In Construction
66	G-17-A	Not Assigned	1	DOUGLAS	US 85 ML over SAND CREEK	In Design
67	F-08-F	F-08-AJ	3	EAGLE	I 70 SERVICE RD over COLORADO RIVER; N. of DOTSERO INT.	In Construction
68	F-09-H	F-09-AS	3	EAGLE	US 6 ML over EAGLE RIVER; E of EAGLE	Construction Complete
69	F-10-L	Not Assigned	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER	Not Programmed
70	F-11-AB	Rehab	3	EAGLE	I 70 ML WBND over US 6, RR, EAGLE RIVER; E of JCT US 24	In Design
71	F-11-AC	Rehab	3	EAGLE	I 70 ML EBND over US 6, RR, EAGLE RIVER; E of JCT SH 131	In Design
72	F-11-AO	Not Assigned	3	EAGLE	I 70 ML EBND over TIMBER CREEK	Not Programmed
73	G-21-B	G-21-AP	1	ELBERT	I 70 FRONTAGE RD over DRAW	Design Completed
74	G-21-Y	G-21-AO	1	ELBERT	I 70 BUSINESS SPUR over I 70 ML	No Action Proposed

List of 167 FASTER Eligible Bridges

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
75	H-17-M	Rehab	2	EL PASO	I 25 ML over DRAW	In Design
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	Not Assigned	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	In Design
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	J-15-B	J-15-F	2	FREMONT	SH 9 ML over CURRANT CREEK; NW of JCT US 50	Construction Complete
83	K-14-J	Not Assigned	2	FREMONT	US 50 ML over DRAW, near COTOPAXI	In Design
84	K-16-K	K-16-AL	2	FREMONT	SH 120 ML over RR, ARKANSAS RIVER; E of PORTLAND	In Construction
85	K-16-Q	K-16-AM	2	FREMONT	SH 120 ML over HARDSCRABBLE CREEK	Construction Complete
86	K-16-S	K-16-CI	2	FREMONT	SH 120 ML over DRAW, UP RR; E of FLORENCE	In Design
87	K-16-W	Not Assigned	2	FREMONT	SH 67 ML over DRAW	No Action Proposed
88	F-05-L	Not Assigned	3	GARFIELD	I 70 ML WBND over COLORADO RIVER	Not Programmed
89	F-07-A	F-07-V	3	GARFIELD	SH 82 ML over I70 ML, COLORADO RVR,RR; GLENWOOD SPRINGS	In Design
90	F-05-C	Not Assigned	3	GARFIELD	SH 13 ML over RIFLE CREEK	Not Programmed
91	D-13-A	Not Assigned	3	GRAND	US 34 ML over N FK COLORADO RIVER	Not Programmed
92	J-09-C	Rehab	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR OVERFLOW; W. SIDE of GUNNISON	Construction Complete
93	J-09-D	Rehab	3	GUNNISON	US 50 SERVICE RD over GUNNISON RVR; W. SIDE of GUNNISON	Construction Complete
94	J-09-G	J-09-F	3	GUNNISON	SH 114 ML over TOMICHI CREEK	Construction Complete
95	M-16-P	Not Assigned	2	HUERFANO	SH 69 ML over MILLIKEN ARROYO	In Design
96	N-16-L	N-16-Q	2	HUERFANO	SH 69 ML over TURKEY CREEK	Construction Complete
97	N-17-AD	Not Assigned	2	HUERFANO	I 25 ML SBND over US 160 ML, RR SPUR	Not Programmed
98	N-17-C	Not Assigned	2	HUERFANO	I 25 BUS RT over SULL CREEK	In Design
99	N-17-N	N-17-BU	2	HUERFANO	I 25 ML NBND over MISSOURI CREEK	Construction Complete
100	O-16-A	O-16-C	2	HUERFANO	SH 12 ML over CUCHARAS RIVER; S of LA VETA	Construction Complete
101	E-16-FX	E-16-XR	6	JEFFERSON	WASHINGTON STREET over SH 58 ML	Construction Complete
102	E-16-HA	E-16-HG	6	JEFFERSON	SH 58 ML over FORD STREET, WASH	In Design
103	E-16-HI	E-16-XQ	6	JEFFERSON	SH 58 ML over CO.RD,RR SPUR	Construction Complete
104	F-16-AM	F-16-WI	6	JEFFERSON	US 285 ML SBND over SH 121 ML	Construction Complete
105	F-16-AY	F-16-WI	6	JEFFERSON	US 285 ML NBND over SH 121 ML	Construction Complete
106	F-16-CS	F-16-YR	6	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK; N OF 285	In Construction
107	F-16-FL	F-16-XQ	6	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE	In Construction
108	F-16-I	F-16-WK	6	JEFFERSON	US 285 ML SBND over PIERCE STREET	Construction Complete
109	K-23-B	K-23-X	2	KIOWA	SH 96 ML over DRAW	Construction Complete
110	K-23-C	K-23-W	2	KIOWA	SH 96 ML over DRAW	Construction Complete
111	K-24-A	K-24-B	2	KIOWA	SH 96 ML over DRAW	Construction Complete

List of 167 FASTER Eligible Bridges

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
112	G-11-F	G-11-G	3	LAKE	US 24 ML over UP RR	Construction Complete
113	H-11-D	Not Assigned	3	LAKE	US 24 ML over CALIFORNIA GULCH	Not Programmed
114	H-11-F	Not Assigned	3	LAKE	US 24 ML over CALIFORNIA GULCH	Not Programmed
115	O-05-AQ	Not Assigned	5	LA PLATA	US 160 ML over ANIMAS RIVER	Construction Complete
116	B-16-AE	B-16-AJ	4	LARIMER	US 287 ML over DRAW; N of JCT SH 1	Construction Complete
117	B-16-D	B-16-EV	4	LARIMER	SH 14 ML over CACHE LA POUVRE RIVER; E of JCT US 287	In Design
118	B-16-EU	Not Assigned	4	LARIMER	COUNTY ROAD 48 over I 25 ML	Not Programmed
119	C-15-I	C-15-AL	4	LARIMER	US 34 ML over BIG THOMPSON RIVER	Construction Complete
120	C-15-J	C-15-AM	4	LARIMER	US 34 ML over BIG THOMPSON RIVER	Construction Complete
121	C-17-EL	Not Assigned	4	LARIMER	I 25 ML over DRAW	No Action Proposed
122	O-19-H	O-19-R	2	LAS ANIMAS	US 350 ML over PURGATOIRE RIVER; NE of JCT US 160	In Design
123	O-19-J	O-19-AH	2	LAS ANIMAS	US 350 ML over DRAW; S of MODEL	In Construction
124	P-17-H	P-17-AG	2	LAS ANIMAS	SH 12 ML over PURGATOIRE RIVER; NW of WESTON	Construction Complete
125	P-18-B	P-18-BK	2	LAS ANIMAS	I 25 ML NBND over PURGATOIRE RIVER	Construction Complete
126	P-18-S	P-18-BL	2	LAS ANIMAS	I 25 ML SBND over PURGATOIRE RIVER	Construction Complete
127	P-19-AD	P-19-AV	2	LAS ANIMAS	SH 239(CO RD 75) ML over IRRIGATION CANAL; in TRINIDAD	In Construction
128	P-23-A_MINOR	Not Assigned	2	LAS ANIMAS	US 160 ML over SMITH CANYON	In Design
129	G-22-J	G-22-CD	1	LINCOLN	US 24 ML over DRAW; E of LIMON	Construction Complete
130	A-24-C A-26-F	138A014381BL 138A041877BL	4	LOGAN SEDGWICK	US 138 ML over DITCH/DRAW	Construction Complete
131	G-03-Q	Not Assigned	3	MESA	I 70 ML WBND over COLORADO RIVER OVERFLOW	Not Programmed
132	L-22-E	L-22-CM	2	OTERO	SH 266 ML over FT LYON STORAGE CANAL; NE of ROCKY FORD	In Construction
133	L-22-K	L-22-CD	2	OTERO	SH 71 ML over FT LYON CANAL; NW of ROCKY FORD	In Construction
134	L-22-O	L-22-CN	2	OTERO	SH 266 ML over HOLBROOK CANAL; NE of ROCKY FORD	In Construction
135	M-21-D	M-21-F	2	OTERO	US 350 ML over DRAW; SW of LA JUNTA & TIMPAS	Construction Complete
136	L-05-B	L-05-E	5	OURAY	SH 62 ML over UNCOMPAGRE RIVER; SHERMAN ST in RIDGWAY	Construction Complete
137	L-06-A	L-06-B	5	OURAY	US 550 ML over BEAR CREEK	Construction Complete
138	G-12-L	Rehab	1	PARK	SH 9 ML over BUCKSKIN GULCH; in ALMA	Construction Complete
139	G-12-C	Not Assigned	1	PARK	SH 9 ML over PLATTE GULCH	Not Programmed
140	H-09-B	Not Assigned	3	PITKIN	SH 82 ML over CO RD, CASTLE CREEK	Construction Complete
141	L-27-S	L-27-V	2	PROWERS	US 50 ML over DRAW; E of LAMAR	In Design
142	L-28-C	L-28-AS	2	PROWERS	US 50 ML over BNSF RR; E of GRANADA	In Design
143	L-28-F	L-28-H	2	PROWERS	SH 89 ML over ARKANSAS RIVER; S of HOLLY	Construction Complete
144	K-18-AX	Not Assigned	2	PUEBLO	I 25 ML NBND over US 50 ML	Not Programmed
145	K-18-CK	K-18-GU	2	PUEBLO	I 25 ML NBND over NP RR,ILEX ST,BENNET ST	In Design
146	K-18-CL	K-18-GV	2	PUEBLO	I 25 ML SBND over NP RR,ILEX ST,BENNET ST	In Design
147	K-18-R	Not Assigned	2	PUEBLO	US 50 BUS EBND over ARKANSAS RIVER	Not Programmed
148	K-18-Z	K-18-GS & K-18-GT	2	PUEBLO	SH 96 ML over RDWY, RR, ARKANSAS RVR	Construction Complete

**List of 167 FASTER Eligible Bridges**

	Original Bridge Number	New Bridge Number	Region	County	Facility Carried over Featured Intersection	Status
149	L-18-AQ	Not Assigned	2	PUEBLO	NORTHERN AVE over I 25 ML	In Design
150	L-18-AU	Not Assigned	2	PUEBLO	MESA AVE over I 25 ML	Not Programmed
151	L-18-M	Not Assigned	2	PUEBLO	I 25 ML NBND over INDIANA AVE	In Design
152	L-18-W	Not Assigned	2	PUEBLO	I 25 ML SBND over INDIANA AVE	In Design
153	L-19-C	L-19-Y	2	PUEBLO	US 50 BUS. RT WBND over ST CHARLES RIVER	Construction Complete
154	M-17-R	Not Assigned	2	PUEBLO	I 25 ML over DRAW	Construction Complete
155	M-20-A	M-20-D	2	PUEBLO	SH 10 ML over SAUNDERS ARROYO	Construction Complete
156	C-09-C	C-09-AU	3	ROUTT	US 40 ML over E FORK ELK RIVER; W of STEAMBOAT SPGS	Design Completed
157	M-06-K	M-06-L	5	SAN JUAN	US 550 ML over MINERAL CREEK	Construction Complete
158	L-04-B	L-04-H	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK; JCT SH 62 - PLACERVILLE	Construction Complete
159	H-16-K	H-16-N	2	TELLER	SH 67 ML over DRAW	Construction Complete
160	I-15-Y	Not Assigned	2	TELLER	US 24 ML over TWIN CREEK	Construction Complete
161	B-17-C	B-17-DF	4	WELD	US 85 ML(NUNN BRIDGE) over UPRR	Design Completed
162	B-17-L	B-17-BU	4	WELD	SH 14 ML over COALBANK CREEK; W of AULT	Design Completed
163	C-17-BN	C-17-FS	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER; S of JCT SH 56	In Construction
164	C-18-BK	Not Assigned	4	WELD	US 85 BYPASS SBND over US 85 BUS RT	Not Programmed
165	D-17-AK	D-17-FK	4	WELD	SH 66 ML over ST VRRAIN RIVER; W of PLATTEVILLE	In Construction
166	D-19-A	Not Assigned	4	WELD	I 76 SERVICE RD over LOST CREEK	Not Programmed
167	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-16-AA	6	ADAMS	US 287 ML over BNSF RR SPUR	In Design
F-17-GA	6	ARAPAHOE	US 40 ML WBND over TOLLGATE CREEK	In Design
F-19-F	1	ARAPAHOE	US 36 ML over DRAW	Not Programmed
O-12-AD	5	CONEJOS	SH 371 ML over ALAMOSA RIVER	Not Programmed
F-11-AO	3	EAGLE	I 70 ML EBND over TIMBER CREEK	Not Programmed
K-16-W	2	FREMONT	SH 67 ML over DRAW	No Action Proposed
F-05-C	3	GARFIELD	SH 13 ML over RIFLE CREEK	Not Programmed
D-13-A	3	GRAND	US 34 ML over N FK COLORADO RIVER	Not Programmed
E-16-HA	6	JEFFERSON	SH 58 ML over FORD STREET, WASH	In Design
H-11-D	3	LAKE	US 24 ML over CALIFORNIA GULCH	Not Programmed
H-11-F	3	LAKE	US 24 ML over CALIFORNIA GULCH	Not Programmed
G-12-C	1	PARK	SH 9 ML over PLATTE GULCH	Not Programmed
L-18-AU	2	PUEBLO	MESA AVE over I 25 ML	Not Programmed

List of 87 Bond Program Bridges

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status	Associated Bridge
E-16-AA	6	ADAMS	US 287 ML over BNSF RR SPUR	In Design	
E-16-GQ	6	ADAMS	SH 95 ML (SHERIDAN BLVD) over UP RR, RR SPUR; N of JCT I 76 in WHEATRIDGE	In Construction	
E-17-CA	6	ADAMS	SH 44 ML(104TH AVE) over SOUTH PLATTE RIVER; W of JCT US 85	In Design	With E-17-ER
E-17-ER	6	ADAMS	SH 44 ML(104TH AVE) over BULL SEEP; W of US 85	In Design	With E-17-CA
E-17-DC	6	ADAMS	I 76 ML EBND over UP RR; E of JCT US 85	In Design	With E-17-DU
E-17-DU	6	ADAMS	I 76 ML WBND over UP RR; E of JCT US 85	In Design	With E-17-DC
E-17-EX	6	ADAMS	PEORIA STREET over I 76 ML; NE of JCT US 85	In Design	
E-17-GM	6	ADAMS	I 76 ML EBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete	With E-17-GL
E-17-GL	6	ADAMS	I 76 ML WBND over SOUTH PLATTE RIVER; NE of JCT I 270	Construction Complete	With E-17-GM
F-16-F	6	ARAPAHOE	US 85(SANTA FE) ML NBND over DAD CLARK GULCH; in LITTLETON	In Construction	
F-17-BS	6	ARAPAHOE	US 40 ML(E COLFAX) WBND over SAND CREEK; E of I-225	In Design	With F-17-F
F-17-F	6	ARAPAHOE	US 40 ML(E COLFAX) EBND over SAND CREEK; E of I-225	In Design	With F-17-BS
F-17-DM	6	ARAPAHOE	SH 88 ML/ARAP RD over CHERRY CREEK; W OF SH 83(PARKER RD)	In Design	
F-17-GO	6	ARAPAHOE	US 40 ML(E COLFAX) EBND over TOLLGATE CREEK; W of I-225	In Design	With F-17-GA
F-17-GA	6	ARAPAHOE	US 40 ML(E COLFAX) WBND over TOLLGATE CREEK; W of I-225	In Design	With F-17-GO
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	6	BROOMFIELD	SH 121 ML SBND- WADSWORTH PKWY over US 36 ML (DEN/BOULDER TNPK)	In Construction	With E-16-FL
E-16-FL	6	BROOMFIELD	CNTY RD / OLD WADS over US 36 ML (DEN/BLDER TNPK); SE of JCT SH 121	In Construction	With E-16-FK
E-16-FW	6	DENVER	PECOS STREET over I 70 ML; in DENVER	In Construction	
E-17-BY	6	DENVER	I 70 ML EBND over SAND CREEK; E of QUEBEC ST	Construction Complete	With E-17-GE
E-17-GE	6	DENVER	I 70 ML WBND over SAND CREEK; E of QUEBEC ST	Construction Complete	With E-17-BY
E-17-JP	6	DENVER	I 70 ML over HAVANA ST, UP RR	In Design	
F-16-DT	6	DENVER	I 25 ML NBND over US 85 ML (SANTA FE)	In Construction	With F-16-DW
F-16-DW	6	DENVER	I 25 ML SBND over US 85 ML (SANTA FE)	In Construction	With F-16-DT
F-16-EF	6	DENVER	US 6 ML over SOUTH PLATTE RIVER; W SIDE of I-25	Design Completed	With F-16-EN AND F16-EJ
F-16-EN	6	DENVER	US 6 ML over BRYANT STREET; W SIDE OF I-25	Design Completed	With F-16-EF AND F16-EJ
F-16-EJ	6	DENVER	US 6 ML over BNSF RR; E SIDE OF I-25	Design Completed	With F-16-EF AND F16-EN
F-16-FW	6	DENVER	US 287+SH 88 (FEDERAL) over US 40 ML (COLFAX)	In Construction	
G-16-B	1	DOUGLAS	US 85 ML over DRAW	In Construction	With G-16-C
G-16-C	1	DOUGLAS	US 85 ML over DRAW	In Construction	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.	In Construction	
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
G-21-B	1	ELBERT	I 70 FRONTAGE RD over DRAW	Design Completed	

List of 87 Bond Program Bridges

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status	Associated Bridge
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	In Design	
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	In Design	
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	In Design	
O-16-A	2	HUERFANO	SH 12 ML over CUCHARAS RIVER; S of LA VETA	Construction Complete	With P-17-H
E-16-HA	6	JEFFERSON	SH 58 ML over FORD STREET, WASH	In Design	
F-16-CS	6	JEFFERSON	SH121 ML-WADSWORTH over BEAR CREEK; N OF 285	In Construction	
F-16-FL	6	JEFFERSON	US 6 ML over SH 95 ML/SHERIDAN AVE	In Construction	
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 POUFRE 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 Design	
O-19-J	2	LAS ANIMAS	US 350 ML over DRAW; S of MODEL	In Construction	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	In Construction	With O-19-J
P-23-A_MINOR	2	LAS ANIMAS	US 160 ML over SMITH CANYON	In Design	
G-22-J	1	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	In Construction	With L-22-K and L-22-O
L-22-K	2	OTERO	SH 71 ML over FT LYON CANAL; NW of ROCKY FORD	In Construction	With L-22-E and L-22-O
L-22-O	2	OTERO	SH 266 ML over HOLBROOK CANAL; NE of ROCKY FORD	In Construction	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-CK	2	PUEBLO	I 25 ML NBND over NP RR,ILEX ST,BENNET ST	In Design	With K-18-CK
K-18-CL	2	PUEBLO	I 25 ML SBND over NP RR,ILEX ST,BENNET ST	In Design	With K-18-CL
L-18-AQ	2	PUEBLO	NORTHERN AVE over I 25 ML	In Design	
L-18-M	2	PUEBLO	I 25 ML NBND over INDIANA AVE	In Design	With L-18-W
L-18-W	2	PUEBLO	I 25 ML SBND over INDIANA AVE	In Design	With L-18-M
C-09-C	3	ROUTT	US 40 ML over E FORK ELK RIVER; W of STEAMBOAT_SPGS	Design Completed	
L-04-B	5	SAN MIGUEL	SH 145 ML over LEOPARD CREEK; JCT SH 62 - PLACERVILLE	Construction Complete	

**List of 87 Bond Program Bridges**

Original Bridge Number	Region	County	Facility Carried over Featured Intersection	Status	Associated Bridge
B-17-C	4	WELD	US 85 ML(NUNN BRIDGE) over UPRR	Design Completed	
B-17-L	4	WELD	SH 14 ML over COALBANK CREEK; W of AULT	Design Completed	
C-17-BN	4	WELD	I 25 SERVICE RD over LITTLE THOMPSON RIVER; S of JCT SH 56	In Construction	
D-17-AK	4	WELD	SH 66 ML over ST VRRAIN RIVER; W of PLATTEVILLE	In Construction	
D-28-B	4	YUMA	US 34 ML over N FK REPUBLICAN RIVER; W of LAIRD	Construction Complete	